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From:	General Secretariat of the Council
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Subject:	AOB for the meeting of the Transport, Telecommunications and Energy Council on 30 November 2026 2026 Annual Progress Report on Simplification, Implementation and Enforcement (Sustainable Transport) - Information from the Commission

Delegations will find in Annex the above-mentioned report.

European Commission

2026
ANNUAL PROGRESS REPORT
Simplification, Implementation & Enforcement



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European Commissioner for Sustainable Transport and Tourism

1. Introduction

This report provides an overview of the progress made on key policy initiatives, simplification, implementation and enforcement actions in the field of sustainable transport and tourism during the period of 1 August 2025 to 31 July 2026.

As Commissioner for Sustainable Transport and Tourism, I want to ensure that the EU delivers on its commitment for sustainable prosperity and competitiveness by continue working to further develop a sustainable, resilient and digitalised transport system and industrial socialbase, while also nurturing a competitive tourism industry.

2. Executive Summary

Transport and tourism are central to the European Union, supporting the free movement of people, goods and services in the global economy.

The transport services sector is a major employer in the EU, with 6.3 million people working in the sector (more than 3% of total employment in the EU)[1]. At the same time, the tourism ecosystem includes 2.7 million enterprises in tourism-related activities across the EU, employing 13.4 million people[2], helping Europe remain the world's leading tourism destination.

For these reasons, my priority as Commissioner is to make both the transport and tourism sectors more sustainable and digitally advanced, while continuing to strengthen their resilience and competitiveness. Additionally, my services will continue to step up defence readiness in the transport sector, following the launching in November 2025 of the military mobility package.

To achieve these goals, we must simplify and clarify legislation, ensure it is properly applied on the ground, and pursue enforcement actions so that Member States meet their legal obligations under EU transport law.

During the reporting period, my services focused on reducing administrative burdens in the transport and mobility sector by adopting several initiatives, reviewing the transport acquis, and organising discussions with relevant stakeholders to address key challenges facing the Single European Transport Area.

Finally, my services have continued to step up their work on enforcing EU law[3] by proactively investigating Member States to eliminate barriers that distort competition, for instance, through the launching of enforcement actions in the multimodal travel information services frameworks, and by addressing breaches that have the greatest impact on Europeans in the transport sector, in particular on their safety.

[1] Eurostat, Key figures on European transport – 2025 edition

[2] Eurostat, Key figures on European business – 2026 edition

[3] The Europa webpage on infringement cases, pre-infringement dialogues and transposition of directives provides up-to-date statistical information on the Commission's enforcement activities and Member States' compliance with EU law, including trends per policy area, topic and Member State.

3. Delivering Results: Key Measures

A. Simplification and costs savings

During the reporting period, action took place in order to deliver on reducing administrative burdens for businesses in the transport and mobility sector, while remaining committed to securing adequate financial resources for key infrastructure projects to ensure a more sustainable, resilient and digitalised European transport sector. Concretely, during the reporting period, my services have supported the preparation and implementation of several important initiatives, including the following:

The Electronic Freight Transport Information (eFTI) Regulation, which aims to improve the digitalisation of logistics chains and streamlines freight transport processes across transport modes. Expected to be fully operational in July 2027, the Regulation will replace paper-based documentation with electronic data and is anticipated to generate annual operational and administrative cost savings of more than EUR 1 billion per year for the EU transport and logistics sector. The first implementation specifications entered into force in January 2025. During the period covered by this report, another important set of implementation specifications were adopted – the detailed requirements for the systems to be used by businesses to make the transport information available to the authorities. In addition, detailed technical guidance documentation were published to support the harmonised implementation of all the specifications adopted so far.

The European Maritime Single Window environment (EMSWe) Regulation, which started applying on 15 August 2025 and establishes an interoperable, harmonised interface to simplify reporting for ships in EU ports, with projected savings of more than EUR 70 million annually for shipping operators. In the reporting period, support to implementation was provided through the adoption on 11 June 2026 of Commission Implementing Regulation (EU) 2026/1233 on the common addressing service for the EMSWe. Also, an updated version of the Message Implementation Guide was published by the European Maritime Safety Agency (EMSA) in June 2026. Moreover, my services held dialogues with each Member State to support coherent, timely and uniform implementation of the Maritime National Single Windows.

Following the adoption of the White Paper for European Defence and the ReArm Europe Plan-Readiness 2030, the military mobility package was adopted in November 2025. This initiative stepped up defence readiness, focusing on preparedness and simplification, and addressed the variety of barriers preventing the smooth movement of troops and equipment across the EU, including customs clearance procedures, cross-border movement permissions, railway interoperability, and driving time **and rest period rules.**

As part of the Automotive package, the Commission presented on 16 December 2025 an Automotive Omnibus to **ease administrative burden and cut costs for European manufacturers,** while boosting their global competitiveness, and freeing up resources for decarbonisation. This Automotive Omnibus also responds to calls by EU industry to simplify the technical requirements and testing procedures for motor vehicles, by addressing inconsistencies and unnecessary obligations. The estimated cost savings corresponding to measures proposed by my services amount to a total of EUR 285 million, out of which EUR 48.2 million per year represent administrative cost savings (EUR 37.6 million for SMEs).

Another action related to digitalisation is the **adoption of the** Passenger Package in May 2026. The package consists of three legislative proposals: one related to multimodal booking, one on rail ticketing and an amendment to the rail passenger rights regulation to strengthen the protection of rail passengers holding a single ticket. The aim of the Passenger Package is to enhance travel options across different transport modes by simplifying planning and booking for regional, long-distance and cross-border travel, particularly for rail journeys involving multiple operators, and ensure better protection for rail passengers for the entire journey. In the context of the deep cleaning exercise, the multimodal booking proposal also plans to repeal the Code of Conduct for computerised reservation systems elements of which became obsolete following the evolution of the air ticketing market and technological developments.

On passenger rights, a landmark agreement was reached on 15 June 2026 between the co-legislators to update the EU rules on air passenger rights and airline liability. This political agreement includes clearer rules on compensation rights for delays and claims procedures, extraordinary circumstances, fare transparency and hand baggage, scope and passenger information, improved rights for passengers with reduced mobility and disabilities and a ban on no-show policies for return flights. It also aims to help preserve connectivity across the EU. In addition, co-legislators also agreed in June 2026 on revised rules on enforcement of passenger right for all modes of transport. Negotiations on the proposal for the protection for passenger rights in a multimodal context are currently ongoing.

A further set of initiatives with administrative burden reduction potential put forward by the Commission continue to be negotiated by the co-legislators. This is the case of the proposed revision of the Weights and Dimensions Directive, for which my services have continued to take an active role to support progress in the ongoing negotiations, which have continued between co-legislators under the Cypriot Presidency, and are expected to continue under the Irish Presidency, following the adoption of a General Approach in December 2025 under the Danish Presidency. This proposed revision is expected to bring significant impacts, with estimated administrative cost savings for road transport operators equivalent to some EUR 71.8 million per year by 2030, and remains a key component of the Greening Freight Package, which aims to strike a balanced and future-proof regulatory framework that advances zero-emission transport while safeguarding infrastructure and competitiveness.

My services are also screening priority areas identified in the **Regulatory Deep Cleaning Action Plan** for the 2026-2027 period, which builds upon the **multi-annual plan to stress test** the EU transport *acquis*. The objective is to remove duplications, contradictions or outdated provisions and identify potential simplification measures which could form part of a dedicated transport simplification package, including for delegated and implementing acts. My Directorate-General has identified five key policy areas: alternative and sustainable fuels; road transport; aviation safety; rail transport; digitalisation in the field of transport

In order to consult widely on simplification potential, the Commission also requested an exploratory opinion to the European Economic and Social Committee, which was adopted in June 2026. The feedback and proposals received are feeding into the preparatory work on future simplification proposals related to transport legislation.

In parallel, in June 2026, **my services consulted citizens**, passenger and consumer associations, as well as social partners, in order to collect feedback on where simplification is needed and how to address it, in the areas under my responsibility which have a direct impact on the daily lives of citizens, in particular for cross-border activities.

Additionally, in 2026 my services finalised the screening of **implementing and delegated acts** expected to be adopted and establishing priority acts for 2025-2026 to evaluate which ones had to be adopted and which ones, on the other hand, could be deprioritised. The purpose was to assess their burden reduction potential. Following this exercise, my services have identified a number of acts for which the adoption should be de-prioritised. For the prioritisation, we have focussed on acts that are legally required and on acts that are necessary for the achievement of EU policy objectives, notably those needed to implement legislation, simplify it and provide benefits for citizens, businesses and administrations across the board, including in the areas of safety and security. The summary information on the exercise, together with the number and type of prioritised and deprioritised acts have been submitted to the European Parliament and the Council.

During the reporting period, **two reality checks** have been organised, aiming to **gather practitioners' insights on streamlining existing rules without compromising the policy objectives**.

On 27 November 2025 a reality check to simplify **aviation safety rules** was organised in cooperation with the European Union Aviation Safety Agency (EASA), within the overall workstream **to identify opportunities for simplification/modernisation, to reduce the cost of compliance**. In parallel, an EASA-survey was conducted, through which stakeholders proposed measures to reduce the administrative burden of the EU aviation safety *acquis*. The survey concluded in December 2025 and the input from the consultation has been assessed by EASA while concrete simplification initiatives are being identified. The objective is to prepare simplification measures that will be implemented through comitology over the coming years.

A second reality check took place on 15-16 June 2026 and looked at ways to reduce **administrative burden stemming from EU transport legislation in all transport modes**. The reality check was dedicated exclusively to businesses directly involved in the implementation of the relevant legislation and it consisted of two workshops

(15 June on air and waterborne transport and 16 June on road and rail transport). It gathered almost 120 participants in total (in person or online) and it is linked to the ongoing support study on simplification which includes additional targeted consultation activities, such as a written survey and interviews with a representative sample of stakeholders. The aspects raised as problematic by the stakeholders overlap to a very large extent with issues identified by my services and will be duly considered in the context of the preparation of a dedicated transport simplification package or in other individual forthcoming initiatives, with the exception of aspects which fall under the remit of other Commission services.

In addition, and as part of the stress tests, a number of **fitness checks and evaluations** are being undertaken and will help identify the need for a possible revision of existing rules and opportunities for simplification and burden reduction. Work is ongoing on the following:

- **In the area of EU funds supporting transport investments:** An interim evaluation of Connecting Europe Facility 2021-2027 and ex-post evaluation of Connecting Europe Facility 2014-2020, planned to be finalised by the end of 2026.
- **In the aviation sector:** A fitness check on 3 EU legal acts **governing access and services pricing at EU's largest and busiest airports, and the** planned **revision of the** Air Services Regulation, in order to better support the sector's green transition and improve its resilience to crises. All these efforts will be jointly reflected in a broader **aviation strategy** expected to be presented in the fourth quarter of 2026.

Finally, the following fitness checks and evaluations were finalised by the end of 2025:

- **In the waterborne sector:** A fitness check on 7 EU legal acts governing market access and functioning of the inland waterway transport.
- **In the rail sector:** An evaluation of the EU Agency for Railways (ERA) and adoption of the report on implementation of the Single European Railway Area Directive.

B. Implementation

Since 1 August 2025, I have hosted one implementation dialogue focusing on the implementation of the Single European Sky Regulation.

The implementation dialogue on the Single European Sky (SES2+) framework took place in Brussels on 5 May 2026 and brought together Member States and high-level stakeholders from the aviation and air traffic management sector, such as business associations, airlines, air navigation providers or representatives of airports in Europe, among others. It took stock of the first full year of implementation of the new framework and focused on the need to ensure sufficient capacity for dense and growing air traffic, reduce delays and cancellations, maintain high safety standards and improve environmental performance.

Stakeholders highlighted several implementation challenges, including staffing shortages and air traffic controller training, fragmentation between national systems and actors, civil-military coordination, digitalisation and automation, investment needs, and the importance of a more flexible and performance-based regulatory framework. I therefore stressed the need to accelerate the modernisation of Europe's airspace through coordinated investment, stronger cooperation among air traffic management stakeholders, realistic deployment of new technologies and a balanced approach that supports both efficiency and the human dimension of implementation. The dialogue will feed into the Commission's work on the effective implementation of the SES2+ framework, including related initiatives such as SESAR, the performance and charging scheme, the Common Project Regulation and the EASA framework.

I have also continued to **follow up on the two implementation dialogues held during the previous reporting period**: the dialogue on high-speed rail of 15 April 2025 and the dialogue on ramping up renewable and low-carbon maritime and aviation fuels production in the EU of 17 July 2025. The follow-up focused on translating stakeholder concerns into concrete policy, legislative, coordination and funding actions.

For **high-speed rail**, stakeholders emphasised the need for coordinated planning and financing, better access to rolling stock, improved interoperability and a reduction of unnecessary national technical and operational rules that increase complexity and costs. Follow-up measures included the continued work linked to the 4th Railway Package and the role of ERA in vehicle authorisations, the revision of the Train Drivers Directive, and ongoing work on rail ticketing and ERTMS coordination. Also, following this implementation dialogue, **the Commission launched on 5 November 2025 a plan to deliver a faster and better-functioning high-speed rail network by 2040** by adopting the Communication on the high-speed rail plan, **in order to reduce travel times through fast, comfortable, safe and reliable rail services while supporting the EU's 2050 climate-neutrality objective and strengthening Europe's global competitiveness.**

As regards **renewable and low-carbon maritime and aviation fuels**, stakeholders highlighted the need to accelerate the ramp-up of sustainable fuel production and use, close investment gaps, improve transparency and strengthen competitiveness. The dialogue contributed to the implementation of FuelEU Maritime, ReFuelEU Aviation and the Naiades III Action Plan, and provided input for the Sustainable Transport Investment Plan. It also provided input under the EU Emissions Trading System (ETS) review to the development for a new MRV (monitoring, reporting and verification) framework for the maritime sector that will equally serve the EU ETS and FuelEU Maritime, therefore, creating significant benefits in terms of administrative simplification.

My services have also continued to **step up support for Member States in implementing the EU transport *acquis***. During the reporting period, this support included implementing and delegated acts, interpretative guidelines, technical documents and implementation strategies. **Two Commission Implementing Regulations** were adopted: one laying down the specifications for the common addressing service of the European Maritime Single Window environment, and another establishing harmonised urban mobility indicators and data-reporting arrangements under the revised Trans-European Transport Network (TEN-T) Regulation. Both measures support the consistent and effective implementation of the relevant EU frameworks. A Commission Delegated Regulation was adopted to incorporate updated European standards on professional competences, examinations, simulators and medical fitness for inland-navigation personnel into EU law. **Two Commission Implementing Decisions** were also adopted: one granting recognition in the Union to certain inland-navigation certificates, service record books and logbooks issued by Serbia, and another supporting the implementation of the Lisbon–Madrid high-speed rail connection on the Atlantic European Transport Corridor by setting out priorities, actions, timetables and governance arrangements. Interpretative guidelines were also adopted in areas such as the EETS Directive, with a view to assisting Member States and competent authorities in the practical application of the rules facilitating the cross-border exchange of information on the failure to pay road fees in the Union.

An implementation strategy for the revised Driving Licence Directive and the Driving Disqualifications Directive, was prepared and presented at Member States expert group meeting held on 16 July 2026, and published on 29 July 2026. This implementation strategy aims to anticipate implementation challenges and to identify capacity-building needs in Member States, while also increasing road safety across the EU, reducing the number of road deaths and undue administrative burden on citizens and authorities. In order to achieve this, it includes measures such as the introduction of an EU-wide accompanied driving scheme for 17-year-old drivers, new rules to adjust training and testing requirements to place greater emphasis on the safety of vulnerable road users, as well as it sets out key steps for the introduction of mobile EU driving licences and the EU-wide recognition of driving disqualifications.

Work also continued on interpretative guidelines on maritime cabotage under Council Regulation (EEC) No 3577/92, aimed at promoting a clearer and more consistent application of the applicable rules. Finally, work continued on the mid-term review of the implementation of the EU Road Safety Policy Framework focused on identifying accelerated and targeted actions needed to support progress towards the Union's road safety objectives for 2030.

Digitalisation and data access remain central to implementation support. Important initiatives include work related to the European Maritime Single Window environment (EMSWe), the development of the EU driving licence

network and mobile driving licences, and the deployment of the Passenger Rights AI Watch tool[4] to improve monitoring and enforcement by national enforcement bodies.

EU agencies continue to play an important role in ensuring the consistent application of EU transport law. ERA supports implementation in the rail sector, including on interoperability and authorisations. EASA contributes to the implementation of the Single European Sky and aviation safety framework, including through the new rules introducing competency-based training and assessment and virtual training for air traffic controllers. In the maritime sector, relevant agency support also contributes to consistent implementation and enforcement.

Finally, implementation support in the field of sustainable transport is also provided through EU funding programmes under the Multiannual Financial Framework 2021-2027 notably the Connecting Europe Facility (CEF) – transport sector. CEF Transport, with a total budget of EUR 25.8 billion, provides funding for transport infrastructure projects of common interest on the TEN-T, essentially oriented to sustainable modes of transport such as the rail and waterborne sectors, intelligent transport systems in all modes of transport, deployment of alternative fuels infrastructure, and strategic military mobility dual-use investments. It also provides funding for technical assistance actions necessary for the management and implementation of CEF Transport and the TEN-T guidelines. These actions, which include support to Member States' administrative capacity and other accompanying measures in several transport sectors, contribute to addressing implementation challenges and ensuring that EU transport law is applied more consistently and effectively across the Union.

C. Enforcement

In the transport sector, enforcement priorities focusing on the **strengthening of the Single Market for transport services**, **greening and digitalisation**, together with our overarching commitment to ensuring a high standard of **transport safety and security,** complement the Commission's strategic approach to enforcement.

In this context, and further to the adoption of the 2026 Communication "A Simpler, Clearer and Better Enforced EU Rulebook", my services have stepped up work on enforcing the single market rulebook, targeting two selected single market focus areas for enforcement in the transport sector:

- **Interoperable European railway systems**: The 4th railway package provides for common European standards for train vehicles, infrastructure and train operation. The 2024 TEN-T Regulation provides for European train control and signalling systems by 2030. These rules are crucial for smooth and affordable cross-border railway services across Europe, both for passengers and freight. However, Member States have not yet removed all national technical and safety rules on train vehicles, infrastructure and train operation that have been superseded by European specifications or standards under the 4th railway package. There are also delays in achieving the 2030 target for common train control and signalling systems, which risks a bad application of 2024 TEN-T Regulation. Therefore, my services are currently preparing follow up actions with the Member States concerned in order to further investigate the situation and to ensure compliance with EU law as quickly as possible.
- **Multimodal travel information services**: EU rules require Member States to ensure the access to data such as aviation, rail or public transport timetables and fares using common EU standards. The information is necessary for multimodal journey planners for European travellers. It is also a pre-requisite for the development of new services such as online ticketing for multimodal travel. However, for many Member States, datasets on aviation, rail or public transport are not accessible via their national access point and/or in the right standard for data exchange, resulting in bad application of EU rules. Therefore, my services have launched pre-infringement dialogues with all the Member States to further investigate the situation and to ensure compliance with EU law as quickly as possible.

Beyond the two above-mentioned single market focus areas for enforcement, my services remained very active in pursuing **pre-infringement dialogues** with Member States. At the end of the reporting period, a total of 99 pre-

[4] The Passenger Rights AI Watch Tool is an AI-supported web-crawling tool commissioned by the European Commission to assist national enforcement bodies (NEBs) responsible for passenger-rights enforcement across the four transport modes: air, rail, bus and coach, and waterborne transport.

infringement dialogues were on-going with 27 Member States, covering a wide range of issues, including passenger rights, safety and security, road transport, aviation policy and maritime transport.

Where implementation support actions and solution-oriented pre-infringement dialogues prove insufficient, the Commission resorts to **infringement procedures**. At the end of the reporting period, there were 170 active infringement cases handled by my services. Of these, **73 new cases were initiated** during the reporting period while **66 cases were successfully closed** over the same period as Member States achieved compliance with EU law[5].

During the reporting period, the Commission adopted several key infringement decisions in the transport sector, including:

- In the area of **sustainable transport**, the Commission has launched infringement procedures by sending letters of formal notice to **20 Member States** for failing to transpose the **amended Directive on Intelligent Transport Systems**.
- In the area of **road transport and safety**, the Commission has launched infringement procedures by sending letters of formal notice to three Member States (**France, Portugal and Belgium**) for failing to carry out the network-wide road safety assessment and report the results to the Commission as required by the **Directive on road infrastructure safety management**. Also, the Commission has launched infringement procedures by sending letters of formal notice to five Member States (**Belgium, Croatia, Romania, Slovakia and Sweden** for failing to correctly transpose into their national legislation **Directive (EU) 2022/738** amending Directive 2006/1/EC on the use of vehicles hired without drivers for the carriage of goods by road. Additionally, the Commission decided to refer **Italy** to the Court of Justice of the European Union, together with a request for financial sanctions, for its failure to fully transpose and to notify the national transposition measures for the **revised Eurovignette Directive**. Furthermore, the Commission sent letters of formal notice to three Member States (**Austria, Czechia and Hungary**) for non-conform transposition of the same Directive. Also, it decided to refer to the Court of Justice of the European Union a case against **Bulgaria** for failing to fully transpose into its national legislation the **EU rules on the posting of workers in the road transport sector**. Finally, the Court of Justice gave its judgment in another case against **Bulgaria** (Case C-479/23,) concerning its failure to transpose and to notify the national transposition measures for the **Directive on the interoperability of electronic road toll systems** and ordering it to pay to the Commission a lump sum in the amount of **EUR 1 900 000**.
- In the area of **rail transport**, the Commission decided to open an infringement procedure by sending a letter of formal notice to **Poland** regarding its failure to correctly transpose the provisions of the **Train Drivers Directive**.
- In the field of **maritime transport and ports,** the Commission decided to open an infringement procedure by sending a letter of formal notice to **Portugal** for failing to fulfil its obligations arising from the EU maritime security legislation. Furthermore, the Commission has launched infringement proceedings by sending letters of formal notice to three Member States (**Spain, France and Italy**) for failing to correctly implement the **Port Services Regulation** due to the imposition of a requirement for vessels used for towage and mooring in their ports to fly their respective national flags.

[5] Examples of successfully closed cases include infringement cases against two Member States (Germany and Austria) concerning restrictions to freedom to provide services in relation to the posting of workers in international transport in inland navigation. Also, infringement cases were closed against five Member States (Finland, Malta, Poland, Portugal and Slovenia) concerning the non-communication of national transposition measures for Commission Delegated Directive (EU) 2025/149 on the inland transport of dangerous goods. Furthermore, a case against Czechia relating to the implementation of the capacity incentive schemes required under the Single European Sky performance and charging scheme was also closed during the reporting period. Furthermore, the Commission was also able to close infringement cases against two Member States (Austria and France) concerning their failure to ensure timely transposition of Directive (EU) 2021/1187 on streamlining measures for advancing the realisation of the TEN-T. All of these closed cases were resolved without having to refer the matter to the Court of Justice of the European Union.

- In the area of **aviation transport and safety**, the Commission launched an infringement procedure against Spain for failing to bring national legislation fully in line with the EU Air Services Regulation in relation to the carriage of hand luggage. Also, infringement procedures were launched against 13 Member States for failing to adopt national penalty schemes under the ReFuelEU Aviation Furthermore, the Commission decided to refer to the Court of Justice of the European Union a case against Greece for failing to put in place the necessary measures to design and publish performance-based navigation (PBN) procedures at Greek airports as required by Commission Implementing Regulation (EU) 2018/1048. It also decided to send a reasoned opinion to Greece for failing to implement the aircraft identification technology required by Commission Implementing Regulation (EU) 2017/373 and to Estonia to address understaffing of its aviation authorities.

In addition to pre-infringement dialogues and infringement procedures, my services received 186 new **complaints** and successfully closed 142 complaints. The main areas targeted by complaints concern road transport, road safety, aviation safety and passenger rights. At the end of the reporting period my services had a total of 182 active complaints.

Finally, it should be noted that regular **inspections and visits** carried out by my services and specialised EU transport agencies, such as the ERA, EMSA and the EASA, play a key role in ensuring the consistent application of EU law in the transport sector. For example, in the area of transport security, the Commission continued its inspection regime in Member States to monitor compliance with aviation and maritime transport security standards and to ensure the swift detection and correction of failures. In the area of passenger rights, my services visited several national enforcement bodies to enhance better coordination and enforcement. Furthermore, my services supported the action on greenwashing in air travel sector which concluded on 7 November 2025 with a table of commitments of airlines under the Consumer Protection Cooperation.

4. Way forward

Work will continue to advance towards a more sustainable, efficient, social and resilient transport and tourism sectors across the EU by delivering on the policy objectives and targets, and taking forward the simplification and implementation agenda at the same time.

In this sense, a dedicated **study on simplification in transport legislation** is making good progress in screening of a broad spectrum of legislation, including rules contained in implementing and delegated acts, and **identifying areas with potential for administrative burden reduction and simplification.**

In order to adopt additional measures to reduce administrative burden, to remove duplications, contradictions, outdated provisions, overlaps, and redundant procedural requirements, as well as to ensure a more efficient and effective implementation, the Commission is exploring the potential of bringing different measures, for example in the land transport acquis, together into **a transport simplification package** in the coming months.

In the waterborne sector, a report is being finalised concerning the implementation of the Directive laying down technical requirements and standards for inland navigation, and a report on the functioning of the Port Services Regulation.

In the tourism area, the Commission plans to adopt during the second half of the year the **EU sustainable tourism strategy**. The EU is the world's leading tourism destination, welcoming 582.6 million international tourists in 2025. In 2025, tourism generated an estimated EUR 866 billion in gross value added, representing 7.3% of total EU gross value added. A strong and resilient European tourism sector has the potential to be an anchor of stability for Europe's economy and communities, even more so in times of multiple geopolitical and economic shocks and natural and human-made disasters. To achieve this ambition, this strategy will set out actions across a number of priorities such as competitiveness, including skills, data and **administrative burden reduction** aspects; with a particular focus on simplification of the operational environment for destinations and businesses; sustainability and resilience; connectivity; and global outreach.

Additionally, in 2027, my services intend to carry out a **reality check** to gather stakeholder ground-level experiences on **working conditions in the transport and tourism sectors** to identify obstacles, implementation difficulties and burdens linked to sector-related legislation that diminish the sectors' attractiveness; and also to map views on investments in infrastructure and in operations automation needed to improve working conditions, drawing where possible on recent and ongoing evidence-gathering to minimise stakeholder fatigue.

Another **implementation dialogue** on Directive (EU) 2022/2561 concerning the EU framework for the qualification and training of professional bus and lorry drivers (Certificate of Professional Competence Directive) is planned for the second half of 2026. This EU framework aims to foster training and credentials, improve road safety and drivers' health, and promote efficient fuel consumption. While the EU framework is the basis for the mutual recognition of qualifications in the internal market and hence facilitates free movement of bus and lorry drivers, it is sometimes seen as a barrier to enter the profession in times of increasing driver shortage. Depending on the way the Directive is implemented in the Member States, this barrier is higher or lower. In this context, the upcoming implementation dialogue will seek to discuss implementation issues in the Member States, ways how the framework could be modernised with a view to technological developments, how the diverging needs of drivers could better be taken into account, and any possibilities of simplification of the training framework.

Also, my services will continue to pursue a comprehensive and strategic approach to **enforcement** through an effective use of pre-infringement dialogues and infringement procedures, where necessary, to ensure that Member States comply with their obligations under EU transport law. In this context, and in line with the 2026 Communication 'A Simpler, Clearer and Better Enforced EU Rulebook', my services will continue to closely monitor the situation and follow-up on the pre-infringement dialogues and other investigations initiated in the two selected single-market focus areas for enforcement (interoperable European railway systems and multimodal travel information services). Furthermore, enforcement efforts will be intensified to ensure the highest standard of transport safety and security across the whole EU.

Finally, my services will also continue to support and work closely together with Member States and stakeholders to ensure EU transport law is correctly and consistently implemented and applied from the outset across the EU. In this context, special attention will be given to EU transport directives with upcoming transposition deadlines[6].

[6] For example, Directive 2024/3017, establishing the fundamental principles governing the investigation of accidents in the maritime transport sector. Transposition deadline: 27 June 2027; or Directive 2024/ 3237 facilitating cross-border exchange of information on road-safety-related traffic offences. Transposition deadline: 20 July 2027.

Annex: Examples of recent simplification and implementation results in the transport sector

Guidance to support EU transport sector affected by the Middle East crisis

This guidance, published on 12 May 2026, seeks to clarify to passengers, travellers and operators the possibilities of protection set out under EU rules. It also informs Member States and stakeholders on the application of other relevant EU rules that allow to counter price increases or deal with situations arising from potential jet fuel shortages. It ensures a harmonised and coordinated application of relevant EU rules across Member States, to secure the proper functioning of the internal market and help preserve essential connectivity.

This guidance sets out guiding principles for tourism and passenger rights and provides clarifications on the transport acquis, with a specific focus on aviation, as well as it builds on the European Commission Communication AccelerateEU adopted on 22 April 2026.

Report on the implementation and results of Regulation (EU) 2021/782 on rail passengers' rights and obligations

The Commission also adopted on 13 May 2026 an Implementation Report on the Rail Passenger Rights Regulation, highlighting progress since June 2023. The report shows that Member States have strengthened passenger protections, including clearer rules on bicycle carriage and better passenger information, while reducing exemptions. It also points to remaining challenges, notably the limited availability of through-tickets for cross-border journeys involving multiple operators which has led the Commission to adopt at the same time as the report a Passenger Package aiming at simplifying planning and booking for regional, long-distance and cross-border travel, particularly for rail journeys involving multiple operators, and ensure better protection for rail passengers for the entire journey.

FuelEU Maritime Regulation

In July, the Commission proposed the creation of a single MRV system that jointly serves the Emissions Trading System (ETS) Maritime and the FuelEU Maritime Regulation that will deliver significant administrative simplification and costs savings for operators. The implementation of the FuelEU has also been supported through several tools such as detailed guidelines on calculations and fuel certification and the upgrade of the EMSA Thetis MRV (monitoring verification and reporting) platform to streamline compliance reporting.

Interpretative Guidelines on Articles 6 and 7 of Directive (EU) 2019/520 on the interoperability of electronic road toll systems

On 12 December 2025, the Commission adopted interpretative guidelines concerning Articles 6 and 7 of the EETS Directive. These guidelines clarify the rules for determining a fair remuneration for the provision of electronic tolling services in the EU.

The new guidelines stress that EETS domain statements should provide for a stable and transparent framework and contain the methodology for establishing the level of remuneration of the EETS providers by the toll chargers. The absence of such a framework has created uncertainty as well as time and resource consuming disputes at national level.

The guidelines will support Member States authorities, toll chargers, EETS providers and conciliation bodies when determining the methodology, rules and level of remuneration for the provision of electronic tolling services, ensuring that EETS providers receive fair payment for their tolling services.