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Keyword "passenger rights"

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Creation date : 15-06-2026

[Package travel: Improved protection for travellers](#)

Publication type At a Glance

Date 02-03-2026

Author ASHTON DAVID

Policy area Consumer Protection | Tourism

Keyword consumer protection | consumption | directive (EU) | European construction | EUROPEAN UNION | European Union law | passenger rights | single market | social affairs | SOCIAL QUESTIONS | TRADE | TRANSPORT | transport policy | traveller

Summary During the March I part-session, Parliament will vote to conclude its first reading on legislation to amend the Package Travel Directive. The proposed amendments reflect a deal struck in interinstitutional negotiations in December 2025.

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

[Package travel: Improving protection for travellers](#)

Publication type Briefing

Date 10-02-2026

Author ASHTON DAVID | EVROUX CLEMENT THIERRY

Policy area Consumer Protection | Coronavirus | Tourism

Keyword consumer protection | consumption | directive (EU) | EUROPEAN UNION | European Union law | package travel | passenger rights | social affairs | SOCIAL QUESTIONS | TRADE | TRANSPORT | transport policy

Summary On 29 November 2023, the European Commission adopted a proposal for a directive amending Directive (EU) 2015/2302 on package travel and linked travel arrangements, to improve protection for travellers and simplify and clarify certain aspects of the current directive. The Commission announced in a 2020 communication on a new consumer agenda that it would look into revising the directive following the turmoil caused by the mass cancellations during the COVID-19 pandemic. The proposal is the result of two years of stakeholder consultations and a reassessment of the current rules. The main changes focus on securing travellers' rights and improving insolvency protection. Other key changes include extending the directive's scope to lay down rules on contracts between package organisers and service providers. In the European Parliament, the file was referred to the Committee on the Internal Market and Consumer Protection (IMCO). The Council adopted its negotiating mandate on 18 December 2024. IMCO adopted its report on 26 June 2025. A political deal was reached at the second trilogue on 2 December 2025. This agreement was endorsed by the Council's permanent representatives committee (Coreper) on 19 December 2025 and confirmed by IMCO on 27 January 2026. Work is ongoing to finalise the text of the act before it is adopted, first by Parliament and then by the Council. Third edition. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure.

Briefing [EN](#)

[Revising air passenger rights: Where do we stand?](#)

Publication type Briefing

Date 14-01-2026

Author KISS Monika

Policy area Transport

Keyword air and space transport | air safety | air traffic control | airline | EUROPEAN UNION | European Union law | high-speed transport | organisation of transport | passenger rights | regulation (EU) | TRANSPORT | transport policy

Summary The liberalisation of the EU air transport market, completed in 1997 and consolidated under Regulation (EC) No 1008/2008, expanded routes, lowered fares, and increased passenger numbers to over 1.1 billion in 2024; however, it also led to congestion, delays, cancellations and lost luggage. EU passenger rights regulations, covering compensation for denied boarding, cancellations, long delays, and protections for passengers with reduced mobility, addressed some of these issues, although enforcement and awareness remained limited. In 2013, the European Commission proposed clarifying 'extraordinary circumstances', introducing rerouting rights after long delays, banning no-show penalties, improving tarmac delay handling and complaint procedures, while capping accommodation duties and standardising compensation thresholds. The European Parliament's first-reading report added stronger protections, including a closed list of exceptions, higher accommodation limits, airport contact points, safeguards for passengers in cases of airline bankruptcy, and expanded baggage and accessibility rights. The Council's 2025 first-reading position maintained rerouting and assistance rights, updated compensation thresholds to four hours for short flights and six hours for longer ones, clarified 'extraordinary circumstances', and tightened complaint-handling procedures. Parliament's second-reading draft rejects higher delay thresholds, keeps compensation at between €300 and €600 by distance, increases free hand luggage, bans unfair ancillary charges, and extends claim deadlines. Stakeholders, including consumer groups, disability organisations, and airlines, have expressed mixed reactions, with consumer advocates supporting stronger protections, and airlines warning of higher costs. The report is now scheduled for a plenary vote.

Briefing [EN](#)

[Air passenger rights](#)

Publication type At a Glance

Date 12-01-2026

Author KISS Monika

Policy area Transport

Keyword air and space transport | air safety | airline | civil law | indemnification | LAW | passenger rights | TRANSPORT | transport policy

Summary To address the gaps in and shortcomings of the existing air passenger rights framework, the European Commission put forward a proposal in 2013. While the European Parliament adopted its first-reading position in February 2014, the file remained stalled in the Council until 2025, when it adopted a first-reading position and triggered a second reading with strict deadlines. Parliament's Committee on Transport and Tourism adopted its report on 12 January 2026. The report is scheduled for a vote during the January plenary session.

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

[Improving passenger rights](#)

Publication type Briefing

Date 10-09-2024

Author TUOMINEN ULLA-MARI

Policy area Ex-ante Impact Assessment | Transport

Keyword air and space transport | airline | area of freedom, security and justice | EU programme | European construction | EUROPEAN UNION | passenger rights | social affairs | SOCIAL QUESTIONS | sustainable mobility | TRANSPORT | transport policy | traveller

Summary The impact assessment (IA) provides a good information package to underpin the initiative on improving passenger rights. The IA's qualitative and quantitative analysis draws on several data sources, such as an IA supporting study, studies in the policy field, ex-post evaluations and stakeholder consultation; however, the IA supporting study does not appear to be fully referenced, to the detriment of transparency. The IA explains in detail the analytical methods used in a dedicated annex. The IA presents a well-evidenced problem definition and a balanced description of the policy measures and policy options; however, the offer of options is partially rather limited. In the comparison of options, the IA transparently notes that the stakeholders have differing views on the options, and recognises uncertainties in the estimates of hassle cost savings. The analysis would have benefited from some clarification relating to the effectiveness assessment and the scoring of proportionality and subsidiarity. The IA considers that the initiative is relevant to small and medium-sized enterprises (SMEs), and, consequently, an SME test was performed. However, SMEs are not differentiated by size classes (micro, small and medium enterprises) in the analysis, and the mitigating measures could have been explained more in detail. It appears that the legislative proposal follows the preferred options of the IA.

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

[Revised rules on advance passenger information](#)

Publication type At a Glance

Date 16-04-2024

Author DUMBRAVA Costica

Policy area Area of Freedom, Security and Justice

Keyword air and space transport | air transport | area of freedom, security and justice | data protection | directive (EU) | EDUCATION AND COMMUNICATIONS | European construction | EUROPEAN UNION | European Union law | illegal migration | information and information processing | information technology and data processing | international law | LAW | migration | passenger rights | personal data | Schengen Agreement | social affairs | SOCIAL QUESTIONS | TRANSPORT | transport policy | traveller

Summary In December 2021, the European Commission proposed to revise the EU legal framework on the collection and transfer of advance passenger information (API). The current API Directive will be replaced by two regulations: one on the collection and transfer of API for border management purposes, and another on the collection and transfer of API for law enforcement purposes. Following the co-legislators reaching of provisional agreements in March 2024, the Parliament is due to vote on the proposals during its April II plenary session.

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

[Advance passenger information \(API\) to tackle terrorism and serious crime](#)

Publication type Briefing

Date 15-04-2024

Author DUMBRAVA Costica

Policy area Area of Freedom, Security and Justice

Keyword data protection | EDUCATION AND COMMUNICATIONS | EUROPEAN UNION | European Union law | information and information processing | information technology and data processing | passenger rights | personal data | regulation (EU) | social affairs | SOCIAL QUESTIONS | TRANSPORT | transport policy | traveller

Summary In December 2022, the European Commission presented two proposals to revise the rules on the collection and transfer of advance passenger information (API) data – data collected by air carriers at check-in and sent to competent authorities in the country of destination prior to take-off. One of the proposals is for a new regulation on the collection and transfer of API data for the prevention, detection, investigation and prosecution of terrorist offences and serious crime. The proposal seeks to align the rules on the collection and transfer of API data with the rules on the processing of passenger name records – data from air travellers' ticket reservations – in order to increase the effectiveness of the fight against serious crime and terrorism in the EU. The proposal provides uniform criteria for the collection and transfer of API data on extra-EU flights and selected intra-EU flights. It builds on the provisions of another proposal for a regulation on the collection and transfer of API data for enhancing and facilitating external border controls. Both proposals rely on the establishment of a centralised router to enable the transmission of API data between air carriers and the competent national authorities dealing with API data. In March 2024, the European Parliament and the Council reached a provisional agreement on the proposal. Following the approval of the agreement by the Council and the responsible committee in Parliament, the agreed text has been tabled for a vote during the April II part-session. Second edition. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure.

Briefing [EN](#)

[Revision of the Package Travel Directive](#)

Publication type Briefing

Date 21-02-2024

Author JANSEN Talander Hugo

Keyword carriage of passengers | organisation of transport | passenger rights | social affairs | SOCIAL QUESTIONS | TRANSPORT | transport policy | travel agency

Summary EU package travel rules protect travellers who have booked two or more travel services together – typically, a flight and a hotel room. Since the 1990s, the EU has been setting norms in this travel industry sector, to protect consumers and define obligations for package organisers. Since 2004, regulations specific to the mode of transport (such as air, rail or coach) for passenger rights have also gradually been adopted at EU level, creating a comprehensive, albeit not always coherent, framework for passenger rights. The current EU Package Travel Directive (Directive 2015/2302 – the PTD), which adapted the scope of traveller protection to market and technological developments, entered into application in July 2018. The directive has been under review since November 2023, after a limited but particularly testing period of application that saw the bankruptcy of travel agencies company Thomas Cook in 2019, and the COVID-19 pandemic immediately after. Evaluations conducted by the European Commission and the European Parliament, summarised in this briefing, show that the PTD has been partially effective in meeting its objectives (to ensure a high and uniform level of protection for travellers in the EU, and to support the proper functioning of the internal market) and the needs of consumers and traders. Ongoing reforms seek to make the PTD more resilient to large-scale disruptions by adding certain clarifications, on the definition of packages for example, and to increase the level of traveller protection with new rules on vouchers, faster refund deadlines, and a limit on prepayments.

Briefing [EN](#)

[The performance of the Package Travel Directive and broader consumer protection issues in the implementation of passenger rights \(At A Glance - Study In Focus\)](#)

Publication type At a Glance

Date 13-10-2023

External author Annette CERULLI-HARMS, Alessandra INNESTI, Nessa GORMAN, Pietro PALUMBO, Cristina PONCIBO' & Jelena VITIC.

Policy area Adoption of Legislation by EP and Council | Consumer Protection | Evaluation of Law and Policy in Practice | Internal Market and Customs Union

Keyword alternative dispute resolution | consumer protection | consumption | digital transformation | directive (EU) | EUROPEAN UNION | European Union law | justice | LAW | passenger rights | PRODUCTION, TECHNOLOGY AND RESEARCH | social affairs | SOCIAL QUESTIONS | technology and technical regulations | tourism | TRADE | TRANSPORT | transport policy

Summary This At A Glance - Study In Focus provides information on the implementation and enforcement of the Package Travel Directive (PTD) in the EU with a focus on ten EU Member States. It summarises areas for improvement, such as adapting the definition of package travel to accommodate evolving industry trends, addressing pre-contractual information gaps, improving payment practices, tackling challenges in the digital environment, enhancing enforcement mechanisms, promoting alternative dispute resolution, and increasing consumer awareness. This document was provided by the Policy Department for Economic, Scientific and Quality of Life Policies at the request of the committee on Internal Market and Consumer Protection (IMCO).

At a Glance [EN](#)

The performance of the Package Travel Directive and broader consumer protection issues in the implementation of passenger rights

Publication type Study

Date 28-09-2023

External author Annette CERULLI-HARMS, Alessandra INNESTI, Nessa GORMAN, Pietro PALUMBO, Cristina PONCIBO' & Jelena VITIC

Policy area Consumer Protection | Evaluation of Law and Policy in Practice | Internal Market and Customs Union | Transposition and Implementation of Law

Keyword carriage of passengers | civil law | consumer protection | consumption | contract terms | contractual liability | directive (EU) | economic geography | EU Member State | EUROPEAN UNION | European Union law | GEOGRAPHY | hotel industry | LAW | marketing | organisation of transport | package travel | passenger rights | provision of services | social affairs | SOCIAL QUESTIONS | TRADE | TRANSPORT | transport policy | travel agency

Summary This study evaluates the implementation and enforcement of the Package Travel Directive (PTD) in the EU with a focus on ten EU Member States. It identifies areas for improvement, such as adapting the definition of package travel to accommodate evolving industry trends, addressing pre-contractual information gaps, improving payment practices, tackling challenges in the digital environment, enhancing enforcement mechanisms, promoting alternative dispute resolution, and increasing consumer awareness. The study aims to enhance the PTD's effectiveness, protect travellers' rights, and foster a consumer-friendly package travel market in the EU. This document was provided by the Policy Department for Economic, Scientific and Quality of Life Policies for the committee on the Internal Market and Consumer Protection (IMCO).

Study [EN](#)

Revision of Council Directive 2004/82/EC on the obligation of carriers to communicate passenger data

Publication type Briefing

Date 06-12-2022

Author HUEMER MARIE-ASTRID

Policy area Area of Freedom, Security and Justice

Keyword carriage of passengers | data-processing law | directive (EU) | EDUCATION AND COMMUNICATIONS | EUROPEAN UNION | European Union law | harmonisation of standards | information technology and data processing | national implementing measure | organisation of transport | passenger rights | personal data | PRODUCTION, TECHNOLOGY AND RESEARCH | social affairs | SOCIAL QUESTIONS | technology and technical regulations | TRANSPORT | transport policy | transport safety | traveller

Summary The advance passenger information (API) system dates back to 2004, when the Council adopted Directive 2004/82/EC of 29 April 2004 on the obligation of carriers to communicate passenger data to improve border control and fight against irregular migration (the 'API Directive'). New data sharing schemes have since been developed to improve EU border control and migration management and, specifically, fight terrorism and serious crimes. Today, air carriers are required to transfer not only API but also passenger name records (PNRs) in line with Directive (EU) 2016/681 of 27 April 2016 on the use of PNR data for the prevention, detection, investigation and prosecution of terrorist offences and serious crime (the 'PNR Directive'). PNRs comprise a larger set of data that encompass API. To improve coherence in EU legislation and support harmonisation between Member States, the API Directive might be aligned with the PNR Directive. The European Commission's counter-terrorism agenda for the EU, adopted on 9 December 2020, announced that the proposal to revise the API Directive may consider providing for the use of these data for countering serious crime, improving the effectiveness in the use of API data and the coherence with other instruments such as the entry/exit system, the European travel information and authorisation system, and the PNR system. However, it raises questions as regards data protection and the right to privacy. In its 2022 work programme, the Commission stated its intention to revise the API Directive. Initially planned for the second quarter of 2022, the revision was postponed to the last quarter of 2022. This implementation appraisal looks at the practical implementation of the directive in light of the expected Commission proposal for its revision.

Briefing [EN](#)

Tracking the EU Commissioners' commitments - Von der Leyen Commission, 2019 - 2024: Adina-Ioana Vălean

Publication type Briefing

Date 20-09-2022

Keyword common transport policy | ENERGY | energy policy | ENVIRONMENT | environmental policy | environmental tax | EU Emissions Trading Scheme | EU institutions and European civil service | European Commissioner | European construction | EUROPEAN UNION | intelligent transport system | organisation of transport | passenger rights | substitute fuel | sustainable mobility | trans-European network | TRANSPORT | transport policy | transport safety

Summary This briefing follows up on the commitments made by the commissioner in 2019.

Briefing [EN](#)

[Rail passengers' rights and obligations in the EU](#)

Publication type At a Glance

Date 21-04-2021

Author SCORDAMAGLIA Damiano

Policy area Consumer Protection | Transport

Keyword carriage of passengers | consumer information | consumption | EUROPEAN UNION | European Union law | facilities for people with disabilities | land transport | organisation of transport | passenger rights | proposal (EU) | rail transport | social affairs | SOCIAL QUESTIONS | TRADE | TRANSPORT | transport policy

Summary In the EU, Regulation (EC) No 1371/2007 governs rails passengers' rights and obligations, and provides for all passengers a harmonised level of information, assistance and compensation. In September 2017, the European Commission adopted a new proposal, which aims to strike a better balance between strengthening passengers' rights and reducing the burden on rail companies. The European Parliament is expected to vote at second reading during its April plenary session on the agreed text resulting from interinstitutional negotiations.

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

[The impact of COVID-19 on the Internal Market](#)

Publication type Study

Date 26-02-2021

External author J. Scott MARCUS et al.

Policy area Consumer Protection | Coronavirus | Evaluation of Law and Policy in Practice | Internal Market and Customs Union

Keyword BUSINESS AND COMPETITION | consumer protection | consumption | coronavirus disease | crisis management | economic analysis | economic consequence | ECONOMICS | epidemic | European construction | EUROPEAN UNION | health | impact study | internal border of the EU | international law | LAW | management | passenger rights | single market | social framework | social impact | SOCIAL QUESTIONS | TRADE | TRANSPORT | transport policy

Summary This study assesses the impact of the COVID-19 crisis on the Internal Market and consumer protection, including the impact of measures introduced at national and EU level to mitigate the consequences of the pandemic. What further measures should be considered in order to reinforce the resilience of the EU's Internal Market in the face of future crises?
This document was provided by the Policy Department for Economic, Scientific and Quality of Life Policies at the request of the committee on Internal Market and Consumer Protection (IMCO).

Study [EN](#)

[What if AI-powered passenger locator forms could help stop the spread of Covid-19?](#)

Publication type At a Glance

Date 21-12-2020

Author KRITIKOS Michail

Policy area Consumer Protection | EU Law: Legal System and Acts | Forward Planning | Internal Market and Customs Union | Public Health | Tourism | Transport

Keyword artificial intelligence | carriage of passengers | coronavirus disease | data collection | disease prevention | EDUCATION AND COMMUNICATIONS | epidemic | health | information and information processing | information technology and data processing | new technology | organisation of transport | passenger rights | personal data | PRODUCTION, TECHNOLOGY AND RESEARCH | public health | SOCIAL QUESTIONS | technology and technical regulations | TRANSPORT | transport policy

Summary As decisions about who should get tested in an airport are important from public health and privacy perspectives, contact tracing and targeted testing based on AI-powered PLFs should be subject to thorough validation and accountability requirements so as to gain public trust and acceptance.

At a Glance [EN](#)

[Study presentation proceedings: The Impact of Unfair Commercial Practices on Competition in the EU Passenger Transport Sector, in particular Air Transport](#)

Publication type In-Depth Analysis

Date 09-12-2020

Author PARENTI RADOSTINA | TUINSMA TIJMEN FERDINAND

Policy area Competition law and regulation | Consumer Protection | Economics and Monetary Issues | Transport

Keyword air and space transport | air transport | BUSINESS AND COMPETITION | competition | consumer protection | consumption | coronavirus disease | economic policy | ECONOMICS | epidemic | EU competition policy | health | marketing | passenger rights | restriction on competition | selling at a loss | SOCIAL QUESTIONS | State aid | TRADE | TRANSPORT | transport policy

Summary The study presented in the event aims at identifying and analysing the unfair commercial and trading practices in passenger air transport that not only are detrimental to consumers, but which can also distort competition in the Single Market. Moreover, the discussion during the event also covered competition and consumer protection aspects that arise in the context of the COVID-19 pandemic.
These proceedings of the study presentation were prepared by the Policy Department for Economic, Scientific and Quality of Life Policies at the request the committee on Economic and Monetary Affairs (ECON).

In-Depth Analysis [EN](#)

[EU rules on vouchers offered to passengers and travellers](#)

Publication type [At a Glance](#)

Date 03-06-2020

Author Niestadt Maria

Policy area Consumer Protection | Coronavirus | Tourism | Transport

Keyword carriage of passengers | consumer protection | consumption | coronavirus disease | epidemic | health | organisation of transport | passenger rights | SOCIAL QUESTIONS | TRADE | TRANSPORT | transport policy

Summary Carriers and travel companies can offer vouchers for journeys and holidays cancelled due to coronavirus. However, this offer cannot affect passengers' and travellers' right to opt for reimbursement instead, the European Commission has explained. At the same time, airlines, various Member States and some Members of the European Parliament have been calling for temporary changes to the rules.

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

[The Impact of Unfair Commercial Practices on Competition in the EU Passenger Transport Sector, in particular Air Transport](#)

Publication type [Study](#)

Date 08-04-2020

External author F. SCIAUDONE, K. NOTI, H. SCHEBESTA, F. MORETTI, M. PIANTONI, R. ARANCIO

Policy area Competition law and regulation | Consumer Protection | Economics and Monetary Issues | Transport

Keyword air and space transport | airline | BUSINESS AND COMPETITION | carriage of passengers | case study | civil aviation | competition | consumer protection | consumption | documentation | EDUCATION AND COMMUNICATIONS | EP Committee | EU institutions and European civil service | European construction | EUROPEAN UNION | FINANCE | organisation of transport | passenger rights | price formation | prices | research report | restriction on competition | single market | TRADE | TRANSPORT | transport policy | transport price

Summary The study aims at identifying and analysing the unfair commercial and trading practices in passenger air transport that not only are detrimental to consumers, but which can also distort competition in the Single Market. The study analyses the main air carrier business models and price patterns, as well as the decisions adopted by the national competent authorities with regard to unfair commercial practices and predatory pricing. This document was provided by Policy Department A at the request of the ECON Committee.

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

[Commitments made at the hearing of Adina-Ioana VĂLEAN, Commissioner-designate - Transport](#)

Publication type [Briefing](#)

Date 22-11-2019

Author COITO GONZALEZ ESTEBAN

Policy area Transport

Keyword appointment of members | ENERGY | energy policy | ENVIRONMENT | environmental policy | EU Emissions Trading Scheme | EU institutions and European civil service | European Commissioner | European construction | European Parliament | EUROPEAN UNION | oral question | parliament | parliamentary proceedings | passenger rights | POLITICS | public hearing | substitute fuel | sustainable mobility | trans-European network | TRANSPORT | transport policy | transport price | transport safety

Summary The Commissioner-designate, Adina-Ioana Vălean, appeared before the European Parliament on 14 November 2019 to answer questions put by MEPs from the Committee on Transport and Tourism. During the hearing, she made a number of commitments which are highlighted in this document. These commitments refer to her portfolio, as described in the mission letter sent to her by Ursula von der Leyen, President-elect of the European Commission, including:
- a sustainable, safe and affordable transport.

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

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

Publication type [At a Glance](#)

Date 16-11-2018

Author FERGUSON CLARE | SOCHACKA KATARZYNA

Policy area EU Democracy, Institutional and Parliamentary Law

Keyword AGRICULTURE, FORESTRY AND FISHERIES | arms trade | association agreement (EU) | Body of European Regulators for Electronic Communications | defence | ENERGY | EU finance | EU institutions and European civil service | EU visa policy | European construction | European Parliament | EUROPEAN UNION | European Union Solidarity Fund | fisheries | fishery management | international law | INTERNATIONAL RELATIONS | international security | LAW | multiannual financial framework | nuclear non-proliferation | parliamentary proceedings | parliamentary session | passenger rights | POLITICS | renewable energy | soft energy | TRANSPORT | transport policy

Summary The highlights of the November I plenary session were the debate on the future of Europe with Angela Merkel, Chancellor of Germany, as well as the debate and vote on the interim report on the Multiannual Financial Framework 2021-2027. Parliament also held debates on floods in Europe; regulating virtual currencies and initial coin offerings; and EU resilience in the face of foreign actors' potential attempts to influence the upcoming EP election campaign. Cyril Ramaphosa, President of South Africa addressed the Parliament in a formal sitting. Members debated HR/VP Federica Mogherini's statements on the future of the Intermediate-Range Nuclear Forces Treaty, Central American migrants at the Mexican border, and the effects of US sanctions on Iran for European companies. Parliament voted on legislative proposals, inter alia, on energy efficiency; promotion of the use of energy from renewable sources; on the European Electronic Communications Code and BEREC; and on rail passengers' rights and obligations. Members adopted reports on the implementation of the EU Agreements with Georgia and Moldova, and voted on reports on humanitarian visas and on the implementation of the EU Common Position on arms exports. The 2018 Lux Prize, which promotes European cinema, makes promising films accessible to a wider audience and encourages debate on values and social issues across Europe, was awarded to 'Woman at war' (Kona fer í stríð), by Icelandic director Benedikt Erlingsson.

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

[Rail passengers' rights and obligations in the EU](#)

Publication type [At a Glance](#)

Date 07-11-2018

Author SCORDAMAGLIA Damiano

Policy area Adoption of Legislation by EP and Council | Consumer Protection | Transport

Keyword carriage of passengers | consumer protection | consumption | EC Regulation | EUROPEAN UNION | European Union law | land transport | organisation of transport | passenger rights | rail transport | TRADE | TRANSPORT | transport policy

Summary In the European Union (EU), rail passengers' rights and obligations are governed by Regulation (EC) No 1371/2007, applicable since the end of 2009, which provides for all passengers a harmonised level of information, assistance and protection. In September 2017, the European Commission adopted a new proposal which aims to strike a better balance between strengthening passengers' rights and reducing the burden on rail companies. The European Parliament is due to vote its position on this proposal during its November I plenary session.

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

[Research for TRAN Committee - BREXIT: transport and tourism - the consequences of a no-deal scenario](#)

Publication type [Study](#)

Date 26-09-2018

External author José Francisco PAPÍ FERRANDO, Raffaele ALFONSI, Sabine LANGER, Miguel TRONCOSO

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

Keyword air and space transport | air transport | communications | economic geography | EDUCATION AND COMMUNICATIONS | EU finance | EU institutions and European civil service | EU office or agency | Europe | European construction | European Structural and Investment Funds | EUROPEAN UNION | GEOGRAPHY | land transport | maritime and inland waterway transport | maritime transport | negotiation of an agreement (EU) | passenger rights | political geography | postal service | PRODUCTION, TECHNOLOGY AND RESEARCH | road cabotage | safety standard | social affairs | SOCIAL QUESTIONS | technology and technical regulations | tourism | trans-European network | TRANSPORT | transport policy | transport safety | United Kingdom | withdrawal from the EU

Summary The study investigates the potential impacts on the EU-27 of a no-deal scenario in the Brexit process, focusing on the transport, postal and tourism sectors. The study analyses both the economic policy and legislative dimension, detailing the practical consequences of such a new status quo. Alternatives to safeguard the EU interests are also discussed in the document and a set of practical recommendations is formulated. A no-deal scenario would seriously hurt both the UK and the EU-27 at least in a short-term perspective, although with different intensity among the Member States.

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