

Transport

What do I need to know before I start?

The history of European transport policy can broadly be divided into two periods, with the 1980s marking a major turning point. From the establishment of the European Economic Community in the 1950s until the mid-1980s, transport remained largely under the control of the Member States. Although transport was explicitly included as a Community policy area in Title IV of the Treaty of Rome (1957), reflecting its importance for the functioning of the common market and the free movement of goods, persons, services and capital, the Treaty did not define the substance of a common transport policy. Progress was consequently limited, as transport remained an area in which Member States retained significant responsibility for their national systems and infrastructure.

A decisive shift occurred in the mid-1980s. The 1985 judgment of the Court of Justice on the Council's failure to develop a common transport policy (Case 13/83, European Parliament v Council of the European Communities), together with the Commission's 1985 White Paper "Completing the Internal Market" and the 1986 Single European Act, gave new impetus to European action in the transport sector. The gradual opening and integration of national transport markets became an important component of the creation of the single market, formally launched in 1993. The Treaty on European Union, signed at Maastricht in 1992, further strengthened the political, institutional and budgetary foundations of the Common Transport Policy. From the 1990s onwards, European transport policy progressively broadened beyond market integration and the liberalisation of transport services. It increasingly addressed the development of trans-European transport networks, competition, safety, environmental protection, infrastructure, passenger rights and the integration of different modes of transport.

Languages: Please be aware that although most documents available in our Archives are in French, English or German, some may be in other EU languages. In order to check the languages used in a fonds, please refer to our holdings page. Additionally, some fonds may contain a few files in a language other than the ones listed in the description.

Please bear in mind that archival sources are subject to the 30-year accessibility rules. Some files may therefore currently be listed as closed but will progressively become available as they reach the required period of accessibility (check the "Closed until" field in the description).

What can I find at the HAEU?

Related specifically to European transport policy-building and policy-making, the fonds available at the HAEU are:

1) EU institutions, bodies and agencies

[ECSC High Authority](#) and the [Special Council of Ministers of the ECSC](#)

For early developments of transport policy, you may look into the inventory of the ECSC High Authority, particularly in the Division Transports [CECA-TRAN](#), as well as in the inventory of the section about transport of the [ECSC Special Council of Ministers](#).

Council of Ministers

In the HAEU inventory, transport affairs discussed in the Council of Ministers are assembled in the section 'Activités de la CEE: Transports'. The fonds of the Council of Ministers being organized by years, you need to browse the fond of each separate year to access the specific section on transport until 1974 (example for the year [1967](#) or [1969](#) or [1974](#)). From 1974 you should search by keywords through the files.

European Commission

The European Commission and Commission Cabinets collections at the HAEU constitute an essential source for research into the establishment and implementation of European Community/EU transport policy.

Within the EEC Commission's fonds, researchers will find a dedicated section relating to the [DG VII Transports](#). In addition, researchers should also consult the sections related to the Secretariat-General and the Cabinets which contain complementary material on the political and administrative preparation of transport-related initiatives. Of particular relevance are the papers of [Cabinet Reynaud](#), [Cabinet Rinaldo Del Bo](#), [Cabinet Seward Richard](#) or [Collège Jenkins](#).

European Parliament

The Parliament's fonds include two sections, '[Commission des transports](#)' and '[Commission des transports et du tourisme](#)' that include respectively the proceedings and the reports of the parliamentary committee for transport during the Parliament's first legislature (1979-1984), second legislature (1984 – 1989), and third legislature (1989 – 1994).

In the collection of Press Cuttings (CPPE), you will find a specific section related to "[Transport](#)" with a selection of articles regarding this topic.

European Court of Auditors

You might find it interesting to consult the ECA's annual reports (1977-1996), special reports (1978-1991) and opinions (1977-1997) as well as internal documents, including information documents (1977-1994) and working documents (1977-1994). In these dossiers, you will find documents dealing with funding plans for [transport infrastructure projects](#) and tourism measures.

Court of Justice of the European Union

The Court of Justice of the European Union offers important primary sources for research into the development of European transport law and the implementation of the Common Transport Policy. The judicial files, including case files, pleadings, opinions and judgments, provide insight into the legal disputes through which the scope of Community competences

and transport legislation was progressively defined. Researchers should consult, in particular, cases concerning road transport, international transport, social legislation, and the development of the Common Transport Policy. Among the particularly significant cases is [Case 22/70](#), *Commission v Council (ERTA)*, concerning the European Agreement on Road Transport and the Community's competence to conclude international agreements in the field of transport. As mentioned in the introduction to this guide, [Case 13/83](#), *European Parliament v Council* (3 volumes), is of particular importance, as the Court addressed the Council's failure to fulfill its obligations concerning the establishment of the Common Transport Policy. For research relating to [Case 167/73](#), *Commission v France*, particular attention should be paid to the application of the Treaty rules to transport and to the relationship between the common transport policy and the free movement of goods.

Economic and Social Committee

The archives of the Economic and Social Committee (ESC) preserved at the HAEU provide valuable documentation on the development of Community policies in the fields of transport. Similarly to the fonds of the Council of Ministers, the inventory is organized by years, each including a special section for transport ([example](#) for the year 1970). As a consultative body the ESC contributed to the policy-making process through opinions, reports, working documents and study groups, offering insight into the positions and concerns of economic and social stakeholders. Researchers should consult the ESC's annual sub-fonds and, in particular, files relating to transport policy, including maritime (see 1977 for [example](#)), air and road transport, as well as issues such as [transport safety](#), infrastructure and relations with non-Community countries.

European Committee of the Regions

The archives of the European Committee of the Regions provide useful primary sources on the regional and local dimensions of European transport and telecommunications policy. The CoR's archival holdings include opinions, plenary session records, Bureau and commission documents, as well as working-group files, reflecting the Committee's advisory role in the European policy-making process. Researchers interested in transport should pay particular attention to the Opinions dealing with [transport policy](#), [transport infrastructure](#), [mobility](#), [regional transport networks](#) and territorial cohesion. Some files from the CoR commissions could be of interest, such as the ones relating to conferences or [seminars](#) they have organized.

As the CoR was established in 1994, its archives recently deposited at the HAEU are particularly relevant for studying the regional and local perspectives on European transport and telecommunications policy from the mid-1990s onwards.

European Investment Bank

Researchers may find it interesting to consult the '[Aides, dons et subsides exceptionnels](#)' and [publications](#). These contain archival files and documentation relating to files about the EIB funding activity within the transport and telecommunication fields. Particular attention may also be given to the section covering the [EIB projects signed between 1959 and 1977](#) in relation to EU Member States and associated countries. The fonds includes archival files on

a number of significant transport projects, illustrating the geographical and sectoral scope of the Bank's financing activities. Examples include a project in France in the 1960s for the [electrification of the Le Mans–Rennes railway line](#), accompanied by [photographic material](#); a major project financed for [Deutsche Bahn](#), aimed at establishing an international transport route linking the Scandinavian countries with Italy, Switzerland and Austria, also illustrated by [photographs](#); and, at a later stage, a project in Greece involving the [construction of a new 135.4 km-long road](#) along the Corinth–Patras route.

2) *Corporate bodies*

Political Groups of the European Parliament

The [fonds of EPP Group \(PPE\)](#) include a section for the Standing working group on Transport and tourism. You will find Minutes of the committee's meetings and Plenary notes for 1999 to 2004.

[European Science Foundation](#)

The ESF fonds is relevant for research into the development of European thinking on transport, infrastructure and mobility, particularly from the late 1980s onwards. Of particular interest is documentation relating to the ESF's [Network on Transport, Communications and Mobility](#), which brought together researchers working on the economic, spatial and technological dimensions of transport and infrastructure. The collection includes studies and papers addressing issues such as long-term infrastructure planning, urban transport demand, transport networks and mobility, providing a perspective that complements the institutional records of the European Community. This material is very valuable for researchers interested in the academic and expert networks underpinning European transport policy, as well as in the interaction between [research, infrastructure planning](#) and the emerging debate on European transport networks.

[Ligue européenne de coopération économique](#)

The fonds of the LECE include a section '[Transports](#)' related to the work of the committee for transport and addressing common transport policy in Europe.

3) *Individuals*

[Emile Noël](#)

His private fonds do not include a specific section on transport policy but offers valuable information, as it includes Noël's notes on the European Council's and the Commission's meetings (among many other things that can be useful in this context), during his time as Secretary-General of the Commission.

Piero Malvestiti

The fonds is relevant for research into the development of transport policy in Italy and the early stages of European integration. Researchers interested in transport should consult the files relating to Malvestiti's activities as [Italian Minister of Transport](#), which provide insight into national transport policy and the organisation of the sector in the post-war period. The fonds also contains documentation relating to some of his European activities, particularly within the EEC and the ECSC. These files can be used to explore the links between national and European policy-making and the emergence of a European approach to transport and economic development.

Francois Lamoureux

The François Lamoureux fonds is a particularly valuable source for research into the evolution of European transport policy from the completion of the Single Market to the early 2000s. F. Lamoureux held a number of senior positions within the European Commission, including deputy head of Jacques Delors' cabinet and, from 1999, [Director-General for Transport and Energy](#). The fonds contains extensive material on the development of Transport and Energy policies that will progressively become available as they reach the required period of accessibility (30 years).

Richard Burke

The Richard Burke fonds is an important source for research into the development of European Community transport policy in the late 1970s and early 1980s. Burke served as European Commissioner for Transport, Taxation, Consumer Affairs and Parliamentary Relations from 1977 to 1981, at a time when transport was becoming an increasingly significant area of Community policy. His files contain documentation relating to the development of a common transport policy and cover a range of sectors, including [road, rail, maritime and air transport](#).

Peter Sutherland's Commission Papers

Although Peter Sutherland was primarily Commissioner for Competition (1985–1988), his fonds contains a series on [Air Transport](#) that should interest researchers of transport. These documents shed light on the application of EU competition rules to civil aviation and the liberalisation of the European air-transport market, including discussions on market access, airfares, capacity-sharing, competition between airlines, inter-regional air services and the emerging liberalisation package. Particularly useful are the files containing Cabinet notes, correspondence, working-party and Transport Council documents, as well as Sutherland's own speeches and handwritten notes. An interview is also available.

4) Collections

Trans-European Networks (TENs)

For research into the development of European infrastructure policy, with a particular emphasis on transport networks, the TENs collection is a valuable source. Assembled

by Alfonso Sabatino, a former FIAT manager and Italian representative at ECIS, the collection is particularly useful for researchers interested in the interaction between European institutions, industry and infrastructure policy. The collection has a main body of material focusing on the development of TENs during the 1980s and 1990s. It is particularly relevant for understanding the shift from the Community's earlier, fragmented approach to infrastructure towards the more coherent European policy framework established by the Maastricht Treaty of 1992, which introduced a legal basis for Trans-European Networks in transport, energy and telecommunications. The collection contains studies, reports and other documentation concerning the identification and development of infrastructure priorities and projects of common interest, with a special focus on the transport sector.

5) **Oral History**

In addition, take a look at the [oral history holdings](#), which comprise of numerous interviews of European politicians and officials, including important figures and officials active in the development of transport policy at the European level. Below is a list of people interviewed who addressed transport policy at the European level.

[Bellieni, Nicola](#)

[Blonk, Wim](#)

[Burke, Richard](#)

[Camhis, Marios](#)

[Chandernagor, André](#)

[Duchâteau, Pierre](#)

[Dukes, Alan](#)

[Erdmenger, Jürgen](#)

[Etienne, Henri](#)

[Jaedtke, Eckhard](#)

[Kinnock, Neil](#)

[Mark, Eric](#)

[Olivier, Gérard](#)

[Pearson, John](#)

[Paquet, Jean-Eric](#)

[Previdi, Ernesto](#)

[Rocca, Gianfranco](#)

[Rothschild, Robert](#)

[Sliben, Niels Henrik](#)

[Steele, John](#)

[Sutherland, Peter](#)

[Varenne, Henri-Marie](#)

[Ventrella, Francesco](#)

[Wellenstein, Edmund](#)