

## Steer Davies Gleave Study On Economic And Financial

Regulation 261/2004 on Air Passengers' Rights has been amongst the most high-profile pieces of EU secondary legislation of the past years, generating controversial judgments of the Court of Justice, from C-344/04 *ex parte IATA* to C-402/07 *Sturgeon*. The Regulation has led to equally challenging decisions across the Member States, ranging from judicial enthusiasm for passenger rights to domestic courts holding that a Regulation could not be relied upon by an individual claimant or even threatening outright to refuse to apply its provisions. The economic stakes are significant for passengers and airlines alike, and despite the European Commission's recent publication of reform proposals, controversies appear far from settled. At the same time the Regulation should, according to the Treaty, have uniform, direct and general application in all the Member States of the Union. How, then, can this diversity be explained? What implications do the diverging national interpretations have for the EU's regulatory strategy at large? This book brings together leading experts in the field to present a series of case studies from 15 different Member States as well as the extra-territorial application of Regulation 261, combined with high-level analysis from the perspectives of Aviation law and EU law.

This book examines the role and utility of competition law within the EU's legislative and regulatory dialogue, using its response to crisis conditions as a test of its aims and abilities. As such, its main conclusion is that competition policy acts as a forum for debate as to the direction of the European integration project, while competition law can serve as a tool for aiding in the implementation of broader policy objectives. The analysis here explores the role of the general economic context in the application of competition law, the existence of identifiable baselines applicable in crisis conditions, the ability and role of national competition authorities in applying competition law, and the ways in which the European Commission's overarching policy goals can influence the application of competition law. The decision to take an empirical approach to this research project stems from a conviction that an investigation into the real world situations faced by firms and consumers should underpin the evaluation of the applicable legal rules. Over the past number of years, the Commission has exerted more and more influence over the development of the regional and global airline industry, and this book identifies the emergence of an apparent overarching aim on the part of the Commission to create a market with a handful of ultra-competitive airlines with international reach serviced by an array of smaller feeder airlines on a regional basis. The study of Irish beef processing, on the other hand, identifies a high level of government involvement in providing the strategic thinking behind a crisis cartel scheme, and then demonstrates how the economic context exerted considerably more pressure on the government and the national court than on the competition authorities involved.

Forming the 23rd addition to a successful series, this book contains papers presented by an extensive selection of international delegates at the 23rd International Conference on Urban Transport and the Environment. Due to its continued success and multiplicity of topics, the series is considered to be a leading source of new research in the area of transport engineering. Transportation in urban areas, with its related environmental and social impacts, is of significant concern for government policymakers and for the urban citizens who need efficient transport systems. Extensive reviews of these systems are required to devise and then safeguard their operational use, maintenance, safety and security. The continuing requirement for better and more efficient urban transport systems and the need for a healthier environment has added to the increasing international desire for new technologies and developments in this essential field. The variety of topics covered reflects the complex interaction of urban transport systems with their environment and the need to establish integrated strategies. These topics include: Public transport systems; Urban transport planning and management; Environmental impact; Economic and social impact; Safety and security; Transportation modelling and simulation; Intelligent and advanced transport systems; City logistics; Inter-modal transport systems; Mass transport strategies; Freight transport; Railway systems; Port and city; Mobility and public space; Innovative electric transportation; Eco-mobility transport systems; Integrated network systems; Traditional and alternative fuels and energy; Public policies and governance.

This book presents essential new governance structures to embrace and regulate smart mobility modes. Drawing on a range of case studies, it paves the way for new approaches to governing future transportation systems. Over the past decades, Information and Communication Technologies have enabled the development of new mobility solutions that have completely redefined traditional and well-established urban transportation systems. Urban transportation systems are evolving dramatically, from the development of shared mobility modes, to the advent of electric mobility, and from the automated mobility trend to the rapid spread of integrated transportation schemes. Given the disruptive nature of those new mobility solutions, new governance structures are needed. Through a series of case studies from around the world, this book highlights governance and regulatory processes having supported, or sometimes prevented, the development and implementation of smart mobility solutions (shared, automated, electric, integrated). The combination of chapters offers a comprehensive overview of the different research endeavours focusing on the governance of smart transportation systems and will help pave the way for this important subject, which is crucial for the future of cities.

In May 2009 the Highways Agency signed a 30 year private finance contract for widening two sections of the M25 motorway, including the Dartford Crossing, and maintaining the entire 125 mile length of the road, and 125 miles of connecting roads and motorways. The Committee makes eight points in conclusion of its review of the contract: they do not agree that the PFI contract represents value for money; the £80 million spent on consultants over six years for this project was excessive; the Agency lacks the capacity to assess whether its advisers are providing value for money; the Agency significantly over-estimated the market rate for operation and maintenance; the invitation to tender was too narrowly drawn as it excluded hard shoulder running as a solution for traffic congestion; the Agency persisted with its preferred solution of widening the M25 because of the time taken to trial hard shoulder running; the Agency appeared to be committed to a single procurement route & justified a widening deal through a flawed and biased cost estimation; evidence could not be taken from the Senior Responsible Owner of the project as he had left the Agency and was employed by one of the project's major contractors and investors. Ultimately the Committee believe that the project was mishandled at a potential extra cost to the taxpayer of around £1 billion

. Against this backdrop, this report analyses Portuguese regulations for road, railway and maritime transport, and many ancillary services (such as vehicle inspection centres), as well as Portugal's ports. Europe and also the rest of the world has experienced a boom in mobility over the last thirty years. In light of the protection of increasing number of consumers – passengers it is almost logical that during the past few decades, international and European transport law has developed almost to revolutionary extent, especially in the field of private aviation (air) law with the introduction of unlimited liability of carriers

for death and injury of passengers and commendable sophisticated rights in case of denied boarding, cancellation of flights and long delays. This book will cast light through a critical prism on the most important characteristics of the international transport law, the EU legislation and jurisprudence regarding passenger rights during the carriage by air, sea, rail and road. One of the ideas which, however, needs further research is that the commendable legal solutions and experience of the EU can serve as an excellent framework for a new holistic international convention on passengers rights in all transport modes.

Advances in Transport Policy and Planning assesses both successful and unsuccessful practices and policies from around the world on the topic. This new release includes chapters that focus on An Empirical Investigation of the Reward Incentive and Trip Purposes on Departure Time Behavior Change, Planning Sustainable Transport Systems by Promoting Urban Cycling in Moscow, Russia: Learning from International Experience, the Past, Present and Future of Transit-Oriented Development in three European Capital City Regions, Institutional Influences on the Development of Urban Freight Transport Policies by Local Authorities, Rethinking of Parking Policies for the new Transport Planning Era, and more. The objective of this book is to provide policy makers, planners, and researchers, documentation and lessons learned from various experience around the world to help them design a more sustainable transportation system for the future taking into account societal and technological changes

Air Traffic Management: Economics Regulation and Governance provides the latest insights on approaches and issues surrounding the economic regulation and governance of air traffic management (ATM). The book begins by explaining what ATM is, showing its importance within the aviation industry. It then outlines the unique institutional characteristics that govern ATM, also discussing its implications for economic regulation and investment. Technological developments and the issues and approaches to safety regulation are also covered, as are the implications ATM has on airports. The book concludes with an exploration of future directions, including the entry of drones into airspace and the introduction of competition in ATM services Air traffic management plays a critical role in air transport, impacting both air safety and the efficiency of air services. Yet air navigation services are shifting from government provision to private industry, creating the need for more critical analysis of governance and economic regulation within the ATM industry. Consolidates the latest economic regulation and reform material regarding air traffic management Provides numerous practical examples and real-world case studies drawn from around the globe Explores economic regulation in both larger and smaller economies Written from an objective, informed and practical perspective by an experienced regulation practitioner and researcher

Air Transport and Regional Development Policies is one of three interconnected books related to a four-year European Cooperation in Science and Technology (COST) Action established in 2015. The Action, called Air Transport and Regional Development (ATARD), aimed to promote a better understanding of how the air transport-related problems of core regions and remote regions should be addressed in order to enhance both economic competitiveness and social cohesion in Europe. This book focuses on policy implications related to air transport and regional development. It begins with chapters that generally discuss important policy issues related to air transport and regional development in relation to connectivity and accessibility; dependency; airport governance and regulation; and air traffic control frameworks. This is followed by a number of chapters that consider government subsidies and state aid. The final chapters focus on other policy implications (tourism development, airport expansion, passenger taxation and noise control). Currently, no other single source publication covers this topic area in such a comprehensive manner, insofar as it considers so many policies and examples. The book aims at becoming a major reference source on the topic, drawing from experienced researchers in the field, covering the diverse experience and knowledge of the members of the COST Action. The book will appeal to academics, practitioners and government bodies who have a particular interest in acquiring detailed comparative knowledge and understanding of the policy implications of air transport and regional development. Along with the other two books (Air Transport and Regional Development Methodologies and Air Transport and Regional Development Case Studies) it fills a much-needed gap in the literature. The worldwide expansion in the development and use of unmanned aircraft systems (UAS) has rapidly spawned a patchwork of regulatory initiatives in the field. It is with the purpose of synthesising and clarifying this diverse body of international, regional and national law – and of indicating trends and areas of concern – that this extraordinary collection of expert essays has been compiled. The authors, working in many different parts of the world, are all in some way affiliated with the International Institute of Air and Space Law at Leiden University as either alumni, faculty members or students. With details of developments affecting countries in every continent, including Antarctica, the authors delve into the ways regulation of UAS is affected by such aviation law elements as the following: – insurance; – criminal and civil liability; – role of international and supranational agencies – International Civil Aviation Organization (ICAO), European Union (EU), European Aviation Safety Agency (EASA), Association of Southeast Nations (ASEAN); – privacy and cyber security; and – civil UAS markets. Following detailed investigations of international and regional developments, the third section of the book covers a cross-section of national laws (Antarctica, Australia, Austria, Belgium, Brazil, Canada, Colombia, China, Cyprus, France, Germany, India, Indonesia, Italy, Japan, Mexico, The Netherlands, Portugal, Republic of Korea, Romania, Russian Federation, Slovenia, South Africa, Suriname, Switzerland and Liechtenstein, Turkey, United Kingdom, and United States). The authors' approaches throughout are both introductory, allowing those unfamiliar with the field to gain valuable insight into this fascinating and dynamic area, and also critical and focused, so that those more involved in the legal dimension of aviation law can further their knowledge. Without a doubt this work enriches the legal literature and encourages stakeholders in this burgeoning field of aviation law to further examine and challenge developments and trends in regulation and of practice. Lawyers, law firms, academics, governments, relevant governmental and non-governmental agencies, and strategic planners in the UAS industry will all welcome this ground-breaking resource.

The Orient-East-Med Corridor is a key north-south transport corridor for Europe. Over its length of more than 2500 km, it connects the seaports of northern Germany with the Danube ports and Greek seaports. Seven capitals of EU member states are directly interlinked by the Corridor. At present however, it has genuine shortcomings in several aspects. The international working group Spatial and Transport Development in European Corridors: Example Corridor 22, Hamburg-Athens (2015-2018) trace the conditions for large scale, corridor oriented spatial and transport development in Europe and in particular along the Orient-East-Med Corridor. The contributions in the anthology also focus on the importance of transnational initiatives in Europe and on territorial effects of transport policies. These topics are illustrated by analyses of current transport initiatives and urban developments at the most important nodes along the Corridor, so called Hot-Spots. During the work process, the authors asked themselves, if and how a strategy for the Corridor can take effect for an integrated spatial and transport development between Hamburg and Athens. The common answer is clear: A strategy for the Orient-East-Med Corridor allows the organization of a more balanced flow of goods throughout Europe in the long run. In the southeast section, enormous land reserves in the close vicinity of railway stations can be activated for urban development. Strengthening the Corridors infrastructure thus has a huge potential to trigger spatial development and ultimately contribute to territorial and social cohesion throughout Europe.

The Routledge Companion to Air Transport Management provides a comprehensive, up-to-date review of air transport management research and literature. This exciting new handbook provides a unique repository of current knowledge and critical debate with an international focus, considering both developed and emerging markets, and covering key sectors of the air transport industry. The companion consists of 25 chapters that are written by 39 leading researchers, scholars and industry experts based at universities, research institutes, and air transport companies and organisations in 12 different countries in Africa, Asia-Pacific, Europe and North America to provide a definitive, trustworthy resource. The international team of contributors have proven experience of research and publication in their specialist areas, and contribute to this companion by drawing upon research published mainly in academic, industry and government sources. This seminal companion is a vital resource for researchers, scholars and students of air transport management. It is organised into three parts: current state of the air transport sectors (Part I); application of management disciplines to airlines and airports (Part II); and key selected themes (Part III).

This accessible, up-to-date, comprehensive, and in-depth textbook introduces students and practitioners to the principles and practice of airport marketing as well as the major changes and future marketing challenges facing the airport sector. It applies principles of marketing within the airport industry, and examines airport marketing and its environment, how to define and measure the market for airport services, airport strategic marketing planning and individual elements of the airport marketing mix (product, price, distribution and promotion). The book integrates key elements of marketing theory with airport marketing in practice. Each chapter contains extensive industry examples for different types of airports from around the world to build on the theoretical base of the subject and show real-life applications. This new second edition has been updated to include: New and expanded content on branding and the passenger experience, marketing partnerships, engagement marketing and customer relationship management. Three brand new chapters on digital marketing, marketing for a more sustainable future, and crisis communications and marketing, in light of the Covid-19 pandemic. New, global case studies and examples throughout. This comprehensive textbook written by two airport marketing experts will be essential reading for air transport students and future managers.

This title was first published in 2003. The UK transport White Paper "A New Deal for Transport" and new Transport Acts for England, Wales and Scotland have indicated and defined the future direction and policy agenda of national governments. The need for integrated transport raises key policy issues, among which are: the importance of sustainability; and the integration of transport policy with other areas of public policy, such as social exclusion and health. The idea of this direction in policy has implications for the changing nature of work, traveller information, interchange and public transport, freight distribution and the use of new technology. This volume also examines key areas of policy and regulation, which are developing as a result of the White Paper and the new Transport Acts. The volume brings together leading UK academics in the field of transport studies to discuss and reflect on these issues, and the state of transport policy in the UK within this new and developing policy framework.

Since 1978, when China embarked on a new period of economic reforms and introduced open door policies, it has experienced a great urban transformation. The role of transport has proved indispensable in this unprecedented rapid urbanisation and economic growth. As the first research-focused book dedicated to this important topic, the Handbook on Transport and Urban Transformation in China offers new insight into the various opportunities and challenges brought by fast-paced motorization and urban development, and explores them in broad spatial-economic, environmental, social, and institutional dimensions.

This book provides an expert analysis of alternative investments routes and the investment strategies available to the major port players, and is a much-needed guide to expanding the investor base for private debt funding of projects from loan providers to bond investors. Port infrastructure investments are vitally important to all ports throughout the world; without these investments, the competitive position of ports and of the dependent logistics sector will deteriorate. National/regional governments and the local port authorities are no longer a guaranteed source of sufficient financial input to meet the continuous port infrastructure investment needs of major ports. It is, therefore, increasingly crucial for ports to broaden their strategies and secure alternative streams of investment. This book provides expert insight into areas of port infrastructure finance across the main regions of Europe, Asia, Africa and the USA. Topics include how to estimate future demand by way of forecasting; Public-Private Partnerships; corporatisation; the pricing mechanisms for syndicated loans; European port privatisation; finance strategies for ports in Asia, the USA and Africa; and a discussion of the investment strategies available to the major port players. Port Infrastructure Finance is an invaluable book for all parties involved in the port and maritime business, as well as investment companies, banks and other financial institutions involved in infrastructure investment.

The report Civilian Use Of Drones In The EU (HL 122) examines non-military uses for drones, and outlines how drones may be used by civilians in the EU. Drones, or remotely piloted aircraft systems (RPAS) are no longer used solely by the military. In the UK alone, there are now hundreds of companies, mainly small and medium-sized enterprises, using RPAS to provide a range of services, including photography, land surveying, building inspection and crop analysis. RPAS will revolutionize what the aviation industry can achieve and how it is regulated. Europe must act now in order to reap the future benefits of this exciting new technology. This report evaluates the plans set out by the European Commission in a Communication in April 2014 to make Europe a global leader in the RPAS industry.

This book takes a look at the critical issues facing the airline industry featuring contributions from key figures in Europe, the US and Asia. Elements for success and failure are discussed and material is offered for strategic thinking.

p.p1 {margin: 0.0px 0.0px 0.0px 0.0px; font: 10.0px Arial} Evaluating achievements, challenges and future avenues for research, this book explores how new dimensions of knowledge and practice contest, reshape and advance traditional understandings of sustainable consumption governance.

Managing Airports presents a comprehensive and cutting-edge insight into today's international airport industry. Approaching management topics from a strategic and commercial perspective, rather than from an operational and technical viewpoint, the book provides an innovative insight into the processes behind running a successful airport. This fifth edition has been fully revised and updated to reflect the many important developments in the management of airports including: • New content on: evolving airline models and implications for airports, self-connection, digital marketing, sensor and beacon technology, policy decisions and economic benefits, and climate change adaptation. • Updated and expanded content on: airport privatisation, economic regulation, technology within the terminal, non-aeronautical innovations, service quality and the passenger experience. • New and updated international case studies to show recent issues and theory in practice. Updated case studies from emerging economies such as China, India, and Brazil. Accessible and up-to-date, Managing Airports is ideal for students, lecturers and researchers of transport and tourism, and practitioners within the air transport industry.

A history of the Handicabs voluntary organisation which provides dial-a-ride transport for disabled people.

This book explores the role of railways in developing sustainable low-carbon mobility by analyzing the intermodal relationship between railways and other transport modes. Focusing on geographical and governance perspectives, and taking China as a case study, it analyzes the competition and cooperation between and integration of railways and other transport modes, in order to provide guidance on future sustainable transport development. Firstly, the book examines the contribution of railways to low carbon emissions in China over recent decades by estimating the carbon dioxide emissions from various transport modes in China at national and regional levels using decomposition analysis. It then discusses the current competition and cooperation between railways and other transport modes, as well as their integration and the impact of their relationship on climate change. It also highlights how the competition between railways and other transport modes may change the passenger flows between city pairs and so alter transport carbon emissions and examines how cooperation and integration could improve passengers' travel experience while at the same time reducing carbon emissions. Lastly, it addresses the implications for future sustainable transport development based on institutional analysis. Presenting multidisciplinary, sustainable transport research on the role of railways in reducing carbon emissions, and also offering policy recommendations for developing low-carbon, integrated transport in the future, this book is a valuable reference resource for graduates, researchers, and government managers responsible for transport development, urban planning and environmental policy.

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