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Information Guide



Transport Policy

A guide to the European Union's Transport Policy, with hyperlinks to sources of information within European Sources Online and on external websites

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Introduction

Safer skies, seas and roads, decent working hours for people with jobs in the transport industry and a wider range of choices for those using it along with fighting pollution now and finding new technologies to make our future journeys even cleaner – we've been busy over the last 20 years making transport better at European level.

Thanks to the single market, long queues at the border are a thing of the past and a trip to enjoy a bit of winter sun is just a question of hopping on a flight. But it's not just passengers that feel the benefits.

In the past, exporters transported their freight from one EU country to the next, and then had to come all the way back again, with an empty cargo hold. Car and plane parts had to go through different safety checks in each EU country. Maximum working hours for pilots and truck drivers depended on which country they were based in.

We've changed all this and more, but we still have ground to cover and work is on-going to remove remaining barriers, whether they are legal in nature, or related to standards or infrastructure. We will work towards further connecting Europe's networks, while promoting intelligent transport systems to improve the use of existing infrastructure and to create new logistical opportunities in Europe. Plans are afoot to ensure our airlines stay competitive, and in the rail sector measures to create a real internal market should save operators time and money and offer customers better service.

From: [20 years of the single market, 20 achievements in transport](#), 2012.

Background

Transport was identified as a common policy by the 1957 Treaty establishing the European Community, which called for common rules applicable to international transport and for the provision of transport services and safety in the rail, road and inland waterway sectors (see [Summaries of EU legislation](#) [archived]).

State involvement has always been a feature of the transport sector because of its importance in economic competitiveness and employment and the high costs involved, particularly in serving remote areas. Yet there are considerable differences between the Member States in their handling of transport, some preferring a regulatory approach and others a market-orientated approach.

Progress at European level was so slow in combining liberalisation with harmonisation of competition rules that, in 1982, the European Parliament brought a case in the European Court of Justice against the European Commission for failure to act ([Case 13/83](#)). The decision of the court was that the Council had to formulate common rules for transport - a ruling extended in 1986 to cover air transport and subsequently to sea transport, in the *Nouvelles Frontières* judgment ([Joint Cases 209-213/84](#)).

In addition to the Court's landmark rulings, political pressure to legislate in the field of transport built up with the adoption of the Single Market Programme (1988-1992). This extensive package of legislative tasks had the aim of launching a 'completed' Single Market by 1 January 1993. The 1985 Commission White Paper 'Completing the Internal Market' identified priorities and deadlines, including for the opening of the transport sector with the aim of realising the 'right to provide transport services freely throughout the Community' (see [COM\(85\)310](#) - text via the Archive of European Integration).

The 1986 Single European Act (see [Summaries of EU legislation](#)) amended the Community Treaty to bring sea and air transport within its remit. For each mode of transport, the aim was to proceed from the provision by operators of an international service (between Member States) to cabotage (to permit transport by national operators within another Member State). At the same time, safety regulations relevant to each mode were introduced to compensate for the abolition of checks at the borders.

In 1992, the European Commission published the White Paper 'The future development of the common transport policy. A global approach to the construction of a Community framework for sustainable mobility' ([COM\(92\)494](#) - text via the Archive of European Integration). In it, the Commission identified a turning point for the Common Transport Policy and called for a shift in focus from a sectoral approach towards an integrated model of sustainable mobility. This included the objectives of creating links between Member States' networks (interconnection), facilitating inter-operability between national networks, and considering environmental aspects of transport.

The 1992 Treaty on European Union introduced the legal basis to support these objectives in the form of Trans-European transport networks (under what is now Title XVI of the [Treaty on the Functioning of the European Union](#), but was then Title XV of the Treaty establishing the European Community).

Mid-term priorities were set out by the European Commission in 1995 in 'The Common Transport Policy Action Programme 1995-2000. Follow up to White Paper' ([COM\(95\)302](#) - text via the Archive of European Integration).

In December 1998, the Commission published the Communication 'The Common Transport Policy: Sustainable mobility: perspectives for the future' ([COM\(98\)716](#) - text via the Archive of European Integration; see also [Summaries of EU legislation](#) [archived]), in which it stated that:

overall , the picture since 1995 has been one of significant, continuing and encouraging progress. A coherent and integrated plan for the development of the Common Transport Policy has been established, and, by and large, the principles have been accepted.

It did, however, warn of major challenges facing the creation of 'a safe, efficient, competitive, socially and environmentally friendly CTP'. The Communication also set out priorities in the transport sector for the period up to 2000, together with possible initiatives for the period 2000-2004. The Commission saw its action programme as a basis for an ongoing review of the CTP.

In the mid-1990s, the Commission was increasingly concerned with transport charging, with the aim of internalising the external costs associated with transport infrastructure. A Community-wide approach was set out in the Green Paper of 1995 'Towards fair and efficient pricing in transport' ([COM\(95\)691](#)) and the White Paper of July 1998 'Fair payment for infrastructure use; a phased approach to a common transport infrastructure charging framework in the EU' ([COM\(98\)466](#) - text via the Archive of European Integration).

Following a re-organisation of the European Commission in 1999, transport and energy were brought together in a joint Energy and Transport Directorate General (DG), whose transport-related priorities were defined as being to encourage greater use of rail and short-sea shipping, to limit vehicle use in urban areas, and to create a single European air space (in 2010, the DG was split into DG Energy and [DG Mobility and Transport](#)).

Legal basis

Article 4 of the [Treaty on the Functioning of the European Union](#) (TFEU) identifies both transport and trans-European networks as areas in which the European Union and the Member States share competence.

The main Treaty provisions on transport are set out in Title VI (Articles 90-100), with Article 90 establishing a common transport policy and Article 91 specifying the areas on which the EU institutions can legislate:

- (a) common rules applicable to international transport to or from the territory of a Member State or passing across the territory of one or more Member States;
- (b) the conditions under which non-resident carriers may operate transport services within a Member State;
- (c) measures to improve transport safety;
- (d) any other appropriate provisions.

Article 100 clarifies that the provisions of the Title apply to transport by rail, road and inland waterway and that appropriate provisions may also be laid down for sea and air transport.

Title XVI (Articles 170-172) concerns trans-European networks, with Article 170 committing the Union to 'contribute to the establishment and development of trans-European networks in the areas of transport, telecommunications and energy infrastructures.'

White Papers

The White Paper 'European transport policy for 2010: Time to decide' was adopted by the Commission on 12 September 2001 as [COM\(2001\)370](#) (see also Press Release [IP/01/1263](#) and [Summaries of EU legislation](#) [archived]). It set out the principal aim of the Common Transport Policy, up to 2010, as being to improve the balance between the different modes of transport, by:

- shifting the balance between modes of transport
- eliminating bottlenecks
- placing users at the heart of transport policy
- managing the globalisation of transport.

The means of achieving those objectives were set out in an Action Plan of 60 or so measures, whose principal features were:

- promoting passengers' rights
- improving road safety
- making safety a priority
- preventing congestion
- achieving sustainable mobility
- harmonising taxation of fuel
- ensuring a high quality of transport services
- carrying out infrastructure work
- making Galileo (the European satellite navigation system) operational by 2008
- managing globalisation.

On 22 June 2006, the Commission published 'Keep Europe moving - Sustainable mobility for our continent: Mid-term review of the European Commission's 2001 Transport White Paper' ([COM\(2006\)314](#); see also Press Release [IP/06/818](#)). The Review set out a series of actions for the years 2006-2009 and also identified the following factors as being of particular significance in an evolving transport environment:

- EU enlargement
- changes in the transport industry, including the role of research and innovation
- international environmental commitments and the Union's energy policy
- a changing international context, notably a sustained threat from terrorism
- the EU governance and legislative framework.

A new White Paper was expected in late 2010 or early 2011. Ahead of its publication the Commission issued, on 6 June 2009, the Communication 'A sustainable future for transport: Towards an integrated, technology-led and user friendly system' ([COM\(2009\)279](#); see also [Citizens' summary](#) and Press Release [IP/09/936](#)). The Communication summarised the outcome of a transport policy review, considered recent developments and future challenges and suggested how policy objectives might be met.

In the Communication, the Commission stated:

Transport is a complex system that depends on multiple factors, including the pattern of human settlements and consumption, the organisation of production and the availability of infrastructure. Owing to this complexity, any intervention on the transport sector must be based on a long-term vision for the sustainable mobility of people and goods, not least because policies of structural character take long to implement and must be planned well in advance.

The December 2009 meeting of the Transport, Telecommunications and Energy Council adopted conclusions on the Commission's Communication (see Press Release [17456/09](#)), in which the Swedish Presidency of the EU acknowledged 'that the current economic and financial situation offers lessons to be learnt' and recognised:

the need to prepare the transport sector to face future challenges, while facilitating economic recovery and, when growth returns, to take advantage of an efficient, coherent and sustainable transport system to fully support the competitiveness of the European economy.

Noting the need to encourage a shift to modes of transport that are more energy efficient and environment friendly, the Council called on the Commission:

to further promote one fully integrated multimodal transport system, particularly through the revision of the TEN-T policy, the Marco Polo programme and the Naïades Action Programme, and if appropriate other Community policies, which have a positive impact on the transport system ...

The anticipated White Paper was adopted on 28 March 2011 as 'Roadmap to a Single European Transport Area - Towards a competitive and resource efficient transport system' ([COM\(2011\)144](#)). In it, the Commission presented its vision of future transport and key measures to achieve it. The so-called 'Transport 2050' initiative (a term not used in the White Paper or in the accompanying Staff Working Document [SEC\(2011\)391](#)) aims to achieve a number of goals by 2050, including:

- ending the use of conventionally-fuelled cars in cities
- ensuring that 40% of aviation fuels are sustainable, low carbon fuels
- cutting shipping emissions by at least 40%

- shifting 50% of medium distance intercity passenger and freight journeys from road to rail / water.

The overall goal is to reduce transport emissions by 60% by 2050 (see also Press Releases [IP/11/372](#) and [MEMO/11/197](#)).

Adopted on 13 September 2012, the Communication 'Research and innovation for Europe's future mobility: Developing a European transport technology strategy' ([COM\(2012\)501](#)):

summarises the results of a first stocktaking of research and innovation in the EU transport sector. It reviews the shortcomings of Europe's transport innovation system and presents initial proposals on how to tackle them.

The Communication will be the starting point for the elaboration of a European strategic transport-technology plan, which will effectively be the [2011] White Paper's research and innovation pillar. The aim is to ensure a coherent approach across various funding sources for research and innovation in transport for the next financial programming period and beyond. This plan will outline the priority fields of greatest relevance to research and innovation, address the efficiency of the innovation chain and propose specific actions to overcome barriers to deployment.

Road transport

Road transport has been a controversial area since Regulations governing drivers' hours and the installation of recording equipment (tachographs) were introduced in 1969. In the 1980s the rules on technical specifications for road vehicles (including heavy lorries) were equally controversial. Since 1993, a system of Community licences for access to the market for commercial road transport has replaced the former restrictive system of quotas. Cabotage, the carriage of goods or passengers by a company from another Member State, has been liberalised. Supporting arrangements on motorway tolls, vehicle taxes and excise duties allow infrastructure costs to be charged to the haulier on a non-discriminatory basis. The European Commission is working towards improving competition in road transport, so that there is uniform application and enforcement of the agreed conditions.

(The 2013 European Parliament study [Development and implementation of EU road cabotage](#) looks at freight cabotage transport services in the EU and discusses the main changes that have occurred in regulation of the market in recent years).

On 15 May 2010, the European Parliament adopted a Resolution calling for clear and comparable, EU-wide penalties to be paid by lorry drivers who break rules on working time, rest periods or working conditions. The Resolution was partly based on the findings of a 2009 Commission report 'Analysing the penalties for serious infringements against the social rules in road transport, as provided for in the legislation of the Member States' ([COM\(2009\)225](#)). The legislation referred to is [Regulation \(EC\) 561/2006](#) setting out rules on maximum driving times and minimum rest periods and breaks for drivers engaged in professional transport, and [Regulation \(EEC\) 3821/85](#) on tachographs (see also [Summaries of EU legislation](#)).

Council and Parliament reached agreement on a new tachograph Regulation in May 2013. The proposed legislation aims to make fraud more difficult and to reduce the administrative burden, notably by introducing a satellite-linked 'smart tachograph' (see Press Release [PRES/13/206](#)). The text was approved by the Council at first reading on 15 November 2013 (Press Release [PRES/13/432](#)).

In December 2009, a 'Road transport package' entered into force. Comprising three Regulations, all adopted on 21 October 2009, the package is intended to simplify and clarify the legal framework for businesses engaged in the transport of goods or passengers. The Regulations are: [Regulation \(EC\) 1071/2009](#) 'establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator and repealing Council Directive 96/26/EC'; [Regulation \(EC\) 1072/2009](#) 'on common rules for access to the international road haulage market'; [Regulation \(EC\) 1073/2009](#) 'on common rules for access to the international market for coach and bus services, and amending Regulation (EC) No 561/2006' (see also Press Releases [IP/09/1877](#) and [13594/09](#)).

Although some provisions in the new Regulations were introduced in May and June 2010, most will apply from 4 December 2011. Claiming that the package 'balances the need for harmonised rules and free access to transport markets', the European Commissioner responsible for transport, Antonio Tajani, said that it 'comes at a crucial time when the road transport industry needs clear and effective rules to reduce unnecessary bureaucracy'.

[Commission Regulation \(EU\) 1266/2009](#) of 16 December 2009, 'adapting for the tenth time to technical progress Council Regulation (EEC) No 3821/85 on recording equipment in road transport', will allow driving time to be calculated more accurately as of October 2011, with Member States required to exchange information electronically to ensure that tachographs are properly used. Under [Commission Recommendation 2010/19/EU](#) of 13 January 2010, Member States should use the TACHOnet messaging system to ensure the secure exchange of electronic data when checking the uniqueness of driver cards.

[Road safety](#) is another issue which has been high on the agenda of the European Commission in recent years. In the 2001 White Paper, the Commission proposed the target of halving the number of road accident victims by 2010 (almost 50,000 in the countries of the EU-25 in 2002). In June 2003, the European Commission adopted the Communication 'European Road Safety Action Programme: Halving the number of road accident victims in the European Union by 2010: A shared responsibility' ([COM\(2003\)311](#); see also Press Release [IP/03/797](#) and [Summaries of EU legislation](#) [archived]) which included a [European Road Safety Charter](#).

A [European Road Safety Observatory](#) was created in 2004 to coordinate EU activities in the fields of road accident and injury data collection and analysis.

Launched by the European Commission in January 2005, the [CARS 21 High Level Group](#) (Competitive Automotive Regulatory System for the 21st Century) presented its [final report](#) on 12 December 2005 (see also Press Release [IP/05/1564](#)). The Group's recommendations covered the competitiveness of the car-making sector and the safety and environmental performance of road vehicles.

The High Level Group was re-launched by the Commission on 10 November 2010 (see Press Release [IP/10/1491](#)). Its new mission is:

to develop a common action plan and a vision for "a competitive EU automotive industry and sustainable mobility and growth in 2020 and beyond."

In April 2007, the first European Road Safety Day was held (see Press Release [IP/07/583](#)), with the second in October 2008 (see [IP/08/1490](#)) and the [Third European Road Safety Day](#) scheduled for 13-14 October 2010.

Following a March 2008 Commission proposal ([COM\(2008\)151](#); see also Press Release [IP/08/464](#)), Directive 2011/82/EU 'facilitating the cross-border exchange of information on road safety related traffic offences' was adopted on 25 October 2011. Amongst other

things, it will see drivers punished for traffic offences they commit abroad, in particular speeding, breaking traffic lights, not using seatbelts, and drink driving (see Press Releases [IP/10/1646](#) and [MEMO/10/642](#)).

In March 2008, the Commission adopted a proposal for a 'Directive ... facilitating cross-border enforcement in the field of road safety' ([COM\(2008\)151](#); see also Press Release [IP/08/464](#)). The final act was subsequently adopted as [Directive 2011/82/EU](#) of 25 October 2011 'facilitating the cross-border exchange of information on road safety related traffic offences' .

On 20 July 2010, the Commission issued the Communication 'Towards a European road safety area: policy orientations on road safety 2011-2020' ([COM\(2010\)389](#); see also [Citizens' summary](#) and Press Releases [IP/10/970](#), [MEMO/10/343](#), [IP/10/971](#) and [MEMO/10/344](#)).

The Communication noted that:

In 2009, more than 35,000 people died on the roads of the European Union, i.e. the equivalent of a medium town, and no fewer than 1,500,000 persons were injured. The cost for society is huge, representing approximately 130 billion Euro in 2009.

To address this 'major societal issue', it argued that a 'coherent holistic and integrated approach' was needed and set out three priority actions:

- the establishment of a structured and coherent cooperation framework which draws on best practices across the Member States, as a necessary condition to implement in an effective manner the road safety policy orientations 2011-2020
- a strategy for injuries and first aid to address the urgent and growing need to reduce the number of road injuries
- the improvement of the safety of vulnerable road users, in particular motorcyclists for whom accidents statistics are particularly worrying.

The Commission proposed that the 2001 White Paper target of halving the overall number of road deaths in the EU by 2020 be retained, starting again from 2010. In that context, seven objectives were identified for the next decade, with actions to be proposed at both EU and national level:

- Improve education and training of road users
- Increase enforcement of road rules
- Safer road infrastructure
- Safer vehicles
- Promote the use of modern technology to increase road safety
- Improve emergency and post-injuries services
- Protect vulnerable road users.

In 2000, the European Commission established the Car Free Day initiative, which from 2002 became [European Mobility Week](#). Spanning 16-22 September, the Week encourages local authorities to restrict motorised traffic in certain areas, encourage the use of sustainable modes of transport and raise awareness of the environmental impacts of travel. Each year has a different theme:

- 2002: Public Transport, Cycling and Living Streets/Greenways
- 2003: Accessibility
- 2004: Safe Streets for Children
- 2005: Clever Commuting

- 2006: Climate Change
- 2007: Streets for People
- 2008: Clean Air for All
- 2009: Improving City Climates
- 2010: Travel Smarter, Live Better
- 2011: Alternative Mobility
- 2013: Clean air - It's your move!
- 2012: Moving in the right direction

On 20 June 2012, the Commission announced the release of the [Report of the High Level Group on the Development of the EU Road Haulage Market](#) (see also Press Releases [IP/12/626](#) and [MEMO/12/457](#)). The Group recommended that the gradual opening of domestic road transport markets should be considered as a key step towards completing the Single European Transport Area.

In 2010, 19% of road fatalities in the EU affected young people, making road accidents the biggest cause of death and disability for those aged 18-25. The 4th European Road Safety Day, held on 25 July 2012, therefore targeted young people (see Press Release [IP/12/837](#)).

Road fatalities across the EU decreased by 9% in 2012, according to figures published by the Commission on 19 March 2013 (Press Release [IP/13/236](#)).

Rail transport

State aid for railways (as a public service) has been maintained through the adoption of a common definition of public service and of accounting systems which allow revenue from state aid to be identified. An operating licence for railway companies provides non-discriminatory access to the infrastructure (see [Summaries of EU legislation \[archived\]](#)).

The European Commission's 1996 White Paper 'A strategy for revitalising the Community's railways' ([COM\(96\)421](#), see also [Summaries of EU legislation \[archived\]](#)) identified three main issues:

- rationalising the financial situation
- ensuring freedom of access to all traffic and public services
- promoting the integration of national systems.

In July 1998, the European Commission presented three legislative proposals in the 'First railway package', adopted by the Council in February 2001, with a deadline for implementation in the Member States of 15 March 2003.

The March 2001 Stockholm European Council (see [Presidency Conclusions](#)) and the June 2001 Göteborg European Council ([Presidency Conclusions](#)) both made reform of the railways a priority objective and on 23 January 2002 the Commission proposed a [Third railway package](#), aimed at facilitating cross-border services and enhancing operational safety in railway networks. The package comprised three draft Directives (covering rail safety, interoperability, and development of the Community's railways), a proposal for a Regulation establishing a [European Railway Agency](#), and a Recommendation for a Council Decision authorising the Commission to negotiate Community accession to the Convention concerning International Carriage by Rail (COTIF). The Commission's thinking behind the proposals was set out in the accompanying Communication 'Towards an integrated European railway area' ([COM\(2002\)18](#)). The package was adopted in April 2004.

Revitalising the railways and shifting the balance between modes of transport was a priority set out in the September 2001 White Paper 'European transport policy for 2010: Time to decide' ([COM\(2001\)370](#)).

In March 2004, the Commission presented the Communication 'Further integration of the European rail system: third railway package' ([COM\(2004\)140](#); see also [Summaries of EU legislation](#)), which contained four legislative proposals aimed at implementing aspects already touched on in the second package.

[Directive 2004/49/EC](#) of 29 April 2004 'on safety on the Community's railways ...' (the Railway Safety Directive) set out to promote an integrated European rail system by focusing on four main aspects: creating national authorities responsible for supervising safety; ensuring the mutual recognition of safety certificates; establishing common safety indicators and common safety targets; and defining common rules for safety investigations (see also [Summaries of EU legislation](#) and [MEMO/09/377](#)). The Railway Safety Directive was amended by [Directive 2008/110/EC](#) of 16 December 2008. On 8 September 2009, the Commission published a Communication 'on a Progress Report on the implementation of the Railway Safety Directive and of the Railway interoperability Directives' ([COM\(2009\)464](#) - see also accompanying Working Document SEC(2009)1157 [Vol. I](#), [Vol. II](#), [Vol. III](#) and Press Release [IP/09/1282](#)).

On 13 December 2006, the Communication 'Facilitating the movement of locomotives across the European Union' ([COM\(2006\)782](#); see also [Summaries of EU legislation](#)) set out a series of measures intended to make the rail industry more competitive in relation to other modes of transport.

On 18 October 2007, the Commission adopted the Communication 'The EU's freight transport agenda: Boosting the efficiency, integration and sustainability of freight transport in Europe' ([COM\(2007\)606](#); see also Press Release [IP/07/1550](#)).

The legislative acts comprising the Third railway package were adopted on 23 October 2007: [Regulation \(EC\) 1370/2007](#) 'on public passenger transport services by rail and by road and repealing Council Regulations (EEC) Nos 1191/69 and 1107/70'; [Regulation \(EC\) 1371/2007](#) 'on rail passengers' rights and obligations'; [Regulation \(EC\) 1372/2007](#) 'amending Council Regulation (EC) No 577/98 on the organisation of a labour force sample survey in the Community'; [Directive 2007/58/EC](#) 'amending Council Directive 91/440/EEC on the development of the Community's railways and Directive 2001/14/EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure'; and [Directive 2007/59/EC](#) 'on the certification of train drivers operating locomotives and trains on the railway system in the Community'.

(A Commission Report on the application of Regulation (EC) 1371/2007 was adopted on 14 August 2013 as [COM\(2013\)587](#)).

Under Directive 2007/58/EC, all railway undertakings which have a licence and the required safety certificates will be able to operate international services and the Union's international rail passenger transport market was opened to competition from 1 January 2010 (see Press Release [IP/09/2001](#) - though note the date 1 January 2009 is wrong and should be 2010, as confirmed by the text of the [Directive](#)). The initiative was described by Transport Commissioner Antonio Tajani as 'another important step contributing to the achievement of an integrated European rail area'.

Directive 2008/57/EC 'on the interoperability of the rail system within the Community' (the Interoperability Directive - see [Summaries of EU legislation](#)) applied to both the conventional rail system and the trans-European high-speed rail system. It was amended by [Commission Directive 2009/131/EC](#) of 16 October 2009.

On 17 September 2010, the Commission adopted a Communication 'concerning the development of a Single European Railway Area' ([COM\(2010\)474](#)), outlining:

a coherent strategy promoting the development of an effective EU rail infrastructure, establishing an attractive and truly open rail market, removing administrative and technical barriers, and ensuring a level playing field with other transport modes.

At the same time, the Commission published a 'Proposal for a Directive ... establishing a single European railway area' ([COM\(2010\)475](#)), intended to merge the three, much amended, Directives comprising the First Railway Package in order to simplify, clarify and modernise the regulatory framework for the railway sector (see also Press Releases [IP/10/1139](#), [MEMO/10/421](#) and [SPEECH/10/448](#)).

On 16 June 2011, Transport Ministers agreed a general approach on the draft Directive, and at its meeting of 12-13 December 2011, the Transport, Telecommunications and Energy Council reached political agreement, confirming the June agreement (see Press Releases [11572/11](#), [IP/11/744](#) and [18416/11](#); check progress via [PreLex dossier](#)).

Following a final vote of approval in the European Parliament on 3 July, the act was adopted on 21 November 2012 as [Directive 2012/34/EU](#) 'establishing a single European railway area' (see also Press Releases [IP/12/733](#) and [MEMO/12/520](#)).

Regulation [913/2010](#) of 22 September 2010 'concerning a European rail network for competitive freight' is intended to boost rail freight in Europe, by creating a European rail network for competitive freight, based on international freight corridors (see also Press Releases [13420/10](#) and [IP/10/1356](#)).

[Commission Regulation \(EU\) 454/2011](#) of 5 May 2011 'on the technical specification for interoperability relating to the subsystem 'telematics applications for passenger services' of the trans-European rail system' aims to facilitate pan-European rail journey planning and ticketing (see also Press Releases [IP/11/534](#) and [MEMO/11/276](#)).

The European Railway Agency's [Progress with railway interoperability in the European Union: 2011 biennial report](#) showed that institutions and competent authorities at European and national levels are established and functioning, and that interoperability is making progress.

Published on 9 July 2012, the ERA's [Annual report 2011](#) noted that there remain real obstacles to achieving the EU's rail policy objectives and that the Agency's response has been to evolve from drafting new legislation towards supporting the legislative framework. The Agency:

supports the view held by many that the legislation in place is largely sufficient, and that a period of stability is required to allow the framework to thrive.

In its 'Third report on monitoring development of the rail market', adopted on 21 August 2012 as [COM\(2012\)459](#), the Commission noted that the economic crisis has had a significant impact on rail freight traffic, with 2010 levels some 15% below those of 2008 in most Member States. However, the crisis has had less of an impact on rail passenger transport.

A Eurobarometer survey on rail competition, released on 24 September 2012, showed that:

71% of EU citizens support the opening of their national and regional rail systems to competition. The total support is above 60% in all but two Member States

(Netherlands and Luxembourg). 78% of EU citizens think that more competition will be good for passengers.

The survey had three main objectives: to gain insight into the use of regional and national trains in the EU and satisfaction with the current services; to analyse the attitudes of Europeans towards opening up the rail market in the EU to competition; and to understand what Europeans would expect of such rail market competition (see [Special Eurobarometer 388](#) and Press Release [IP/12/1003](#)).

2006 was the first year for which EU-wide rail safety data is available. According to the ERA's October 2012 overview of EU railway safety data, 2011 was the safest year on EU railways since 2006 (see [Press Release](#)). An overview of EU railway safety data for 2012 was published by the ERA on 21 October 2013. It showed that, for the first time since 2006, the number of people killed in railway accidents in the EU was below 1,200. However, the number of collisions and derailments rose for the first time since 2006 (see [Press Release](#)).

On 30 January 2013, the Commission adopted proposals for a Fourth Railway Package. In the Communication 'Completing the single European railway area to foster European competitiveness and growth' ([COM\(2013\)25](#)), the Commission set out proposals aimed at encouraging more innovation in EU railways by opening domestic passenger markets to competition, and at introducing technical and structural reforms (see also Press Release [IP/13/65](#)).

The specific legislative proposals comprising the Fourth Railway Package are:

- [COM\(2013\)26](#): Proposal for a Regulation repealing Regulation (EEC) No 1192/69 of the Council on common rules for the normalisation of the accounts of railway undertakings (check progress via [PreLex dossier](#))
- [COM\(2013\)27](#): 'Proposal for a Regulation of the European Parliament and of the Council on the European Union Agency for Railways and repealing Regulation (EC) No 881/2004' (check progress via [PreLex dossier](#))
- [COM\(2013\)28](#): Proposal for a Regulation of the European Parliament and of the Council amending Regulation (EC) No 1370/2007 concerning the opening of the market for domestic passenger transport services by rail (check progress via [PreLex dossier](#))
- [COM\(2013\)29](#): Proposal for a Directive of the European Parliament and of the Council amending Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area, as regards the opening of the market for domestic passenger transport services by rail and the governance of the railway infrastructure (check progress via [PreLex dossier](#))
- [COM\(2013\)30](#): Proposal for a Directive of the European Parliament and of the Council on the interoperability of the rail system within the European Union (check progress via [PreLex dossier](#))
- [COM\(2013\)31](#): Proposal for a Directive of the European Parliament and of the Council on railway safety (Recast) (check progress via [PreLex dossier](#))

Further details, including links to associated documents, are available on the DG Mobility and Transport page on the [Fourth Railway Package](#).

Air transport

Single European Sky

Air transport has seen the highest growth rates of all transport modes over the past 25 years. This has led to air traffic congestion as well as to the saturation of many airports and has raised serious safety, security and environmental concerns. However, cross-border solutions to these problems require a certain degree of integration in a field which has long been shaped by national regulation.

The liberalisation of air transport covers four main areas: market access, capacity control, fares and operating licences. First introduced in 1980, liberalisation has been implemented in stages through three packages of measures, the first adopted in December 1987, the second in June 1990 and the third in July 1992 (comprising Council Regulations (EEC) 2407/92, (EEC) 2408/92 and (EEC) 2409/92).

The measures included legislation on conditions of access to routes for air carriers, access of new airlines to established routes, development of new routes, a single operating licence, passenger fares, freight services and cabotage.

In December 1999, the European Commission issued the Communication 'The creation of the single European sky' (see [Summaries of EU legislation](#)), which set out measures intended to overcome the fragmentation of air traffic management in Europe and to create a Single European Sky by 31 December 2004.

In 2003, the EU set up a [European Aviation Safety Agency](#) (EASA) in order to ensure the maintenance of high safety levels in air transport and to facilitate the development of the Single European Sky.

In March 2004, four Regulations proposed by the Commission to establish an integrated European Air Traffic Management System were finally adopted: [Regulation \(EC\) 549/2004](#) setting out the framework for the initiative, [Regulation \(EC\) 550/2004](#) on the provision of air navigation services, [Regulation \(EC\) 551/2004](#) on the organisation and use of airspace, and [Regulation \(EC\) 552/2004](#) on the interoperability of the European air traffic management network (see also [Summaries of EU legislation](#)).

In July 2006, the Commission published a Proposal for a Regulation 'on common rules for the operation of air transport services in the Community' ([COM\(2006\)396](#); see also Press Release [IP/06/1010](#)) which aimed to bring together the three existing Regulations of the 'third package' into a single piece of legislation and thus:

to increase market efficiency, to enhance the safety of air services and to improve passenger protection.

The text of the ensuing act was issued as [Regulation \(EC\) 1008/2008](#) of 24 September 2008 (see also [Summaries of EU legislation](#)).

The technological part of the Single European Sky initiative - the development of an advanced, more automated traffic management system using modern communication and computing technologies - is a joint project called [SESAR](#) (formerly Sesame) set up in 2007 and managed by the European Commission and [Eurocontrol](#), the European Organisation for the Safety of Air Navigation (see also Eurocontrol's pages on [SESAR](#) and [Summaries of EU legislation](#)).

On 20 December 2012, the EU and Eurocontrol signed an agreement establishing a new framework for cooperation. The agreement, which lists the areas of cooperation and defines the forms and mechanisms of cooperation, confirms Eurocontrol as the technical

and operational arm of the EU in the development and implementation of the Single European Sky programme (see [Joint Press Release](#)).

In the introduction to its 25 June 2008 Communication 'Single European Sky II: towards more sustainable and better performing aviation' ([COM\(2008\)389](#); see also [Summaries of EU legislation](#)), the Commission stated:

The massive increase in demand for air transport is straining the capacity of infrastructure: 28,000 daily flights by 4,700 commercial aircraft are pushing airports and air traffic management (ATM) to their limits. The fragmentation of air traffic management hinders optimal capacity use and imposes an unnecessary financial burden on aviation. Safety requirements have to be improved in parallel with the increase in traffic. Increasing environmental awareness is also putting pressure on aviation to demonstrate its environmental performance.

To address the issues identified, the Commission proposed a package of measures intended to create a 'truly single sky' by 2012 and concluded its Communication by saying:

European citizens are entitled to the best performing air transport system. A Community framework needs to replace the overlapping regulatory structures inherited from the past to cover all flight phases in the air transport network. It is time to prepare for the future.

In the context of the ash cloud crisis (see below under Passengers' rights), an Extraordinary meeting of the Transport, Telecommunications and Energy Council on 4 May 2010 agreed:

on the importance of giving the highest priority to the acceleration and anticipation of the full implementation of the Single European Sky

and called on the EU institutions and Member States to urgently take action on a series of measures identified by the Commission (see Press Release [9280/10](#)).

On 16 December 2010, [Commission Regulation \(EU\) 1191/2010](#) amended Regulation (EC) 1794/2006 on a common charging scheme for air navigation services. The new Regulation was said to mark another major step 'towards a truly performing and sustainable Single European Sky' (see also Press Release [IP/10/1660](#)).

A Commission report 'on the implementation of the Single Sky legislation: time to deliver' was adopted by the Commission on 14 November 2011 ([COM\(2011\)731](#); see also Press Releases [IP/11/1452](#), [MEMO/11/831](#)). It showed that a large majority of Member States risk not meeting critical targets for 2012.

The Commission Communication 'Governance and incentive mechanisms for the deployment of SESAR, the Single European Sky's technological pillar' ([COM\(2011\)923](#)) was adopted on 22 December 2011. On 3 May 2013, the Commission adopted a new Regulation on SESAR (see Press Release [IP/13/398](#)).

On 19 July 2012, the Commission announced that it had written to Member States concerning the Single European Sky Performance Scheme for the period 2012-2014. The Performance Scheme is seen as a cornerstone of the SES (see Press Release [IP/12/808](#)).

New legislative proposals aimed at improving implementation of the SES programme were promised by Commissioner Siim Kallas on 11 October 2012 (see Press Release [IP/12/1089](#)). Mr Kallas said:

After more than 10 years, the core problems remain the same: too little capacity generating the potential for a negative impact on safety at too high a price. There are some signs of change, but overall progress is too slow and too limited. We need to think of other solutions and apply them quickly. There is too much national fragmentation. Promised improvements have not materialised.

In the context of the second reference period of the SES Performance Scheme (2015-2019), the Commission adopted, on 3 May 2013, revised implementing Regulations on performance and charging, intended to establish binding targets for Member States to deliver better air navigation services (see Press Release [IP/13/399](#)).

The European Aviation Safety Agency's [2011 Annual General Report](#), published in June 2012, stated:

The Agency now employs nearly 600 people. Its functions have been extended from an initial focus on airworthiness to cover all domains of aviation safety, including operations, personnel licensing, aerodromes and Air Traffic Management. It is at the heart of data collection, safety analysis and research in Europe; it has a wide-ranging programme of international work in co-operation with third countries - both neighbouring States and countries outside Europe; and it takes its place globally amongst leading aviation regulators in efforts to drive up safety standards worldwide.

EASA's [European Aviation Safety Plan 2012-2015](#) noted that 2010 was Europe's safest year in civil aviation, but that:

the consistent growth in air traffic over the coming decades means that action is needed to develop and implement solutions that will make sure we improve upon our remarkable safety record. This document proposes actions to address the high level safety issues identified at European level.

According to the [European aviation safety plan 2013-2016](#):

In light of the expectation that air traffic will almost double by 2030 and the fact that the average annual rate of fatal accidents in scheduled passenger operations in the European Union has remained more or less stable for the past years, new approaches are necessary to complement the existing and successful safety measures in order to drive further safety improvements in aviation.

Airport Package

In its 1 December 2011 Communication 'Airport policy in the European Union - addressing capacity and quality to promote growth, connectivity and sustainable mobility' ([COM\(2011\)823](#)), the Commission gave details of an 'Airport Package', primarily intended to address the issues of airport capacity, ground-handling services, and noise restrictions (see also Press Releases [IP/11/1484](#) and [MEMO/11/857](#)). Associated proposals for legislation were published as:

- Proposal for a Regulation 'on common rules for the allocation of slots at European Union airports' ([COM\(2011\)827](#); check progress via [Prelex dossier](#))
- Proposal for a Regulation 'on groundhandling services at Union airports and repealing Council Directive 96/67/EC' ([COM\(2011\)824](#); check progress via [Prelex dossier](#))
- Proposal for a Regulation 'on the establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at Union airports within a Balanced Approach and repealing Directive 2002/30/EC ...' ([COM\(2011\)828](#); check progress via [Prelex dossier](#))

On 22 March 2012, Commissioner Siim Kallas welcomed Member States' support for the Commission's proposal on revising legislation on groundhandling services (see Press Release [IP/12/302](#)).

The European Parliament voted on the Airport Package on 12 December 2012. MEPs supported the Commission's proposals to improve slot allocation and to improve the transparency of noise decisions, but referred the groundhandling proposals for further consideration (Press Release [IP/12/1363](#)).

On 16 April 2013, the European Parliament voted to support the groundhandling proposals (see Press Release [IP/13/344](#)).

International aspects

The European Commission has gradually acquired a mandate from the Council to negotiate on behalf of the European Community on external aspects of air transport. This includes the agreements with third countries on air services and on technical cooperation.

The European Court of Justice (now the Court of Justice of the European Union) ruled in the so-called '[Open skies' judgment](#) of 5 November 2002 that Member States had exceeded their competences when negotiating bilateral air service agreements with the United States. The Court confirmed that several aspects touched on in such agreements - which had traditionally been a national affair - now fall under exclusive external competence of the European Community. The judgment thus delivered a significant incentive for the development of an EU [external aviation policy](#) (see [Summaries of EU legislation](#)).

[Regulation \(EC\) 847/2004](#) of 29 April 2004 'on the negotiation and implementation of air service agreements between Member States and third countries' (see also [corrigendum](#) and [Summaries of EU legislation](#)) aims to ensure that Member States do not infringe EU law when agreeing bilateral relations with third countries.

In its Communication 'Developing the agenda for the Community's external aviation policy' ([COM\(2005\)79](#)), issued in March 2005, the Commission set out the objectives of creating a Common Aviation Area by 2010 and launching targeted negotiations to achieve global agreements in the major regions of the world.

In January 2006, a 'blacklist' of airlines considered dangerous was published under [Regulation \(EC\) 2111/2005](#), which allows the Commission to ban or restrict the activities of unsafe airlines within the EU. The Commission maintains a [list of airlines banned within the EU](#) (see also [Summaries of EU legislation](#)).

In relation to the US, the EU's ultimate goal is to create a free trade area in air transport. To that end, an [Air Transport Agreement](#) was signed on 25 April 2007. Known also as the 'Open Skies' agreement, it provides for all transatlantic routes to be opened up to EU and US companies and provides for further development in related matters (see [Summaries of EU legislation](#)).

On 24 June 2009, the Commission published the Communication 'Partnership between the European Union and Africa: Connecting Africa and Europe: working towards strengthening transport cooperation' ([COM\(2009\)301](#); see also Press Release [IP/09/989](#)).

Proposals intended to boost the international competitiveness of the EU's aviation industry were announced on 27 September 2012. The Commission intends to address three issues related to global aviation: agreements with the Union's neighbours and

international partners; fair competition; and investment (see Press Releases [IP/12/1027](#) and [MEMO/12/714](#)).

On 26 November 2012, EASA published Opinion 05/2012 - a proposal to establish a single system for the safety approval of Third Country Operators (TCO) operating into, within or out of the EU. The new rules are expected to be implemented by the end of 2015 (see [Opinions](#) page).

On 4 December 2012, the Commission confirmed that many Member States have failed to meet the 4 December deadline for ensuring that nine Functional Airspace Blocks are fully operational (see Press Release [IP/12/1301](#)).

Details of both regional and bilateral cooperation are given on the Commission's Mobility and Transport website, which includes a section on [International relations](#).

Maritime transport

In sea transport, the aim has also been to open up the sector to competition. In 1986, a package of measures was adopted, which included [Council Regulation \(EEC\) 4055/86](#) 'applying the principle of freedom to provide services to maritime transport between Member States and between Member States and third countries' (see also [Summaries of EU legislation](#) and the October 1994 Commission Report on the implementation of the Regulation, issued as [SEC\(94\)1570](#) – text via the Archive of European Integration).

In December 1992, the principle of freedom to provide services was extended to maritime transport within Member States (maritime cabotage) by Council Regulation 3577/92/EEC (see [Summaries of EU legislation](#)).

Following the sinking of the oil tanker Erika off the French coast in December 1999, two legislative packages were introduced by the Commission, aimed at establishing a European maritime safety policy (see Summaries of EU legislation: [Erika I](#) and [Erika II](#)). One of the initiatives was the creation of a [European Maritime Safety Agency](#) (EMSA), under [Regulation \(EC\) 1406/2002](#) (consolidated version; see also [Summaries of EU legislation](#)). With the goal of reducing the risk of maritime accidents, marine pollution from ships, and loss of life at sea, the Agency provides:

technical and scientific advice to the Commission in the field of maritime safety and prevention of pollution by ships in the continuous process of updating and developing new legislation, monitoring its implementation and evaluating the effectiveness of the measures in place.

In November 2005, the European Commission proposed a third maritime safety package, comprising seven proposals focusing on two main themes: improved accident and pollution prevention, and dealing with the aftermath of accidents (see Press Releases [IP/05/1457](#) and [MEMO/05/438](#)). The initiative was described as:

a more proactive policy aimed at restoring conditions for healthy and sustainable competition for those operators who comply with international rules.

However, the proposed measures proved difficult to get agreement on, and it was not until 11 March 2009 that the European Parliament finally approved a package of eight Directives and Regulations (see Press Releases [20090310IPR51396](#), [IP/09/390](#) and [MEMO/09/105](#)).

The Communication 'An Integrated Maritime Policy for the European Union' ([COM\(2007\)575](#); see also Press Release [IP/07/1463](#)) was issued by the Commission on

10 October 2007. In it, the Commission set out its vision for an Integrated Maritime Policy and an associated action plan.

On 18 October 2007 the Commission adopted 'The EU's freight transport agenda: Boosting the efficiency, integration and sustainability of freight transport in Europe' ([COM\(2007\)606](#); see also Press Release [IP/07/1550](#)).

In the Introduction to 'Strategic goals and recommendations for the EU's maritime transport policy until 2018', published on 21 January 2009 as [COM\(2009\)8](#) (see also Press Releases [IP/09/84](#) and [MEMO/09/16](#) and [Summaries of EU legislation](#)), the Commission notes the economic significance of maritime transport services in Europe, but warns that the impact of the global financial crisis was being felt in the shipping sector. In that context, the Communication presents the main strategic goals for the Union's maritime transport system up to 2018 and identifies key areas for action. Conclusions on the Communication were adopted by the March 2009 Transport, Telecommunications and Energy Council (see Press Release [8176/09](#)). The Conclusions stated that:

the European maritime sector faces significant challenges in the next 10 years, inter alia, the impact of the present economic downturn, difficulties in obtaining seafarers within the Community, the strategic importance of shipping for ensuring the supply of energy, the pressing concerns related to the environment including climate change, unfair competition from third countries and the threats of piracy and terrorism.

Ministers supported the Commission's approach, which they said:

offers a long term vision for a more competitive and sustainable European maritime industry, reinforced maritime know-how and quality jobs in the maritime sector in Europe, securing efficient and reliable maritime transport within, from and to Europe.

The Commission and the Member States were invited to develop appropriate measures in the strategic areas identified, and the Council asked the Commission to draw up a detailed road map by the end of 2009 and to conduct a mid-term review of the implementation of EU maritime transport policy by the end of 2013.

21 January 2009 also saw the publication of a 'Communication and action plan with a view to establishing a European maritime transport space without barriers' ([COM\(2009\)10](#)). In it, the Commission identified a series of measures aimed at:

[extending] the Internal Market to intra-EU maritime transport by eliminating or simplifying administrative procedures in intra-EU maritime transport, the aim being to make it more attractive, more efficient and more competitive, and to do more to protect the environment.

The March 2009 Transport, Telecommunications and Energy Council adopted Conclusions on the Communication (see Press Release [8176/09](#)), in which - amongst other things - the Council invited the Commission:

to present, as soon as possible, the future vision for the implementation and correlation between modern information based initiatives, such as e-Freight, e-maritime, SafeSeaNet and e-Customs

and also:

to monitor the progress made in the establishment of the European maritime transport space without barriers, and to present remedial action if needed, at the latest in the regular report on Short Sea Shipping scheduled for 2012.

In April 2004, [Decision 884/2004/EC](#) amended Decision 1692/96/EC on Community guidelines for the development of the trans-European transport network. One of the changes it made was to establish the 'Motorways of the Sea' initiative, described in a new Article 12a:

1. The trans-European network of motorways of the sea is intended to concentrate flows of freight on sea-based logistical routes in such a way as to improve existing maritime links or to establish new viable, regular and frequent maritime links for the transport of goods between Member States so as to reduce road congestion and/or improve access to peripheral and island regions and States. Motorways of the sea should not exclude the combined transport of persons and goods, provided that freight is predominant.
2. The trans-European network of motorways of the sea shall consist of facilities and infrastructure concerning at least two ports in two different Member States. The facilities and infrastructure shall include elements, in at least one Member State, such as the port facilities, electronic logistics management systems, safety and security and administrative and customs procedures, as well as infrastructure for direct land and sea access, including ways of ensuring year-round navigability, in particular the availability of facilities for dredging and icebreakers for winter access.

The initiative identified four corridors: Motorway of the Baltic Sea, Motorway of the Sea of western Europe, Motorway of the Sea of south-east Europe, and Motorway of the Sea of south-west Europe (see [map](#)). In addition to sea routes, motorways of the sea also includes certain inland waterways.

Developing the appropriate infrastructure is left to industry, Member States and the EU, which are responsible for proposing, implementing and funding relevant projects. Motorways of the Sea was incorporated into the [Marco Polo](#) programme (see also [Summaries of EU legislation](#)). The network was scheduled to be completed by 2010, but the annual activity report for 2008-2009 (available via the [Motorways of the Sea](#) page) stated:

Unfortunately, so far, not very many actions have been developed with the label of Motorways of the Sea. This apparently reflects a lack of interest from the sector. Nevertheless, stakeholders re-affirm their interest and complain instead of lack of directness and precision on the goals to achieve and on the cumbersomeness of the application rules of the existing support frameworks.

Be as it may, literally dozens of individual actions that contribute to meet MoS objectives have been launched and supported by the European Investment Bank, the European structural funds, research and cooperation and enlargement programmes as well as by the industry itself and the regions.

New rules on ship safety were adopted by the Commission on 13 September 2010, in the form of two Regulations implementing aspects of Directive 2009/16/EC: [Commission Regulation \(EU\) 801/2010](#) on flag state performance sets out the criteria for calculating the risk profile of ships operating under particular flags (the risk profile determines the priority for ship inspections in EU ports). [Commission Regulation \(EU\) 802/2010](#) on company performance enables shipping companies to be ranked according to the number of problems found when their ships are inspected. The ranking of the company helps determine the frequency of inspections; companies with good records will have fewer

inspections; those regarded as higher risk will be subject to more frequent inspections and - via a website - 'named and shamed' (see also Press Releases [IP/10/1115](#) and [MEMO/10/401](#)).

A progress report on the IMP was issued as [COM\(2009\)540](#) of 15 October 2009 (see also Press Release [MEMO/09/455](#)). The Commission's second progress report on the IMP, which described progress developments between 2010 and 2012, was adopted on 11 September 2012 as [COM\(2012\)491](#). In it, the Commission stated:

The Integrated Maritime Policy was created to reaffirm the maritime dimension of European Union. It has grown from this vision into a tool delivering concrete benefits for maritime growth and sustainability in Europe. As shown in this Report, the strong contribution of maritime sectors to Europe's economy and the objectives of the Europe 2020 strategy is reinforced by coordinated action to lower costs, improve resource efficiency, reduce risks, support innovation and make better use of public money.

The Commission also announced that a new 'Blue Growth' initiative (aka 'Blue Economy') would drive a second phase of the IMP, with the aim of achieving a healthy maritime economy, delivering innovation, growth and sustainability (see also Press Release [IP/12/1081](#) and [Blue Growth](#) pages).

Speaking on 25 September 2012 about the need for an EU ports policy (see Press Release [SPEECH/12/640](#)), Transport Commissioner Siim Kallas said:

These are certainly challenging times for the EU port industry, which I believe is now at a critical point to move ahead proactively and tackle them. It is not for me or for the Commission to tell ports how their business should be run, or to suggest particular business models. But it is about having greater transparency and fewer restrictions, about removing barriers for new entrants who want to tender fairly and openly for port services.

On 13 May 2013, the Commission adopted an Action Plan intended to revitalise the marine and maritime economy in the Atlantic Ocean Area. The initiative aims to show how the Union's Atlantic Member States, their regions, and the Commission can help create sustainable growth in coastal regions and drive forward the 'blue economy' (see Press Release [IP/13/420](#)).

On 23 May 2013, the Commission launched a new initiative to improve port operations and onward transport connections at 319 key seaports along Europe's coastline (Press Release [IP/13/451](#)).

In the context of the Blue Belt initiative, the Commission set out plans 8 July 2013 to ease custom formalities for ships – reducing red tape, cutting delays in ports and making the sector more competitive (see Press Release [IP/13/652](#)).

Inland waterway transport

In January 2006, the European Commission announced the [NAIADES](#) initiative: 'An Integrated European Action Programme for Inland Waterway Transport', details of which were given in a Communication 'on the promotion of inland waterway transport' ([COM\(2006\)6](#); see also [Summaries of EU legislation](#)). The Communication included the statement:

Together with rail and short sea shipping, inland waterway transport can contribute to the sustainability of the transport system, as recommended by the [2001] White Paper. In the context of a liberalised inland navigation market, the

European Commission aims at promoting and strengthening the competitive position of inland waterway transport, in particular by enhancing its integration into multi-modal supply chains.

Spanning the period 2006–2013, NAIADES focuses on five strategic areas: market, fleet, jobs and skills, image, and infrastructure. On 5 December 2007, the European Commission presented its first report on progress with NAIADES ([COM\(2007\)770](#); see also Press Releases [IP/07/1863](#) and [MEMO/07/553](#)). Support for the implementation of NAIADES is provided by the PLATINA project, which was launched on 1 October 2008 (for more details see the dedicated [NAIADES](#) website).

On 10 September 2013, the Commission adopted the Communication 'Towards quality inland waterway transport: NAIADES II' ([COM\(2013\)623](#); see also Press Release [IP/13/824](#)). The associated draft Regulation 'amending Council Regulation (EC) No 718/1999 on a Community-fleet capacity policy to promote inland waterway transport' ([COM\(2013\)621](#)) aimed to realise the unused potential of Europe's 37,000 km of inland waterways (check progress via [PreLex dossier](#)).

Sustainable transport

The EU aims to promote transport which makes more efficient use of resources - sustainable transport - and in that context supports the concept of intermodal transport, where different modes are combined in an integrated freight transport chain.

In 1975, [Council Directive 75/130/EEC](#) set out common rules for certain types of combined road/rail carriage of goods between Member States. That act was replaced in December 1992 by [Council Directive 92/106/EEC](#) 'on the establishment of common rules for certain types of combined transport of goods between Member States' (see also [Summaries of EU legislation](#)), which applies to intermodal transport operations.

Intermodal transport subsequently featured in the 2001 White Paper ([COM\(2001\)370](#)), which stated:

Intermodality is of fundamental importance for developing competitive alternatives to road transport. There have been few tangible achievements, apart from a few major ports with good rail or canal links. Action must therefore be taken to ensure fuller integration of the modes offering considerable potential transport capacity as links in an efficiently managed transport chain joining up all the individual services. The priorities must be technical harmonisation and interoperability between systems, particularly for containers.

The White paper proposed the creation of the Marco Polo programme to help promote and support intermodality and the programme was subsequently set up in 2003. Marco Polo II, which runs from 2007-2013, was established by [Regulation 1692/2006](#) (see also [Summaries of EU legislation](#) and the Marco Polo website), the preamble to which warned that:

If no decisive action is taken, total road freight transport in Europe is set to grow by more than 60% by 2013. The effect would be an estimated growth in international road freight for the period 2007 to 2013 of 20.5 billion tonne-kilometres per year for the 25 Member States of the European Union, with negative consequences in terms of additional road infrastructure costs, accidents, congestion, local and global pollution, the reliability of the supply chain and of logistics processes and environmental damage.

It went on to state that:

In order to cope with this growth in road freight transport, short sea shipping, rail and inland waterways must be used even more than today, and it is necessary to stimulate further powerful initiatives from the transport and logistics sector, for instance the development of technical innovations in rolling stock, to decrease road congestion.

In 'Have the Marco Polo programmes been effective in shifting traffic off the road?' ([Special Report 3](#), 2013), the European Court of Auditors found the programmes not to be effective and suggested that Marco Polo be discontinued.

On 22 June 2006, the Commission published 'Keep Europe moving - Sustainable mobility for our continent: Mid-term review of the European Commission's 2001 Transport White Paper' ([COM\(2006\)314](#); see also Press Release [IP/06/818](#)). The Review set out a series of actions for the years 2006-2009 and identified a number of factors as being of particular significance in an evolving transport environment.

On 18 October 2007, in the context of the Communication 'An Integrated Maritime Policy for the European Union' ([COM\(2007\)575](#); Press Release [IP/07/1463](#)), the Commission adopted a series of initiatives intended to improve the efficiency and sustainability of freight transport in the EU. Summarised in the Communication 'The EU's freight transport agenda: Boosting the efficiency, integration and sustainability of freight transport in Europe' ([COM\(2007\)606](#); see also Press Release [IP/07/1550](#)), the individual initiatives were issued as:

[COM\(2007\)607](#) - Freight Transport Logistics Action Plan

[COM\(2007\)608](#) - Towards a rail network giving priority to freight

[COM\(2007\)616](#) - Communication on a European Ports Policy

[SEC\(2007\)1351](#) - Consultation on a European maritime transport space without barriers

[SEC\(2007\)1367](#) - Report on the Motorways of the Sea - State of play and consultation.

According to the Commission:

The common objective of these initiatives is to promote innovative infrastructure technologies and practices, develop means of transport, improve freight management, facilitate the construction of freight transport chains, simplify administrative procedures and enhance quality throughout the logistic chain.

On 8 July 2008, the Commission issued the Communication 'Greening Transport' ([COM\(2008\)433](#); see also [Citizens' Summary](#) and Press Releases [IP/08/1119](#) and [MEMO/08/492](#)). The Communication set out Commission initiatives in the area until the end of 2009 and was one element in a five-part package which also included a 'Greening Transport Inventory' ([SEC\(2008\)2206](#)), a 'Strategy to Internalise the External Costs of Transport' ([COM\(2008\)435](#)), a draft Directive on road tolls for lorries ([COM\(2008\)436](#); since adopted as [Directive 2011/76/EU](#) of 27 September 2011 'amending Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures'), and a Communication on measures to curb rail noise ([COM\(2008\)432](#)).

An 'Action Plan for the Deployment of Intelligent Transport Systems in Europe', published by the Commission on 16 December 2008 as [COM\(2008\)886](#), identified 'several major challenges' to the Union's transport system: road traffic congestion, road transport-related CO₂ emissions, and road deaths. In that context, the Commission wants to make transport and travel cleaner, more efficient, and safer and proposes doing so by accelerating and coordinating the deployment of Intelligent Transport Systems (ITS) in road transport. The Action Plan outlines six priority areas for action:

- Optimal use of road, traffic and travel data
- Road safety and security

- Continuity of traffic and freight management ITS services on European transport corridors and in conurbations
- Integration of the vehicle into the transport infrastructure
- Data security and protection, and liability issues
- European ITS cooperation and coordination.

The March 2009 Transport, Telecommunications and Energy Council adopted conclusions on the ITS Action Plan (see Press Release [8176/09](#)) supporting the Commission's overall objectives and, in principle, its priorities - with the Council also identifying its own priority measures.

In the 2006 mid-term review of the transport White Paper ([COM\(2006\)314](#)), the Commission announced that it would be presenting a consultative paper on urban transport, which it did in September 2007 when it issued the Green Paper 'Towards a new culture for urban mobility' ([COM\(2007\)551](#); see also [Summaries of EU legislation](#)). The Green Paper stated:

Rethinking urban mobility involves optimising the use of all the various modes of transport and organising "co-modality" between the different modes of collective transport (train, tram, metro, bus, taxi) and the different modes of individual transport (car, motorcycle, cycle, walking). It also involves achieving common objectives in terms of economic prosperity managing transport demand to guarantee mobility, quality of life and environmental protection. Lastly, it involves reconciling freight transport and passenger transport interests whatever the mode of transport used.

On 30 September 2009, building on the Green Paper, the Commission issued the Communication 'Action Plan on Urban Mobility' ([COM\(2009\)490](#); see also [Citizens' summary](#) and Press Releases [IP/09/1379](#), [MEMO/09/424](#)). In it, the Commission argued that:

Urban mobility is also a central component of long-distance transport. Most transport, both passengers and freight, starts and ends in urban areas and passes through several urban areas on its way. Urban areas should provide efficient interconnection points for the trans-European transport network and offer efficient 'last mile' transport for both freight and passengers.

They are thus vital to the competitiveness and sustainability of our future European transport system.

The Action Plan identified 20 short- and medium-term actions, to be launched up until 2012, under six themes:

- Promoting integrated policies
- Focusing on citizens
- Greening urban transport
- Strengthening funding
- Sharing experience and knowledge
- Optimising urban mobility.

The Transport, Telecommunications and Energy Council of 24 June 2010 adopted conclusions on the Action Plan (see Press Release [11442/10](#) and [conclusions](#)), welcoming it but also noting:

that improvements in the field of urban mobility can be most efficiently achieved through cooperation between competent public bodies.

In December 2011, the Commission issued the document [Action Plan on Urban Mobility – State of Play](#), giving an overview of progress in implementing the 20 actions. It also stated:

In 2012, the Commission will conduct a review of the implementation of this Action Plan. It will also assess the need for further action in this area, giving full consideration to the goals of the Europe 2020 Strategy and the vision for the future development of the European transport system outlined in the 2011 White Paper on Transport.

29 June 2012 saw the launch of the High Level Group on Logistics (HLGL), established to provide strategic advice on future transport policy measures impacting on logistics (see Press Release [IP/12/717](#)).

Trans-European transport networks

The aim of the Trans-European Networks (TENs) for transport, energy and telecommunications is to link island, landlocked and peripheral regions with the Union's more central regions. TENs depend primarily on the interconnection and interoperability of national networks and access to them. Detailed planning is the responsibility of the Member States, with the European Commission identifying bottlenecks, providing technical assistance, identifying projects of common interest and contributing to the financing of specific projects.

The legal basis for TENs was introduced by the 1993 Treaty on European Union (TEU), and is now incorporated into the [Treaty on the Functioning of the European Union](#) as Title XVI (Articles 170-172). In December 1992, the Commission published a White Paper on 'The future development of the common transport policy' ([COM\(92\)494](#) – text via the Archive of European Integration), in which it undertook to promote trans-European transport networks. The aim was for national networks to be made into a single European network by eliminating bottlenecks and adding missing links, thereby creating a cost-effective transport system on a Community-wide basis, with the emphasis on a high-speed rail network and a move from road to rail.

In July 1996, Decision 1692/96/EC was adopted on Community guidelines for the development of TENs. Following many amendments, it was replaced by [Decision 661/2010/EU](#) of 7 July 2010 'on Union guidelines for the development of the trans-European transport network'.

In 2006, the Trans-European Transport Network Executive Agency (TEN-T-A) was created to support the development of the network (see also [Summaries of EU legislation](#)). It ceased its activities on 31 December 2013 and was superseded by the Innovation and Networks Executive Agency ([INEA](#)).

On 4 February 2009, the Commission adopted the Green Paper 'TEN-T: A policy review: Towards a better integrated trans-European transport network at the service of the common transport policy' ([COM\(2009\)44](#); see also Press Release [IP/09/208](#), [Summaries of EU legislation](#) and the [Summary report](#) of responses).

According to the Green Paper:

TEN-T policy needs to be realigned to contribute more effectively to objectives aimed at combating climate change and to support Europe's increasing international role through better infrastructure connections with its neighbours and the wider world. Importantly TEN-T policy also needs to be adapted to strengthen its supporting role for economic and social development within the framework of the Lisbon strategy. The integration of all transport modes and

intelligent transport systems can be strengthened if TEN-T policy provided a basis guaranteeing efficient and safe transport services reflecting the future demands of citizens and economic operators.

On 19 October 2011, the European Commission adopted a package of measures on funding for infrastructure projects in the transport, energy and telecoms sectors. The elements of the six-part package relevant to transport are:

- 'A pilot for the Europe 2020 Project Bond Initiative' ([COM\(2011\)660](#); see also Press Release [MEMO/11/707](#))
- 'A framework for the next generation of innovative financial instruments - the EU equity and debt platforms' ([COM\(2011\)662](#))
- 'A growth package for integrated European infrastructures' ([COM\(2011\)676](#); this proposed a 'Connecting Europe Facility' - CEF; see also Press Release [IP/11/1200](#))
- Proposal for a Regulation 'on Union guidelines for the development of the Trans-European Transport Network' ([COM\(2011\)650](#); see Press Release [MEMO/11/706](#); check progress via PreLex dossier)

The Introduction to 'A growth package for integrated European infrastructures' ([COM\(2011\)676](#)) states:

In the three sectors of transport, energy and digital infrastructures, similar challenges and bottlenecks can be observed, requiring similar solutions. Even though the bulk of infrastructure investment can be delivered by Member States and markets (with regulatory measures), it is unlikely that the scope and speed of investment would allow the achievement of Europe 2020 objectives. EU level intervention, through grants and financial instruments, will focus on initiatives that eliminate or reduce market fragmentation, increase European security, have considerable growth enhancement potential and/or socio-economic benefits which cannot be captured or monetised at project level. It will also unlock short term employment in construction phases.

To help promote investment in the transport, energy and digital infrastructures, the Commission proposes an integrated multi-sectoral Connecting Europe Facility, intended to create:

the right conditions to boost infrastructure development, leverage funding from private sources at a time in which public budgets are severely constrained, and help revitalise the interest of long term specialised investors for investing in Europe, thus contributing to growth and job creation.

Agreement on the Connecting Europe Facility was reached at the Transport and Telecommunications Council of 7-8 June 2012 (see Press Release [IP/12/583](#)). Business leaders and policy-makers offered further support for Connecting Europe on 2 October 2012 (see Press Release [IP/12/1046](#)). On 5 December 2013, the Council adopted a Regulation on the Connecting Europe Facility, which aims to help create high-performing and environmentally sustainable interconnected networks across Europe (see Press Release [PRES/13/528](#)). The act was formally published as [Regulation \(EU\) No 1316/2013](#) of 11 December 2013.

The Commission announced on 10 September 2012 that it had selected 74 projects to receive some €200 million funding under the TEN-T programme (see Press Release [IP/12/945](#)).

On 29 November 2012, the Commission launched two Calls for Proposals under the 2012 TEN-T multi-annual and annual programmes, making €1.265 billion available to finance

European transport infrastructure projects in all transport modes, plus logistics and intelligent transport systems (see Press Release [IP/12/1281](#)).

Agreement was reached on a draft Regulation 'on Union guidelines for the development of the Trans-European Transport Network ([COM\(2011\)650](#)) by Transport Ministers on 22 March 2012. The proposal aims to remove cross-border bottlenecks, upgrade infrastructure and streamline cross-border transport operations throughout the EU (see Press Release [IP/12/301](#); check amended versions and follow progress via the [PreLex dossier](#)).

On 30 May 2013, Commission, Council and Parliament reached agreement on proposals to transform the existing patchwork of European roads, railways, airports and canals into a unified transport network. Described as 'historic' by Transport Commissioner Siim Kallas, the agreement will see the creation of a core transport network by 2030. Funding from the Connecting Europe Facility will focus on the core network, filling in cross-border missing links, removing bottlenecks and making the network smarter (see Press Releases [IP/13/478](#) and [PRES/13/249](#)).

On 16 October 2013, the Commission selected 172 projects to benefit from some €1.6 billion in EU co-financing from the TEN-T Programme (see Press Release [IP/13/941](#)). Maps showing the nine major corridors which will act as the backbone of the new network were published by the Commission on 17 October (Press Release [IP/13/948](#)).

On 5 December 2013, the Council adopted the new TEN-T strategy (see Press Release [PRES/13/531](#); see also European Parliament Library Briefing [Future of the Trans-European transport network](#) 14 November 2013). Formally adopted as [Regulation \(EU\) No 1315/2013](#) of 11 December 2013 'on Union guidelines for the development of the trans-European transport network ...' the strategy:

establishes guidelines for the development of a trans-European transport network comprising a dual-layer structure consisting of the comprehensive network and of the core network, the latter being established on the basis of the comprehensive network.

The European Parliament study [TEN-T large projects - investments and costs](#) recommends how substantial planning and procurement failures could be avoided during the next TEN-T programming period.

There is a separate ESO Information Guide on [Trans-European Networks](#).

The external dimension

Section 3.4 of the 28 March 2011 White Paper 'Roadmap to a Single European Transport Area - Towards a competitive and resource efficient transport system' ([COM\(2011\)144](#)) addresses the issue of external relations. In it, the Commission states:

65. Transport is fundamentally international. Because of this, most actions in the Road Map are linked to challenges related to the development of transport beyond the EU borders. Opening up third country markets in transport services, products and investments continues to have high priority. Transport is therefore included in all our trade negotiations (WTO, regional and bilateral). Flexible strategies will be adopted to ensure the EU's role as a standard setter in the transport field.

66. To that end, the Commission will focus on the following areas of actions:

– Extend internal market rules through work in international organisations (ICAO, IMO, OTIF, OSJD, UNECE, the international river commissions etc) and where relevant attain full EU membership. Promote European safety, security, privacy

and environmental standards worldwide through bilateral and multilateral cooperation. Reinforce the transport dialogue with main partners.

- Extend our transport and infrastructure policy to our immediate neighbours, including in the preparation of mobility continuity plans, to deliver closer market integration. A cooperation framework similar to on the Western Balkan Transport Treaty could be used to extend EU rules to other neighbouring countries. Complete the European Common aviation area of 58 countries and 1 billion inhabitants. Cooperate with the Mediterranean partners in the implementation of a Mediterranean Maritime Strategy to enhance maritime safety, security and surveillance. Promote SESAR, ERTMS and ITS technology deployment in the world, and establish research and innovation partnerships also at international level.
- Promote our approach globally: opening up transport markets to free and undistorted competition and environmentally sustainable solutions. Continue to aim at greater market access in transport in all relevant international negotiations.

On 25 May 2011, the Communication 'A new response to a changing Neighbourhood' ([COM\(2011\)303](#)) reviewed the Union's European Neighbourhood Policy (ENP). Following that review, the Commission set out a framework for promoting transport infrastructure and market development in the countries covered by enlargement and ENP. Details were given in the 7 July 2011 Communication 'The EU and its neighbouring regions: A renewed approach to transport cooperation' ([COM\(2011\)415](#)). Referred to as the Neighbourhood Transport Action Plan (a term not used in the Communication itself), it aims to strengthen transport links with countries to the East and South of the EU and proposes more than 20 measures to make transport connections smoother, safer and more reliable (see also Press Releases [IP/11/844](#), [MEMO/11/488](#)).

The Communication committed the Commission to proposing:

a new framework for transport co-operation, aiming at closer market integration in the transport sector, notably extending trans-European transport networks (TEN-Ts) to partner countries, addressing administrative bottlenecks with a focus on safety and security issues (including issues such as air and rail traffic management and maritime transport), and enhancing co-operation with various EU transport agencies.

Satellite navigation

[Galileo](#) is a project, jointly run by the European Commission and the European Space Agency (ESA), which aims to set up a global radio navigation system - a European version of the US Global Positioning System (GPS). Enabling individuals or moving objects to determine their location with the accuracy of one metre, Galileo offers potential benefits across all transport sectors.

On 28 December 2005 the first demonstrator satellite, GIOVE-A was launched from the Baikonur cosmodrome (Kazakhstan) aboard a Soyuz rocket. This in-orbit validation phase was followed from 2006 by a deployment phase, with the gradual launching of 30 Galileo satellites. The system was to have been operational from 2008, but encountered a number of problems, as summarised by the Commission in 'Galileo at a cross-road: the implementation of the European GNSS programmes' ([COM\(2007\)261](#); see also Press Release [IP/07/675](#)). The introduction to the Communication stated:

The European satellite navigation programmes Galileo and EGNOS have come to a crossroad.

A political choice is required on how to proceed. The concession negotiation which should have led to the deployment and exploitation of Galileo has stalled. The delays accumulated so far and the absence of any sign of progress on the concession negotiation is a risk for the delivery of the project within the timeline and foreseen budget.

In June 2007, the Transport, Telecommunications and Energy Council meeting issued a [resolution on Galileo](#), reaffirming 'the value of Galileo as a key project of the European Union', supporting its deployment by the end of 2012, and recognising the need for additional public funding.

In September 2007, the Commission issued the Communication 'Progressing 'Galileo': re-profiling the European GNSS programmes' ([COM\(2007\)534](#)) and an 'Amended proposal for a Regulation ... on the further implementation of the European satellite radionavigation programmes (EGNOS and Galileo)' ([COM\(2007\)535](#); see Press Release [IP/07/1358](#)) which gave further background to the problems surrounding Galileo. It also stated that the system required a budget of 2.4 billion euros more than the amount originally stated - an increase mainly attributed to the EU assuming responsibility for all aspects of system deployment. The proposal was adopted on 9 July 2008 as [Regulation \(EC\) 683/2008](#) (see also Summaries of EU legislation: [Re-profiling the European global navigation satellite system \(GNSS\) programmes](#) and [Further implementation of the European satellite navigation programmes](#)).

On 29 July 2010, the EU and US issued a joint statement on cooperation between the GPS and Galileo systems.

The first two operational Galileo satellites were launched on 21 October 2011. It is envisaged that, from 2014, Galileo will deliver improvements in a number of areas, including in-car navigation, road transport management, search and rescue services, banking transactions, and electricity supply (see Press Releases [IP/11/1220](#), [MEMO/11/717](#) and [MEMO/11/725](#)).

For further information see also Summaries of EU legislation [Satellite navigation: Galileo, Galileo Joint Undertaking](#).

Passengers' rights

In the field of air passengers' rights, [Regulation \(EC\) 261/2004](#) on compensation and assistance to passengers entered into force in February 2005. Amongst its provisions, it gives passengers whose flights are disrupted the right: to receive specific information from airlines; to choose between reimbursement of ticket price or to be re-routed to their final destination (in cases where flights are delayed for more than five hours); and to receive appropriate care when faced with long delays or while awaiting re-routing (carriers are to provide refreshments, accommodation and other care).

The validity of the Regulation, which sets out rules for compensation in cases of denied boarding and of the cancellation or long delay of flights, was upheld by the European Court of Justice in January 2006 ([Case C-344/04](#); see also Press Release [IP/06/12](#)). In April 2007, a Communication on the operation and the results of the Regulation was published as [COM\(2007\)168](#).

The provisions of the Regulation were severely tested during the severe disruption to flights caused following the eruption of the Eyjafjalla volcano in Iceland in April 2010, with some airlines complaining that the requirements did not make financial sense (the costs involved in supporting passengers often far exceeded the prices paid for tickets)

and the Commission re-iterating the need for them to meet their legal obligations and to respect passengers' rights).

On 29 June 2010, in the wake of the ash cloud crisis and ahead of the summer holiday season, the Commission launched a Europe-wide publicity campaign to inform passengers about their rights under Regulation 261/2004. Using posters, leaflets and a [website](#), the initiative aimed to ensure that air and rail passengers benefit from the same standards of treatment throughout the EU (see Press Releases [IP/10/852](#) and [MEMO/10/283](#) on passenger rights in exceptional situations and [MEMO/10/281](#) on air passenger rights).

On 16 February 2005, the Commission tabled a new 'transport package' in the form of the Communication 'Strengthening passenger rights within the European Union' ([Summaries of EU legislation](#)). In addition to addressing issues of specific concern to the air and rail transport sectors, the Communication identified a number of rights that should be strengthened regardless of the means of transport used:

- specific measures in favour of persons with reduced mobility
- automatic and immediate solutions when travel is interrupted
- liability in the event of death or injury of passengers
- treatment of complaints and means of redress
- passenger information.

A proposal for a Regulation concerning the rights of persons with reduced mobility when travelling by air was subsequently issued as [COM\(2005\)47](#); the ensuing [Regulation \(EC\) 1107/2006](#) was adopted on 5 July 2006.

Adopted on 24 November 2010, [Regulation \(EU\) 1177/2010](#) 'concerning the rights of passengers when travelling by sea and inland waterway and amending Regulation (EC) No 2006/2004' will give ship passengers improved rights to compensation and assistance if their journey is cancelled or delayed. Effective from 18 December 2012, the Regulation also aims to protect against people with disabilities or reduced mobility from discrimination and to ensure they receive appropriate assistance. It will, with some exceptions, apply to ships with a crew of more than three, and which carry more than 12 passengers (see also Press Releases [14443/10](#) and [IP/10/1603](#)).

Under [Regulation \(EU\) 181/2011](#) of 16 February 2011 'concerning the rights of passengers in bus and coach transport and amending Regulation (EC) No 2006/2004', new rules will be introduced from 1 March 2013. Described as a 'Charter for bus and coach passengers', the legislation introduces specific rights for passengers on long distance services (250 km plus), together with rights applicable to all bus and coach services (see also Press Release [IP/11/155](#) and [EP news item](#)).

On 11 April 2011, the Commission announced a series of measures to clarify and strengthen the enforcement of passenger rights legislation. The announcement coincided with the publication of two Communications: a Report 'on the functioning and effects of Regulation (EC) No 1107/2006 of the European Parliament and of the Council of 5 July 2006 concerning the rights of disabled persons and persons with reduced mobility when travelling by air' ([COM\(2011\)166](#)), and a Communication 'on the application of Regulation 261/2004 establishing common rules on compensation and assistance to passengers in the event of denied boarding and cancellation of long delay of flights' ([COM\(2011\)174](#); see also Press Releases [IP/11/457](#), [MEMO/11/232](#)).

Adopted on 19 December 2011, 'A European vision for Passengers: Communication on Passenger Rights in all transport modes' ([COM\(2011\)898](#)) summarises the rights and principles which apply to all modes of transport and identifies areas for improvement. It concluded that:

The same core principles and rights have been introduced in all transport modes to make travelling in the EU an easier and more pleasant experience, by increasing the quality of services, protection of travellers and the attractiveness of European transport industry.

These passenger rights will remain an integral part of the European vision of transport policy even if conditions and modalities of application vary and evolve.

The main objective now is to make these rules easily understandable and to consolidate their implementation and enforcement in all modes of transport to ensure a convergent approach in this area. The Commission will continue working on both regulatory and non-regulatory issues to enhance effective passenger protection and to ensure that EU legislation is applied in a proportionate and effective manner.

On 18 December 2012, provisions under Regulation 1177/2010 on rights for passengers travelling by sea and inland waterways in the EU entered into force (see Press Release [IP/12/1387](#)).

Information sources in the ESO database

Find updated and further information sources in the ESO database:

[14.1 Transport - Communications - Tourism: General](#)

- [Key Source](#)
- [Legislation](#)
- [Policy-making](#)
- [Report](#)
- [Statistics](#)
- [News source](#)
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- [Textbook, monograph or reference](#)
- [Background](#)

[14.1.a Trans-European Transport Networks \(TEN-T\)](#)

[14.1.b Urban / Rural transport](#)

[14.2 Railways](#)

[14.3 Road transport](#)

[14.3.a Roads; Cars; Lorries; Buses and coaches](#)

[14.3.b Pedestrians; Walking; Cycling](#)

[14.4 Inland waterways - Ships - Ports](#)

[14.4.a Inland waterway transport](#)

[14.4.b Sea transport](#)

[14.4.c Ports](#)

[14.5 Air transport](#)

[14.6 Intermodal / Multimodal transport](#)

Further information sources on the internet

- European Commission: DG Mobility and Transport
 - [Mobility and Transport website](#)
 - [European Strategies](#)
 - [Sustainable transport](#)
 - [Air](#)
 - [Road](#)
 - [Road Safety](#)
 - [Rail](#)

- [Maritime](#)
 - [Inland waterways](#)
 - [Intelligent Transport Systems](#)
 - [Clean Urban Transport](#)
 - [TEN-T / Transport infrastructure](#)
 - [Security & Safety](#)
 - [Passenger rights](#)
 - [International relations](#)
 - [Research and Innovation](#)
 - [Logistics and multimodal transport](#)
 - [Social Issues](#)
 - [News](#)
- European Commission: DG Eurostat
 - [Homepage](#)
 - [Transport](#)
 - [Eurostat Yearbook 2015](#) (see Chapter 10: Transport)
 - Eurostat [database](#) (includes databases / tables on Transport)
- Europa
 - Policy areas: [Transport and travel](#)
 - Summaries of EU legislation
 - [Transport](#) (subsections on: [Air transport](#), [Bodies and objectives](#), [Intelligent transport and navigation by satellite](#), [Intermodality and trans-european networks](#), [International dimension and enlargement](#), [Mobility and passenger rights](#), [Rail transport](#), [Road transport](#), [Transport, energy and the environment](#), [Waterborne transport](#))
 - [EU passenger rights](#)
- European Commission: DG Communication
 - [RAPID](#) press releases database - [Transport](#) (pre-set search)
- Legislative and policy making information
 - [Treaty on the functioning of the European Union](#): Article 90-100, 170-172
 - EUR-Lex: Legislation: [Transport](#)
 - EUR-Lex: Preparatory legislation: [Transport](#)
 - EUR-Lex: Consolidated legislation: [Transport](#)
 - EUR-Lex: Case Law: [Transport](#)
 - EUR-Lex: Summaries of EU Legislation: [Transport](#)
 - European Commission: DG [Transport](#)
- Court of Justice of the European Union: InfoCuria

[Homepage](#): at 'Subject-matter' box, click icon at far right to open list of subjects. Choose 'Transport' and/or 'Trans-European networks' and click 'Enter' to return to main search page. Select dates if required. Hit 'Search' at top or bottom of page.
- European Parliament: Legislative Observatory (OEIL)

[Homepage](#): Carry out a [Simple Search](#) (scroll down right-hand menu and expand 'Subject'; then expand 'Community policies'; then expand 'Transport policy in general' and select appropriate sub-section).
- Council of the European Union
 - [Transport, Telecommunications and Energy Council](#) (TTE)
- European Parliament: Fact Sheets
 - Section on [Sectoral policies](#) has subsection on Transport and tourism policy, with Fact Sheets on [Transport policy: General](#), [Passenger rights](#),

[International and cabotage road transport](#), [Road transport: harmonisation of legislation](#), [Road traffic and safety provisions](#), [Rail transport](#), [Air transport: market access](#), [Air transport: civil aviation security](#), [Air transport: Single European Sky](#), [Sea transport: strategic approach](#), [Sea transport: traffic and safety rules](#)

- European Parliament
 - [Transport and Tourism](#) (TRAN)
- Committee of the Regions
 - [Commission for Territorial Cohesion Policy](#) (COTER)
- European Economic and Social Committee
 - [Transport, Energy, Infrastructure and Information Society](#) (TEN)
- European Aviation Safety Agency (EASA)
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- European Maritime Safety Agency (EMSA)
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- European Railway Agency (ERA)
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- Executive Agency for Competitiveness and Innovation (EACI)
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- Trans-European Transport Network Executive Agency (TEN-T EA)
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