

**QUESTIONNAIRE TO THE COMMISSIONER-DESIGNATE****Apostolos TZITZIKOSTAS****Sustainable Transport and Tourism****1. General competence, European commitment and personal independence**

What aspects of your personal qualifications and experience are particularly relevant for becoming Commissioner and promoting the European general interest, particularly in the area you would be responsible for? How will you contribute to implementing the political guidelines of the Commission? How will you implement gender mainstreaming and integrate a gender perspective into all policy areas of your portfolio? How will you implement youth mainstreaming?

What guarantees of independence are you able to give Parliament, and how would you make sure that any past, current or future activities you carry out could not cast doubt on the performance of your duties within the Commission?

**2. Management of the portfolio and cooperation with the European Parliament**

Can you commit to duly informing Parliament about your actions and those of your departments? In what respect do you consider yourself accountable to Parliament?

What specific commitments are you prepared to make in terms of your engagement with and presence in Parliament, both in committee and in plenary, transparency, cooperation and effective follow-up to Parliament's positions and requests for legislative initiatives? In relation to planned initiatives or ongoing procedures, are you ready to provide Parliament with timely information and documents on an equal footing with the Council?

Questions from the Committee on Transport and Tourism

3. 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?

4. 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?

5. 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?

6. 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?

7. 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?

Question from the Committee on Environment, Public Health and Food Safety

8. Emissions from the transport sector represent almost a quarter of Europe's greenhouse gas emissions; it is the only major sector of the economy where these have increased at EU level since 1990. Therefore, further efforts are essential to make sure that all parts of the sector contribute to decarbonisation and to have the right framework. The transformative changes necessary come with manifold challenges such as those related to a growing transport volume on the infrastructure, the increase of sustainable alternative fuels and the stimulation of battery manufacturing. Which improved enabling conditions, specific steps, timeframes and legal instruments will you bring forward so that sustainable transport policies contribute to economic growth, job security and competitiveness in Europe, while ensuring to reach the 2030 targets as part of the European Green Deal and for the Union to become climate-neutral? How will you ensure - in cooperation with the Commissioner-designate for Climate, Net Zero and Clean Growth - that the Union leads the way to increased international commitments to reducing global greenhouse gas emissions in the maritime and aviation sectors? What concrete measures do you plan as part of the EU industrial action plan for the automotive sector? What will be the legal nature and timing of the announced proposal on clean corporate fleets?