

EU Investing in its Transport Networks beyond 2020

PE 618.967



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ABOUT THE PUBLICATION

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1 - TRANS-EUROPEAN NETWORKS

— GUIDELINES - [3.5.1.]

The Treaty on the Functioning of the European Union (TFEU) retains the trans-European networks (TENs) in the areas of transport, energy and telecommunications, first mentioned in the Maastricht Treaty, in order to connect all the regions of the EU. These networks are tools intended to contribute to the growth of the internal market and to employment, while pursuing environmental and sustainable development goals. The end of 2013 saw a fundamental reform of the trans-European transport network.

LEGAL BASIS

Articles 170-172 and 194(1)(d) of the Treaty on the Functioning of the European Union (the latter with specific reference to energy).

Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU.

OBJECTIVES

The Maastricht Treaty gave the EU the task of establishing and developing trans-European networks (TENs) in the areas of transport, telecommunications and energy, in order to help develop the internal market, reinforce economic and social cohesion, link islands, landlocked and peripheral regions with the central regions of the Union, and bring EU territory within closer reach of neighbouring states.

RESULTS

A. General guidelines and ideas

In its 1993 White Paper on Growth, Competitiveness and Employment, the Commission emphasised the fundamental importance of the TENs to the internal market, and in particular to job creation, not only through the actual construction of infrastructure, but also thanks to their subsequent role in economic development. 14 priority projects (PPs) for transport and 10 PPs for the energy sector were approved by the Corfu and Essen European Councils in 1994.

B. Sectoral legislative measures

1. Transport

a. 1996 guidelines

Decision No 1692/96/EC of 23 July 1996 on Community guidelines for the development of the trans-European transport network (TEN-T) set out the general parameters for the overall network. It established the characteristics of the specific network for each mode of transport and identified eligible projects of common interest as well as priority projects (PPs). Emphasis was placed on environment-friendly modes of transport, in particular rail projects. The TEN-T covers the entirety of the EU's territory and may extend to the countries of the European Free Trade Association and to the south-east

European and Mediterranean partner countries. Initially, it incorporated the 14 projects of common interest adopted by the Essen European Council. Decision No 1346/2001/EC of 22 May 2001 amending the TEN-T guidelines as regards seaports, inland ports and intermodal terminals completed a Community 'transport development plan' for all modes of transport.

b. 2004 revision of the TEN-T guidelines

The 2004 and 2007 enlargements, coupled with serious delays and financing problems — in particular with regard to cross-border sections — led to a thorough revision of the TEN-T guidelines. The number of PPs listed was increased to 30, all of them being required to comply with EU environmental legislation. A new concept of 'Motorways of the Sea' was introduced with a view to making certain sea routes more efficient and integrating short sea shipping with rail transport.

'European coordinators' for particularly important projects were appointed in 2005 to act as mediators in contacts with national decision-making authorities, transport operators and users and representatives of civil society. A Trans-European Transport Network Executive Agency (TEN-T EA) was set up in October 2006, tasked with the technical and financial preparation of and monitoring of decisions on projects managed by the Commission.

c. 2013 revision: integrated network, dual-layer structure (core/comprehensive) and TEN-T corridors

The new EU transport infrastructure policy aims at transforming the existing patchwork of European roads, railways, inland waterways, airports, inland and maritime ports and rail/road terminals into an integrated network encompassing all Member States. The lack of such a coherent transport infrastructure constitutes a serious barrier to the smooth functioning of the internal market. The creation of this network requires the preparation and implementation of thousands of projects intended to eliminate existing bottlenecks, bridge missing links and improve interoperability between different modes of transport, as well as between regional and national transport infrastructures. Moreover, among the priorities for the development of the TEN-T infrastructure is the application of innovative technological solutions, which have a vital role to play in the transformation of transport so as to make it accessible to all citizens and create a safer, sustainable, low-carbon and energy-efficient system.

The new EU transport infrastructure policy establishes, for the first time, a dual-layer structure for the EU transport routes, comprising a comprehensive network and a core network. The comprehensive network is a multimodal network of relatively high density which provides all EU regions with an accessibility that furthers their economic, social and territorial development. Its planning has been based on a number of common criteria (e.g. volume thresholds for terminals and accessibility needs). The projects along the comprehensive network should be finalised by the end of 2050.

The core network consists of those parts of the comprehensive network which are of the highest strategic importance for both European and global transport flows. The objective of infrastructure development along the core network is to complete seamless connections that will enable efficient and high-quality transport services for citizens and economic operators. It is expected that this network will be completed by the end of 2030.

Furthermore, nine major multimodal corridors have been introduced as a new policy instrument to facilitate the coordinated implementation of projects located on the core network. These corridors are meant to bring together public and private stakeholders in order to join up resources for the development of the core network. To make sure that the corridors are implemented effectively and efficiently, each is supported by a European Coordinator.

The TEN-T policy also focuses also on the development of the 'Motorways of the Sea' (MoS), as well as on the implementation of the European Railway Transport Management System (ERTMS). Thus, additional two European Coordinators, each for one of the above actions, were appointed to lead the process of their harmonised realisation. In 2015, each of the European Coordinators drew up a work plan for, respectively, a MoS or ERTMS corridor. These work plans are to be updated on a regular basis, taking into account of the progress made in the projects' implementation. Moreover, a major review of implementation of the core network is scheduled to take place in 2023.

Financing for transport for the 2014-2020 period has almost tripled as compared with the previous financial perspective, reaching EUR 22.4 billion. This amount is available through the Connecting Europe Facility (CEF). This EU funding is tightly focused on the core transport network and the elements of the comprehensive network with the highest EU added value. Almost half of the total EU funding for transport infrastructure (EUR 11.3 billion) is ring-fenced for use by cohesion countries only (for more on the financing of the TENs, see [3.5.2](#)).

In 2014, the Trans-European Transport Network Executive Agency was renamed the Infrastructure and Networks Executive Agency (INEA). Apart from continuing the execution of the TEN-T and the Marco Polo Programmes 2007-2013, it was tasked with the technical and financial management of the CEF and parts of Horizon 2020, the latter being another EU programme that provides support for research in the field of (inter alia) smart, green and integrated transport.

2. Energy

a. 1996 guidelines

At the 1994 Essen summit, several energy network projects were awarded priority status. Decision No 1254/96/EC of 5 June 1996 laid down a series of guidelines for trans-European energy networks (TEN-E), intended to enable the Community to identify eligible projects of common interest and to help create a framework conducive to their implementation, coupled with sectoral objectives for electricity.

b. Current guidelines

Decision No 1364/2006/EC of 6 September 2006 introduced new guidelines for updating the TEN-Es, thereby repealing the previous guidelines of 1996 and 2003. The current objectives are to diversify sources of supply, to increase security of supply by strengthening links with non-EU countries (accession countries and other countries in the Mediterranean Sea, Black Sea and Caspian Sea basins, as well as in the Middle East and Persian Gulf regions), to incorporate energy networks in the new Member States, and to ensure access to the TEN-Es for island, landlocked and peripheral regions.

The EU has identified projects eligible for Union financing and divided them into three categories: projects of common interest relating to electricity and gas networks and

displaying potential economic viability; PPs to be given priority when Union funding is granted; and projects of European interest which are also PPs and are of a cross-border nature or have a significant impact on cross-border transmission capacity.

The priorities for action in this area, which must be compatible with sustainable development goals, include: (a) using renewable energies and ensuring better connections between the facilities that produce them; (b) using more effective technologies that limit the environmental losses and risks associated with energy transportation and transmission; (c) establishing energy networks in island and ultra-peripheral regions while promoting the diversification of energy sources; and (d) ensuring the interoperability of existing EU networks with those of new Member States and non-EU countries. Annex I to the decision identifies 32 projects of European interest for electricity and 10 for gas, while Annexes II and III list 164 projects for electricity and 122 for gas.

In the 2007-2013 financial framework, a total of EUR 155 million was allocated to the TEN-Es. Four European coordinators were appointed in 2007.

The new title on energy in the TFEU (Article 194(1)(d)) provides a solid legal basis for promoting energy network interconnections.

3. Telecommunications

Decision No 2717/95/EC of 9 November 1995 established a series of guidelines for the development of the EURO-ISDN (Integrated Services Digital Network) as a TEN. It identified objectives, priorities and projects of common interest for the development of a range of services, based on the EURO-ISDN, with a view to a future European broadband communications network.

Decision No 1336/97/EC of 17 June 1997 laid down guidelines for the trans-European telecommunications networks (TEN-Telecom). It set out the objectives, priorities and broad lines of the measures envisaged. The priorities adopted included applications contributing to economic and social cohesion and the development of basic networks, particularly satellite networks. These guidelines were modified slightly by Decision No 1376/2002/EC of 12 July 2002.

The guidelines identified projects of common interest and specified procedures and criteria for their selection. The Community programme eTEN, which is a key instrument of the action plan known as 'eEUROPE 2005: An information society for all', also built on the EURO-ISDN programme. Completed in 2006, it sought to support the trans-European deployment of services based on telecommunications networks. EU investment is currently focused on modernising existing networks.

ROLE OF THE EUROPEAN PARLIAMENT

Parliament has strongly supported the TEN policies, and has regularly drawn attention to delays in the implementation of PPs, called for firm timetables, and called on the Member States to increase the budgetary resources available, particularly for the TEN-T network. It has ensured that priority is given to promoting projects with clear 'European added value' which have positive and long-term effects on the environment and employment and remove bottlenecks, particularly in rail and combined transport.

With the adoption of its 2007 own-initiative report 'Keeping Europe moving - sustainable mobility for our continent', Parliament took stock of the situation and laid down new objectives, in particular the need to complete the entire TEN in order to make the

most of all modes of transport ('co-modality'), and to redistribute the balance between modes ('modal transfer') in order to reduce the environmental impact of transport. It has encouraged rail, bus and maritime transport, which still account for only a small share of the market.

Moreover, in its resolution on the 2009 Green Paper, Parliament reiterated its call for priority to be given to rail (notably for freight), ports, sustainable maritime and inland waterways and their hinterland connections, and intermodal nodes in infrastructure links with new Member States and non-EU countries. In this connection, Parliament is encouraging the extension of the TEN-T to the countries covered by the European Neighbourhood Policy (ENP) and to the Mediterranean partner countries.

Over the past 15 years, Parliament has assisted in the revision of overlapping legislation on the TEN-T. Together with the Council it adopted, under the ordinary legislative procedure, Decision No 661/2010/EU of 7 July 2010 recasting the TEN-T guidelines. This repealed Decisions Nos 1692/96/EC, 1346/2001/EC and 884/2004/EC, and included a new annex containing maps of the 27 Member States and stipulating target dates for establishing the network in all of them.

On 19 November 2013, Parliament approved the new TEN-T guidelines on the basis of precise targets and increased EU financing, and set out a clear vision for the establishment of the core and comprehensive transport networks, with target dates of 2030 and 2050 respectively. Parliament insisted, inter alia, that the selection of projects be based on the idea of EU added value (resulting from policy choices and/or financial intervention leading to significant and measurable improvement in transport connections and transport flows). Moreover, Parliament pointed out the need to define a 'socio-economic cost-benefit analysis' as a quantified ex-ante evaluation that will be made on the basis of a harmonised methodology of the value of a project or programme. In Parliament's view, the methodology should also take into account all social, economic and environmental benefits and costs, and serve as an indicator of contribution to wellbeing.

After the TEN-T regulation (Regulation No 1315/2013) entered into force in the end of 2013, Parliament's support for the development of the TEN-T continued. In its resolution of 9 September 2015 entitled 'The implementation of the 2011 White Paper on Transport: taking stock and the way forward towards sustainable mobility', Parliament underlined the importance of transport for the economy and for the mobility of citizens, while also stressing the need to invest in infrastructure. In Parliament's view, the completion of the TEN-T is a precondition for a sustainable and efficient European transport system, which must be boosted by the Connecting Europe Facility as well as by the European Fund for Strategic Investments.

[Beata Tuszyńska / Frédéric Gouardères](#)
02/2018

2 - FINANCING THE TRANS-EUROPEAN NETWORKS - [3.5.2.]

The Trans-European Networks (TENs) are partly funded by the European Union and partly by the Member States. Financial support from the EU serves as a catalyst, the Member States being required to provide the bulk of the financing. The financing of the TENs can also be complemented by Structural Fund assistance, aid from the European Investment Bank or contributions from the private sector. A major reform was introduced across the TENs with the establishment of the Connecting Europe Facility in 2013.

LEGAL BASIS

Title XVI of the TFEU, Article 171 of which provides that EU aid may be granted to projects of common interest that meet the requirements laid down in the guidelines.

Regulation (EU) No 1316/2013 of the European Parliament and of the Council of 11 December 2013 establishing the Connecting Europe Facility, amending Regulation (EU) No 913/2010 and repealing Regulations (EC) No 680/2007 and (EC) No 67/2010.

OBJECTIVES

To contribute to the establishment of Trans-European Networks in the fields of transport, energy and telecommunications, through targeted EU support ([3.5.1](#)).

ACHIEVEMENTS

A. Defining general conditions for project funding

Generally, EU funding has served as a catalyst for starting up projects. Member States must raise most of the funding, except in the case of Cohesion Fund aid, where the EU has traditionally made a more substantial contribution.

The first principles governing funding were laid down in Council Regulation (EC) No 2236/95 of 18 September 1995 laying down general rules for the granting of Community financial aid in the field of trans-European networks.

1. EU aid for projects has taken one or several of the following forms:

- co-financing of project-related studies and other technical support measures (in general not exceeding 50% of the total cost);
- contributions towards fees for guarantees for loans from the European Investment Fund or other financial institutions;
- interest subsidies for loans granted by the European Investment Bank (EIB) or other public or private financial bodies;
- direct grants for investments in duly justified cases.

2. The following project criteria have been progressively laid down:

- EU aid to telecommunications and energy networks must not cause distortions of competition between businesses in the sector concerned;

- projects must help to achieve the networks' objectives;
- projects must be potentially economically viable;
- the maturity of the project, and the stimulative effect of EU intervention;
- direct or indirect effects on the environment and employment, progressively including increasingly complete cost-benefit analyses (CBAs), environmental impact analyses (AIAs), etc.;
- coordination of the timing of different parts of the project, for example in the case of cross-border projects.

The projects financed had to comply with EU law and EU policies, in particular in relation to environmental protection, competition, and the award of public contracts. Successive regulations laying down general rules for the granting of EU financial aid introduced a range of new elements, including the following:

- multiannual and annual programmes in the fields of transport and energy for granting EU financial aid to selected projects;
- EU aid for studies was capped at 50% irrespective of the project, and aid for priority projects at 10% to 30% in the field of transport (with a maximum of 30% for cross-border sections of priority projects);
- risk capital was included and interlinked as part of EU financial aid;
- the financial framework for the 2007-2013 period allocated EUR 8 168 million to the TENs, of which EUR 8 013 million to transport (TEN-T) and EUR 155 million to energy (TEN-E).

B. Additional funding possibilities

1. EU Structural and Cohesion Funds

In the 2000-2006 period, these funds contributed approximately EUR 26 billion to TEN projects — particularly through the Cohesion Fund in Greece, Ireland (until 2003), Portugal, Spain and the EU-10 Member States. The latter were allocated EUR 2.48 billion in pre-accession aid, as well as EUR 4.24 billion from the Cohesion Fund and EUR 2.53 billion from other Structural Funds. Of the aggregate pre-accession and cohesion funding in question, approximately 50%, or EUR 3.9 billion, was allocated to TEN-T projects.

2. European Investment Bank aid

No territorial restrictions apply to EIB loans, as they are granted on the basis of banking criteria, which include the financial (ability to repay), technical and environmental feasibility of the project. For example, over the decade from 1995 to 2005, the EIB granted loans for TEN projects totalling approximately EUR 65 billion.

C. 2007-2013 financial framework

For the 2007-2013 financing period, the Commission, with Parliament's support, initially proposed EUR 20.35 billion for TEN-Transport and EUR 0.34 billion for TEN-Energy. However, the Council insisted on a drastic reduction, and ultimately the TEN financial framework provided for EUR 8.01 billion in the area of transport and EUR 0.16 billion in the area of energy (i.e. only 40% of the amount originally proposed in the area of transport and 45% of the proposed amount for energy). Given the scarcity of resources, Regulation (EC) No 680/2007 stipulated that, in order to complement national (public or

private) sources of financing, EU resources were to be focused on certain categories of projects with the greatest added value for the network as a whole (such as cross-border sections and projects aimed at removing bottlenecks). In addition, the contribution to TEN-T from the general cohesion policy operational programmes adopted by the Commission was EUR 43 billion.

CONNECTING EUROPE FACILITY

As of December 2013, the EU has a dedicated new TEN infrastructure policy, with a budget of over EUR 30.4 billion up to 2020: the Connecting Europe Facility (CEF) aims to achieve synergies in the transport, telecommunications and energy sectors, enhancing the effectiveness of Union action and enabling implementing costs to be optimised. It aims to accelerate investment in the field of trans-European networks and to leverage funding from both the public and private sectors, while increasing legal certainty and respecting the principle of technological neutrality.

A. General objectives

The CEF aims to:

- support the implementation of projects of common interest which seek to develop and construct new infrastructure and services, or to upgrade existing infrastructure and services, in the transport, telecommunications and energy sectors;
- give priority to missing links in the transport sector;
- help support projects with European added value and significant societal benefits which do not receive adequate financing from the market;
- contribute to the Europe 2020 strategy by developing trans-European networks which take into account expected future traffic flows and creating an environment more conducive to private, public or public-private investment;
- enable the Union to achieve its sustainable development targets, thus contributing to its mid-and long-term decarbonisation objectives.

1. In the transport sector, support will be reserved for projects of common interest aimed at:

- removing bottlenecks, bridging missing links and, in particular, improving cross-border sections;
- ensuring sustainable and efficient transport systems in the long run, with a view to preparing for expected future transport flows, as well as enabling all modes of transport to be decarbonised; and
- optimising the integration and interconnection of transport modes and enhancing the interoperability of transport services, while ensuring the accessibility of transport infrastructure.

2. In the energy sector, support will aim to:

- boost competitiveness by promoting further integration of the internal energy market and interoperability of electricity and gas networks across borders;
- enhance the security of EU energy supply; and

- contribute to sustainable development by integrating energy from renewable sources into the transmission network and developing smart energy networks and carbon dioxide networks.

3. In the telecommunications sector, the CEF will support:

- generic services, core service platforms and programme support actions to be financed through grants and/or procurement;
- actions in the field of broadband networks to be financed through financial instruments.

B. CEF budget

The financial envelope for the implementation of the CEF for the 2014-2020 period was initially set at over EUR 33.2 billion. However, in 2015 this initial amount was reduced to EUR 30.4 billion as result of the shifting of EUR 2.8 billion to the newly created European Fund for Strategic Investments (EFSI). The CEF budget is distributed as follows:

- transport sector: EUR 24.05 billion, of which EUR 11.3 billion has been transferred from the Cohesion Fund to be spent, in line with the CEF Regulation, exclusively in those Member States eligible for funding from the Cohesion Fund;
- telecommunications sector: EUR 1.04 billion;
- energy sector: EUR 5.35 billion.

Some 80% to 85% of the overall CEF budget will be allocated to projects based on multiannual programmes (along core network corridors and reflecting horizontal priorities), while 15% to 20% will serve objectives within annual programmes (i.e. of a shorter-term nature, with the possibility of being adjusted on an annual basis).

Following a mid-term evaluation, Parliament and the Council will be able, on a Commission proposal, to transfer allocated appropriations between the transport, telecommunications and energy sectors, so as to optimise the use of funds from the EU budget. However, the resources shifted to the CEF from the Cohesion Fund will be available for possible transfer within the yearly budgetary framework only after 1 January 2017. The majority of projects will be co-financed from the CEF through grants allocated following competitive calls for proposals. At the same time, no more than 8.4% of the total CEF budget can be dedicated to projects to be co-funded through innovative financial instruments such as guarantees and project bonds (the CEF debt instrument). In general, the financial instruments used under the CEF must address specific market needs for actions that have a clear European added value, and should not crowd out private financing. They must improve the leverage effect of Union budget spending and achieve a higher multiplier effect in terms of attracting private-sector financing.

In the transport sector, the bulk of the CEF budget, i.e. EUR 22.5 billion, is to be distributed to project promoters through grants. So far, the Commission has announced two calls for proposals in the field of transport. The first was announced in 2014, with a total budget of EUR 11.93 billion, and the second in 2015, with an allocation of EUR 7.6 billion. On both occasions, the Commission reported a substantial oversubscription by project promoters as against the available allocation. In the light of the evaluation of projects submitted in response to the 2015 CEF transport call, 195 proposals were recommended for funding. Their total value amounted to almost EUR 6.7 billion. Of these, 93 proposals were recommended for funding under the

cohesion envelope, with EUR 5.61 billion of funding recommended, compared with the call budget of EUR 6.47 billion. Under the general envelope, 102 proposals were recommended for funding, with EUR 1.07 billion of funding recommended, just below the call budget of EUR 1.09 billion.

ROLE OF THE EUROPEAN PARLIAMENT

In support of the TENs, Parliament has consistently urged that more environment-friendly modes of transport be given priority in terms of funding, setting the percentage share of funding for infrastructure projects so as to allocate over 50% to rail projects (including combined transport), and set a maximum not exceeding 25% for road projects. Furthermore, Parliament has consistently emphasised the need for the Commission to ensure the coordination and coherence of projects where they are financed by contributions from the Union budget, the EIB, the Cohesion Fund, the European Regional Development Fund or other Union financing instruments.

After the Council agreed massive reductions to the original Commission proposal at the end of 2005, Parliament, in subsequent negotiations on the financial perspective, urged that the amount allocated to the TENs be increased. In the final agreement with the Council, Parliament obtained an increase of EUR 500 million, and extra EIB funding, for the realisation of the TENs.

On 7 June 2011, as part of the review of road transport taxation rules (the 'Eurovignette' directive), Parliament approved the compromise with the Council according to which at least 15% of the revenue from the external cost charges and infrastructure charge of each Member State would be used to give financial support to TEN-T projects in order to improve transport sustainability. This percentage is set to increase steadily over time.

With Parliament's involvement in shaping the CEF Regulation (a collaborative effort by three rapporteurs, across two parliamentary committees and all political groups), it has taken on a major role in securing sizeable EU funds for the TENs over the 2014-2020 period.

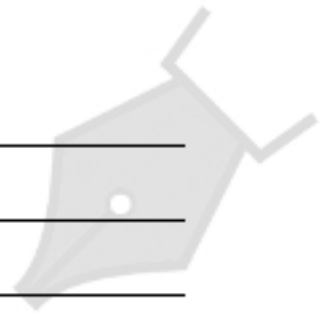
In 2014, the new Commission President, Jean-Claude Juncker, put forward an Investment Plan for Europe aimed at boosting the economy and creating jobs in the EU. This plan comprises three main pillars, one of which is EFSI. For the purpose of safeguarding resources for the new EFSI, the Commission submitted an initial proposal to reduce CEF funding by EUR 3.3 billion. Parliament's active involvement helped to bring about a substantial decrease in the CEF budget cuts initially proposed by the Commission. The final legislative act, of 2015, establishing the European Fund for Strategic Investments (Regulation (EU) 2015/1017) provides for a total transfer of EUR 2.8 billion from the CEF to the EFSI budget. Within this amount, the transport envelope was reduced by EUR 2.2 billion.

When taking decisions on the yearly EU budgets, Parliament has consequently paid attention to the appropriations allocated to both the CEF and Horizon 2020. In its resolution of 8 July 2015 on the mandate for the trilogue on the 2016 draft budget, Parliament welcomed the mobilisation of the Global Margin for Commitments to cover part of the expenditure needed to finance the EUR 8 billion EFSI Guarantee Fund, instead of it relying only on the cuts to the CEF and Horizon 2020. However, Parliament recalled its ultimate goal of minimising, as far as possible, the impact on the two

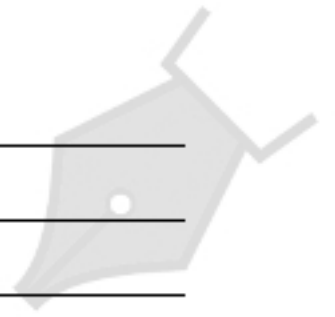
programmes. Accordingly, it insisted on further offsetting the cuts to Horizon 2020 and the CEF in order to allow those programmes to accomplish their objectives fully.

Furthermore, in its resolution of 9 March 2016 on general guidelines for the preparation of the 2017 budget, Parliament reiterated its commitment to reinforcing Horizon 2020 and the CEF through the annual budgetary procedure, in order to compensate as much as possible for the CEF cuts agreed during the negotiations on the creation of EFSI.

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02/2018



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THE EUROPEAN UNION AT A GLANCE

The aim of the Fact Sheets is to provide an overview of European integration and of the European Parliament's contribution to that process.

Created in 1979 for Parliament's first direct elections, the Fact Sheets are designed to provide non-specialists with a straightforward, concise and accurate overview of the European Union's institutions and policies, and the role that the European Parliament plays in their development.

The Fact Sheets are grouped into five chapters.

- **How the European Union works** addresses the EU's historical development and the successive treaties, its legal system, decision-making procedures, institutions and bodies, and financing.
- **Economy, science and quality of life** explains the principles of the internal market and consumer protection and public health, describes a number of EU policies such as social, employment, industrial, research, energy and environment policies, outlines the context of the economic and monetary union (EMU) and explains how competition, taxation and economic policies are coordinated and scrutinised.
- **Cohesion, growth and jobs** explains how the EU addresses its various internal policies: regional and cohesion policy, agriculture and fisheries, transport and tourism, and culture, education and sport.
- **Citizens: fundamental rights, security and justice** describes individual and collective rights, including the Charter of Fundamental Rights, and freedom, security and justice, including immigration and asylum, and judicial cooperation.
- **The EU's external relations** covers foreign policy, security and defence policies, external trade relations, and development policy; the promotion of human rights and democracy; the enlargement and relations beyond the EU's neighbourhood.

Drafted by the policy departments and the Economic Governance Support Unit, the Fact Sheets are available in 23 languages. The online version is reviewed and updated at regular intervals throughout the year, as soon as Parliament adopts any important positions or policies.

