

Written questions of the Committee on Transport and Tourism to the Commissioners-designate

Rules of Procedure, Annex VII - Article 4(5):

The committees shall submit written questions to the Commissioners-designate in good time before the confirmation hearings. For each Commissioner-designate there shall be two common questions drafted by the Conference of Committee Chairs, the first of which shall relate to the issues of general competence, European commitment and personal independence, and the second of which shall relate to the management of the portfolio and cooperation with Parliament. The committee responsible shall submit five other questions. In the case the Commissioner-designate is heard jointly by two or more committees, each of them shall have the right to submit three questions. Each invited committee shall have the right to submit one question. Sub-questions shall not be allowed.

The curriculum vitae of the Commissioners-designate and their response to the written questions shall be published on Parliament's website in advance of the confirmation hearing.

Written questions as responsible Committee to Mr Apostolos Tzitzikostas, Commissioner-designate for Sustainable Transport and Tourism

1. President von der Leyen tasked the future Commissioner for sustainable transport and tourism in her mission letter to “make European transport more competitive, more sustainable and more resistant to future shocks and to ensure transport is safe, accessible and affordable for all EU citizens”. What would be your strategy and priorities, also in terms of concrete legislation, to accomplish this task and under what timetable? What are in your view the most pressing challenges and how do you intend to address them?

2. What actions will you take to ensure that the EU reaches its climate goals in transport, both in terms of implementing and/or adapting current and proposing new legislation, while ensuring a level playing field for European transport companies, the competitiveness of the European transport sector and high-quality and attractive jobs in Europe?

3. According to the Draghi report, improved infrastructure and services, as well as more effective railway and inland waterway management, can unlock further growth, help to tackle congestion and accommodate increasing demand. Road congestion is estimated to cost the EU around EUR 230 billion a year. Furthermore, there is currently a persistent shortage of qualified labour across all transport modes. What steps do you intend to take to turn modal shift and multimodality targets into a reality, for both passengers and freight in line with the Sustainable and Smart Mobility Strategy, and tackle the labour shortage in the transport sector? In this context, how will you ensure that more effective rail and inland waterway transport (the latter notably absent from the mission letter) remain a full part of this strategy? Also in terms of multimodality, what concrete legislative actions do you intend to take to make multimodal transport more effective, accessible and affordable for EU citizens? Under what timeline?

4. The completion of the TEN-T network is projected to bring an annual GDP increase of EUR 467 billion in 2050, but will require an estimated EUR 845 billion and so far the Commission and the Member States have not presented a comprehensive plan to secure the necessary financing. How would you ensure that the implementation of the TEN-T network is adequately financed, notably under the upcoming CEF Regulation and in the next MFF? How can the Commission incentivise and attract private investment to close the gap and how would you suggest to boost public-private partnerships?

5. How do you intend to promote a resilient, sustainable and competitive tourism sector, in line with the EU Agenda for Tourism 2030 and the 2023 Palma Declaration, while ensuring economic growth and better management of tourism flows in line with the needs of local communities? Ahead of the next MFF negotiations, would you commit to insist on the longstanding TRAN Committee call for a separate budgetary line for tourism?

Written questions as invited Committee

Draft written question to Ms Teresa Ribera, Executive Vice-President-designate for Clean, Just and Competitive Transition

According to the corresponding mission letter, the future Executive Vice-President-designate for a Clean, Just and Competitive Transition will be responsible for the legal framework for the EU's decarbonisation targets and the implementation of the Fit for 55 legislation. At the same time, the TRAN Committee has led the EP's legislative work on the decarbonisation of transport (RefuelEU Aviation, FuelEU Maritime, Revision of the Directive on Deployment of Alternative Fuels Infrastructure). What is your assessment of the impact of the Green Deal legislation on the transport sector? What is your vision to prepare a new architecture on the decarbonisation of the transport sector beyond 2030 while ensuring a level playing field for European transport companies, the competitiveness of the European transport sector and high-quality and attractive jobs in Europe? In this respect, how do you envisage your cooperation with the future Executive Vice-President for Cohesion and Reforms and the future Commissioner for Sustainable Transport and Tourism?

Draft written question to Mr Raffaele Fitto, Executive Vice-President-designate for Cohesion and Reforms

According to the corresponding mission letter, President von der Leyen tasked the future Executive Vice-President for Cohesion and Reforms to "*guide the work on sustainable mobility and tourism to connect different parts of Europe and underpin a thriving Single Market*". In this regard, you are meant to support the work of the future Commissioner for Sustainable Transport and Tourism. How do you intend to pursue this cooperation and what would be your strategy and priorities both for transport and tourism? As Executive Vice-President responsible for cohesion policy and regional development, you will also have an impact on the completion of the TEN-T network for which TRAN is responsible. How would you ensure that the implementation of the TEN-T network is adequately financed and underpinned by the EU cohesion policy? Also as responsible for the development of outermost regions, islands, rural areas and cities, what role do you see for transport, as a tool for social cohesion and connectivity, and how do you intend to approach tourism in these areas to promote a resilient, sustainable and competitive tourism sector?

Draft written question to Mr Wopke Hoekstra, Commissioner-designate for Climate, Net Zero and Clean Growth

President von der Leyen tasked the future Commissioner for Climate, Net Zero and Clean Growth to support the implementation of the existing climate legal framework for 2030, including upcoming reviews as well as ensuring sufficient investments into European net-zero infrastructure. How do you intend to contribute to the proper and timely implementation of the transport related legislation while ensuring a level playing field for European transport companies, the competitiveness of the European transport sector and high-quality and attractive jobs in Europe? What would be your strategy and timeline to ensure sufficient investments, including into net-zero technologies, fuels, recharging and refuelling infrastructure to decarbonise the transport sector?

Draft written question to Mr Andrius Kubilius, Commissioner-designate for Defence and Space

According to the corresponding mission letter, President von der Leyen tasked the future Transport Commissioner to further strengthen the dual-use transport infrastructure corridors across the Trans-European Network, as well as to work with Member States on strengthening military mobility. These priorities are also mentioned in the mission letter for the future Commissioner for Defence and Space. What actions do you intend to take, working in cooperation with the future Transport Commissioner, to meet these objectives, given the current geopolitical challenges that the EU faces? How would you support the dual use of transport infrastructure through research and development, including via joint undertakings and public-private partnerships?