

TUESDAY, 30 SEPTEMBER 2014

BRUSSELS

THE COMMITTEE ON TRANSPORT AND TOURISM  
WITH THE ASSOCIATION OF  
THE COMMITTEE ON INDUSTRY, RESEARCH AND ENERGY

HEARING OF MAROŠ ŠEF ŐVI

COMMISSIONER-DESIGNATE

(Transport and Space)



2-002

**VORSITZ: MICHAEL CRAMER**

*(Die Anhörung wird um 18.00 Uhr eröffnet.)*

2-003

**Der Präsident.** > Liebe Kolleginnen und Kollegen, meine sehr geehrten Damen und Herren! Ich möchte ganz herzlich den designierten Kommissar für Verkehr und Weltraum, Herrn Maroš Šef ovi , begrüßen und ihm viel Glück für unsere heutige Anhörung wünschen. Ich möchte daran erinnern, dass der Zweck der Anhörung gemäß unserer Geschäftsordnung darin liegt, das Parlament in die Lage zu versetzen, die designierten Kommissionsmitglieder aufgrund ihrer allgemeinen Befähigung, ihres Einsatzes für Europa und ihrer persönlichen Unabhängigkeit zu bewerten. Darüber hinaus sollen auch ihre Kenntnisse im künftigen Geschäftsbereich und ihre Kommunikationsfähigkeit bewertet werden.

Ich möchte ferner darauf hinweisen, dass an unserer Anhörung Abgeordnete des ITRE-Ausschusses teilnehmen, um den designierten Kommissar zur europäischen Raumfahrtspolitik zu befragen. ITRE ist bei dieser Anhörung assoziiert.

Darüber hinaus sei daran erinnert, dass Herr Šef ovi bereits auf unseren schriftlichen Fragenkatalog geantwortet hat. Die Antworten wurden in allen Sprachen an die Mitglieder verteilt. Auch dafür ein herzliches Dankeschön!

Bevor ich nun dem designierten Kommissar das Wort erteile, möchte ich die Gelegenheit nutzen, noch einige Anmerkungen zum Verfahren heute zu machen: Unsere Anhörung wird nach dem Pingpong-Prinzip ablaufen, das heißt, auf die Fragen werden direkt die Antworten folgen. Wir haben zwei Frage- und Antwortrunden vorgesehen. Die erste Runde, für die Koordinatoren, wird in jeweils 5-Minuten-Slots unterteilt. In der zweiten Runde, für alle anderen Abgeordneten, beträgt die Zeit für jeden Slot 3 Minuten. Die Uhr läuft dann rückwärts.

Bitte denken Sie daran, dass die Zeit sehr kurz bemessen ist. Wir werden die Zeit stoppen, und sie wird auf dem Monitor im Sitzungsraum angezeigt. Ich werde Redner unterbrechen, sollten sie ihre Redezeit nicht einhalten; das gilt auch für den designierten Kommissar. Deshalb bitte ich um Einhaltung der Redezeiten.

In der ersten Runde werde ich den Koordinatoren insgesamt fünf Minuten zuteilen. Die Koordinatoren können eine Frage stellen von höchstens 2 Minuten, und der designierte Kommissar wird gebeten, sofort zu antworten. Seine Antwortzeit sollte dann nicht länger als 3 Minuten betragen. Denken Sie bitte daran: Je länger Ihre Frage dauert, desto kürzer ist die Antwort. Wir wissen, in der Kürze liegt die Würze. Mal sehen, ob das klappt.

Falls notwendig und vorausgesetzt, die Zeit des Redebeitrags ist nicht ausgeschöpft, werde ich eine Anschlussfrage erlauben, die dann auch sofort anschließend beantwortet werden soll. Es sollte bei den Anschlussfragen ausschließlich um das Thema gehen, auf das sich die erste Antwort bezogen hat, und keineswegs ein neues Thema aufgemacht werden. Falls dies doch der Fall sein sollte, werde ich mir als Vorsitzender erlauben, den jeweiligen Koordinator zu unterbrechen.

In der zweiten Runde stehen den übrigen Ausschussmitgliedern 3 Minuten für jeweils eine Frage und Antwort zur Verfügung. Bitte bedenken Sie auch hier: Je kürzer die Frage formuliert ist, umso mehr Zeit hat der designierte Kommissar für eine entsprechend umfassende Antwort. In der zweiten Runde kann ich nur dann eine Anschlussfrage zulassen, wenn von den jeweils 3 Minuten noch mindestens 1 Minute Zeit geblieben ist.

Zum Schluss möchte ich darauf hinweisen, dass die Verdolmetschung in alle Amtssprachen zur Verfügung steht. Alle Redner können sich deshalb in ihrer eigenen Sprache an den designierten Kommissar richten, und er kann selbstverständlich in seiner eigenen Sprache antworten. Aber bitte denken Sie auch an die Dolmetscher: Sprechen Sie nicht zu schnell, damit das Gesagte auch vollständig übersetzt werden kann.

Die gesamte Anhörung wird live auf der Parlamentswebseite übertragen und später auch weiterhin als Video zur Verfügung stehen. Auf Twitter können Sie uns unter dem Hashtag „ephearing 2014“ folgen und mitdiskutieren.

Nach all diesen praktischen Hinweisen zum Ablauf unserer Anhörung möchte ich jetzt dem designierten Kommissar, Herrn Maroš Šef ovi , für maximal 15 Minuten die Gelegenheit geben, seine einleitenden Worte an den Ausschuss zu richten. Herr Šef ovi , wir freuen uns auf Ihre Ausführungen zur Zukunft der Mobilität in Europa, denn wir wollen, dass Europa zusammenwächst, die Mobilität gesichert und das Klima geschützt wird. Herr Šef ovi , Sie haben das Wort.

2-004

**Maroš Šef ovi** , *designiertes Mitglied der Kommission*. > Sehr geehrter Herr Vorsitzender, sehr geehrte Damen und Herren Abgeordnete des Europäischen Parlaments, meine sehr verehrten Damen und Herren! Herr Vorsitzender, als wir uns das erste Mal trafen, haben Sie mir erklärt, wie wichtig für Sie ein nachhaltiges Transportsystem in Europa ist. Und Sie haben mir auch von Ihrem Engagement zum Europaradweg „Eiserner Vorhang“ berichtet.

2-005

Európa bola rozdelená spôsobom, ktorý si už dnes mladí ľudia nevedia ani predstaviť. Uplynulých 25 rokov bolo preto z hľadiska zjednocovania Európy doslova historickou transformáciou. Doprava je však pravdepodobne sektor, v ktorom sa dôsledky studenej vojny a s tým súvisiace rozdelenie Európy prejavovalo najzreteľnejšie. Práve preto bude odstránenie týchto stále pretrvávajúcich rozdielov prostredníctvom efektívnej implementácie transeurópskych sietí mojou prioritou číslo jeden. Vážený pán predseda, vážení poslanci, spolu s Vami som kandidoval a bol zvolený do Európskeho parlamentu. Podobne ako aj Vy, aj ja som absolvoval desiatky stretnutí so svojimi spoluobčanmi, vďaka ktorým viem, ktoré otázky z hľadiska jednotlivých európskych politík považujú za kľúčové. Táto spätná väzba od občanov mi potvrdila, že sektor dopravy a fungujúca dopravná infraštruktúra sú pre občanov veľmi dôležité. Trojnásobné navýšenie rozpočtu pre dobudovanie transeurópskych dopravných koridorov oproti minulému obdobiu, ktoré presadil Európsky parlament, je preto najlepším dôkazom jeho blízkosti k občanom a záujmu o riešenie ich problémov.

2-006

Transport and mobility is at the heart of European integration. I believe that Europe in the 21st century deserves a world-class transport system if we want to remain the world leader in environmentally friendly, safe and modern transport mobility and logistics. In other words: a sustainable backbone to our society.

Economic growth and the creation of decent, solid jobs is the number one priority for the Juncker Commission. I believe that our joint efforts in the area of transport and space can contribute significantly to this goal. I am eager to work intensely with you to contribute to the pledge of President-elect Juncker to create this new EUR 300 billion investment package by taking an innovative approach in leveraging EU funds allocated for the modernisation of EU infrastructure.

For that, we need good projects; we need to further our good cooperation with the European Investment Bank, and we need to find a good working relationship with the private sector to start this formidable process of lifting Europe out of the crisis and bringing Europe the world-class infrastructure it needs for the 21st century.

And, of course, we need to do this with a clear vision in mind. To prepare Europe not for what is needed today, but to prepare it for what is coming; for what will be needed in 10, 20 or 30 years' time. It means we need to deploy intelligent transport systems and we need to work on fully intermodal, integrated networks based on the new satellite and digital technologies. We need new services and products that will allow European citizens and businesses to have a choice of sustainable transport options which they can access by simply pushing a button on a smartphone telephone.

Seventy per cent of EU citizens live in cities and transport increasingly impacts the quality of their lives, whether they walk, cycle, drive a car or take a bus. Therefore, we need a transport system based on the most innovative solutions because this will give Europe back its competitive edge, create a lot of 'cool jobs' for young people and give stability to 11 million dedicated transport workers who already work in this area. Finally, we need a transport system with the highest standards for safety and security.

So you could ask me how can we accomplish this vision? Where to start? I have already referred to the TEN-T network and I want to assure you that, if I get your approval, I will be vigorous in the implementation of these projects. I will work on all the corridors, try to overcome all the remaining bottlenecks, and will not hesitate to apply the rule 'use it or lose it' to keep motivation among the Member States very, very high.

To fill these networks with life, I am ready to work hard with you, starting with the legislative proposals which are already on the table. The Fourth Railway Package and the Single European Sky are those where I believe we can achieve significant progress.

I would like to assure you that I am fully aware of the social sensitivities and concerns around these files. My proposal as to how to address them would be to deepen social dialogue, where together with social partners we would work on how to modernise the transport industry, but not to the detriment of well-established social standards.

Most of the positive developments in the European transport industry would not have happened if the European Union, as the only such place in the world, had not pushed for a high level of passenger rights in every mode of transport. I am sure that this was the key to push the companies to end the practices such as overbooking or last minute schedule changing.

The Single European Transport Area must include all modes of transport. We must achieve the required interoperability of our railway sector and overcome cross-border fragmentation by deploying modern signalling systems like ERTMS, which are just waiting to be rolled out. They are here. We just need to use them.

We must use the Railway Agency to get rid of the 26 000 national rules blocking these sectors from development and use the joint undertakings like Shift2Rail to design tomorrow's interoperable rail systems. Together we can ensure that rail delivers reliable, high-quality and cost-effective services to our citizens and businesses and, at the same time, we will help EU rail manufacturers maintain their world leading position.

I am also a strong believer in the Single European Sky. I do not think we can afford to lose EUR 5 billion a year because we cannot create a coherent European airspace and therefore we are forcing our aeroplanes to take longer and costlier routes, producing more CO<sub>2</sub> emissions. We have to work on airport performance and capacity and look at what is going on in our neighbourhood, in the Middle East for example, where we face formidable competition. If we cannot take the right decisions, we will very soon lack the adequate capacity in Europe. So we need to prepare our air industry for this challenge.

As you know, great work is done by SESAR and its applications which I believe, along with our satellite potential, will be the key to keeping this industry at the cutting edge in terms of competitiveness and safety. As you know, Europe is the world's biggest trading bloc, but sometimes we tend to forget that around 75% of our exports and imports go by ship, carried by the biggest fleet in the world. Forty percent of world ships are European owned. Three European ports are among the biggest sea gateways on this planet.

That is why we have to be very much focused on this sector as well. We must make sure that this sector, as much as others, is fully integrated into this inter-global, inter-modal single European transport area. This means modernising port infrastructure and linking it up with the trans-European corridors. It means making a European maritime transport system without barriers finally a reality.

We also have to find a way to fight efficiently against greenhouse emissions and air pollution, where – because here we are talking about a global industry – we must actively progress in the IMO and in the case of aviation, in the ICAO, of which Member States are members. Cooperation in these fora will thus be absolutely essential.

When we are looking for new potential, we have to pay more attention to inland waterways. Very often these could offer the best solution from the pollution, capacity and availability point of view. But this industry is very fragmented; the fleet is often obsolete and waterways such as the Danube are used only at 15% of their capacity. Now, guided by the Naiades programme, we can breathe new life into this industry and help SMEs to work better and more competitively in this area.

I would like to conclude this 'tour de mode' with road transport. Seventy-two per cent of passengers are transported by car, 45% of freight is transported by trucks in Europe – it is a massive sector and a challenge of equal size. We will have to tackle the problems related to better organisation of road transport so we do not continue the practice of one in four trucks driving empty on our highways and losing one percent of GDP every year because of congestion. We need the intelligent and fair application of the user- and polluter-pays principles so we can maintain our infrastructure in good state and push industry towards organising its work more effectively.

I think we also have to look in a deep and comprehensive manner at the different applications of the agreed rules, such as the rules on cabotage. Pressure on the industry to reduce congestion, noise and CO<sub>2</sub> emissions, whilst at the same time to enhance safety, will clearly increase. I am committed to accelerate the deployment of new technologies during this legislature to help address this issue. I firmly believe that progress in this area will help us further to reduce the number of road fatalities as well, because 26 000 fatalities a year is a very large number – totally unacceptable for me and I am sure for you as well. There will be no compromise on safety, for all modes of transport. Europe will continue to be the safest transport area in the world.

I am convinced that very soon we will see more smart vehicles on our roads that can 'talk' to each other and use alternative energy provided by a Europe-wide infrastructure. This is the way forward for the road sector, but if we want to achieve these goals, we need to offer an adequate regulatory framework and a European infrastructure, including our space network, that can facilitate the roll-out of these new technologies.

2-007

Je suis très heureux de voir réunis à nouveau l'espace et les transports: de la sorte, l'espace se rapproche des utilisateurs. C'est d'autant plus important que les années à venir seront cruciales pour l'Europe spatiale.

D'ici 2020, notre objectif est de disposer des infrastructures spatiales nécessaires pour fournir des services opérationnels Galileo et Copernicus aux utilisateurs. Pour ce faire, l'Union mettra en orbite plus de 30 – je répète, 30 – satellites dans les cinq années à venir!

L'Europe possède une base industrielle solide, à la pointe de la technologie. Les programmes spatiaux de l'Union ont le potentiel de renforcer sa compétitivité, de stimuler la recherche et l'innovation, et de créer de la croissance et des emplois hautement qualifiés.

Mais n'oublions pas que l'espace est avant tout au service des citoyens européens. Qu'ils utilisent leur téléphone, procèdent à une transaction financière, prennent l'avion, consultent les prévisions météorologiques ou cherchent le restaurant le plus proche depuis leur voiture, ils utilisent des infrastructures spatiales. Sept pour cent du PIB européen dépend des applications des systèmes mondiaux de navigation par satellite.

Bien sûr, comme toute entreprise ambitieuse et techniquement très complexe, cela ne va pas sans contretemps. L'incident lors du lancement des satellites Galileo en août ne doit pas nous décourager, au contraire.

Je suis convaincu que nous saurons tirer les leçons de cette situation pour ensuite rebondir et renforcer nos programmes spatiaux.

2-008

Mr Chairman, honourable Members of the European Parliament, Ladies and Gentlemen, transport is an area that touches everybody. Transport is the backbone of modern society. The European transport industry and logistics are the showcase for European competitiveness and innovative spirit. If I am confirmed by you as the Commissioner for Transport and Space, I will work together with you to build on this global leadership, to give Europe the infrastructure needed for the 21st century, to boost the economy and create jobs, to drive innovation and to protect the environment.

(Applause)

2-009

**Michael Cramer**, *Vorsitzender des Ausschusses für Verkehr und Fremdenverkehr*. > Vielen Dank, Herr Šef ovi . Ich bedanke mich vor allen Dingen auch dafür, dass Sie Ihre Sprachkompetenz hier unter Beweis gestellt haben. Sie haben in vier Sprachen gesprochen, und über die Einleitung in meiner Muttersprache habe ich mich natürlich besonders gefreut.

Wir kommen jetzt zur ersten Runde der Koordinatoren.

2-010

**Wim van de Camp (PPE)**. – De commissaris spreekt nog geen Nederlands, maar dat gaan we natuurlijk oefenen. Van harte welkom in het Europees Parlement, ook namens de PPE-Fractie. Wij willen fair en ambitieus met u samenwerken omdat wij vinden dat zonder transport alles stilstaat, ook de Europese economie.

Drie vragen: op de eerste plaats het witboek "Stappenplan voor een interne Europese vervoersruimte". Het Europees Parlement heeft prioriteiten gesteld. Neemt u die prioriteiten over of gaat u ze veranderen? Wat zijn uw plannen?

Tweede vraag: de financiering van de TEN-T-projecten (u sprak er reeds over) en de 300 miljard euro van mijnheer Juncker. Hoeveel van die 300 miljard van mijnheer Juncker gaat naar de TEN-T-projecten? We willen u daar graag op afrekenen.

Dan een moeilijk punt: de samenwerking met de andere commissarissen en de andere directeuren-generaal. Wij merken toch dat de commissaris voor Vervoer vaak wordt vastgezet door de commissaris voor Mededinging of de commissaris voor Milieu. De vraag is dan ook: hoe gaat u dat doen? Want transport moet wel leidend zijn in onze samenleving.

Tot slot wil ik nog iets vragen over de gehandicapte medemens. Wij praten allemaal over vliegvelden, treinen, grote projecten. Maar wat gaan we doen, wat is uw voornemen om het Europese programma voor de gehandicapte medemens te intensiveren? Dank u, hier wou ik het bij houden. Ik hoop dat het niet te snel is gegaan.

2-011

**Maroš Šef ovi** , *Commissioner-designate*. > To come to your questions. When I was discussing with my colleagues in the Commission how to set out the road map, the plan for the next five years, I came to the conclusion that the sooner I came with the revised White Paper the better. The lesson of the last few years has been that the White Paper came a little too late in the parliamentary term and then, of course, legislative plans had to be adjusted. I can promise you that I shall do my best to work, and speed up work on, revision of the White Paper. So far, progress on the plan has been quite impressive: 24 of 40 actions under the White Paper have already been accomplished, or work on them has started. I would like, of course, just to discuss it with the colleagues in the College because this document must be supported by the whole College. Then, of course, I shall come back to you and invite you to work on this together with the Commission and with me.

Regarding TEN-T and the 300 billion investment, we all know that 26 billion for TEN-T is a lot of money, but it is a drop in the ocean if we look at what is really needed in Europe. We need much more money. I really believe that good infrastructure projects, good projects for the future development of modern systems, are the projects for which we can really find very good prospective investors from the private sector, too. We can start this private-public partnership in this area and, in this way, leverage the financial support which was given – also thanks to you – to the European Union under the previous final financial perspective.

Of course, how this will be precisely crafted, and how much of this this would go on infrastructures, is difficult to say. But I can tell you that it will be a little difficult to find projects which are as attractive as the infrastructure projects for the PPP and for leveraging on that scale. As regards cooperation with other DGs, currently I am Vice-President so it is all about cooperation. I am ready to do that, too, and reverse roles, and am looking forward to working with my colleagues. Accessibility would be one area where I would be working closely with a former colleague of yours, Ms Thyssen, who will be proposing European accessibility to you, and where I believe this will also be taken into account.

2-012

**Ismail Ertug (S&D)**. – Herr Kommissar! Zunächst einmal wünsche ich Ihnen im Namen meiner Sozialistischen Fraktion viel Erfolg bei den Anhörungen. Meine erste Frage wird sich mit dem Bereich soziale Rechte und ihre Durchsetzung befassen: Würden Sie, sehr geehrter Herr Kommissar, die sozialen Aspekte als einen wichtigen Faktor der europäischen Transportpolitik erachten? Würden Sie ferner zustimmen, dass die Durchsetzung der sozialen Rechte im gesamten EU-Raum verbessert werden muss? Falls ja, wie gedenken Sie dies umzusetzen?

Der zweite Themenblock handelt von der nachhaltigen städtischen Mobilität. Hier ist es klar und ersichtlich, dass die Städte immer mehr unter Druck geraten. Darum muss man sich kümmern. Wie ist Ihre Haltung, sehr geehrter Herr Kommissar, zu der derzeitigen städtischen Mobilitätspolitik der EU? Wo sehen Sie mögliches Verbesserungspotenzial, und wie gedenken sie damit umzugehen? Carsharing ist zum Beispiel ein wichtiger Bereich. Auf welche Art und Weise will die Kommission die Mitgliedstaaten dazu anregen, nicht nur in Elektroautos, sondern auch in die Förderung der öffentlichen Verkehrsmittel zu investieren?



Im dritten Fragenpaket geht es um das Hafepaket: Der Marktzugang zu Hafendiensten und finanzielle Transparenz der Häfen – das steht in engem Zusammenhang mit der Beihilfefrage. Wie werden Sie die Forderungen nach sektorspezifischen Regelungen für staatliche Beihilfen in Häfen unterstützen? Was werden Sie unternehmen, damit diese Regelungen nicht von der GD Wettbewerb konterkariert werden?

Meine vierte Frage betrifft die sogenannten Gigaliner: Wie werden Sie letztendlich mit dieser Frage voranschreiten?

Meine letzte Frage handelt vom europäischen Eisenbahnverkehr: Welche konkreten Schritte will die neue Kommission gehen, um einen weiteren aus möglicher neuer EU-Gesetzgebung resultierenden Kostenanstieg für die Eisenbahnindustrie zu verhindern?

2-013

**Maroš Šef ovi** , *Commissioner-designate*. > I will try to be telegraphic, because Mr Ertug puts a lot of very important questions.

First, concerning social rights. I think that for the new Commission there should be one rule. When we are going to prepare the legislation and when we are going to put it through the impact assessment evaluation, I think there should be one very important question asked: how is this going to affect employment in Europe? Are we going to create new jobs or are we going to create problems for the people on the labour market? I can assure you that for me these would be very important principles in the area of transport.

I think, to be quite honest, if I look over the last few years, we could have done better if it comes to social dialogue. I know that it is taking place. I also know that it is mostly on the technical level, and sometimes, I believe, to create the confidence and trust we just have to promote it higher, because in this particular aspect, cooperation with the social partners is absolutely essential.

And if you allow me to jump to your questions on harbours and ports, this is, I think, one particular area where I believe that we need to start some kind of confidence-building in this area. We had two very difficult phases behind us in this field. There is a third proposal on the table. I am ready to work with you. I am ready to work with the social partners on how we can address this issue related to the ports, because they are really the gateway to Europe. We need to find solutions on how to link them up with the trans-European networks and how to upgrade them. So all the ports, not only the three I was referring to, are really part of the trans-European system and can help European infrastructure.

A very important point on sustainable urban mobility. The majority of Europeans live in a city. Most of the car accidents we have in the city. Most of the CO<sub>2</sub> emissions are created in the cities. So I think that from this it would be quite logical that we would have very solid European policies for cities. But unfortunately, this is not the view shared by all Member States. We have the subsidiarity issue there. We have to discuss this with the Member States, because I can tell you that, if I look at how the mayors see this problem, they would like to see the European approach, they would like to see the development of the EU platform on urban mobility, see better programmes and other platforms where we can actually share the best practices and address this very important issue for the citizens and also for the environment.

2-014

**Roberts Z le (ECR)**. – First of all, thank you for the introduction, Mr Šef ovi . On behalf of the ECR Group, I can say that we look forward to establishing good cooperation with you. The first issue which I would like to ask you about is this. We here on this committee always have concerns about implementation of Connecting Europe Facility corridor projects, in particular, particularly in cohesion-fund countries, because the cofinancing rate for those projects is very high – 85 %. We think that perhaps, under the rules, until the end of 2016, if some projects do not continue, then the

Commission has to apply the ‘use it or lose it’ principle and reallocate to other projects. There are a lot of other sections of core networks which are almost always implemented in one Member State. It is much easier to implement core networks for one Member State than for a corridor project involving three or four or five Member States. What pressure would you bring to bear as a Commissioner so as to benefit Connecting Europe Facility’s large corridor projects which connect Europe?

The second issue: aviation and Siberian overflights. In the context of the recent EU sanctions against Russia, Russia has said that European airlines – at least some of them – will not be allowed to use Russian air space – Siberian air space. Russia does not apply the Chicago Convention, and we know that it is against it, but Russia is still apparently making a lot of money from EU airlines overflying Siberia. What is your opinion? Is it the right time, whatever happens to the sanctions, to go ahead with some reciprocity measures or to apply pressure of some kind so as finally not to allow Russia to take those illegal payments from airlines?

2-015

**Maroš Šef ovi**, *Commissioner-designate*. > Regarding the corridor build-up, I would say the problem which is very much present, especially in the Central and Eastern European Member States, is absorption capacity. Here, I think you are right that 2016 will be a very crucial year. I think we also have to show that we are very serious and that we mean business. If you do not keep your promise and if you really are not meeting the agreed schedules, there are others in Europe who need this money, because we cannot afford to be in a situation as we are in many Member States where we are already in the next financial perspective period and absorption in those Member States is particularly low.

So I can tell you that I would be very meticulous regarding the implementation of the ‘use it or lose it’ principle. At the same time, I will try to be fair to the Member States because I know that sometimes it is quite difficult to implement all these projects. So I would be ready to go through all the projects and all the lists which are on the table and to give them fair warning of where there is a problem and that if they do not accelerate their work they might lose the money because here I am not only under the control of the College, but under the control of all of you. We know how precious this money is and how well we need to use it, so I am very serious about this issue. I believe, with your support, we can really implement it.

Regarding Siberian overflights, you know that our relationship with Russia is very complex, not only in the political area but especially in the transport area. But I would focus on Siberian overflights because this is an issue we have been dealing with for many long years and we have had a lot of promises. The last promise from the Russian side was that before they joined the WTO they would abolish these fees and not charge them any more. To date, European airlines have been paying more than EUR 300 million a year which, moreover, is used as a subsidy for a Russian air carrier flying the same routes as European airlines.

I do not think this is right, so what can we do? I think, hopefully, we will see some kind of normalisation of the relationship between the European Union and Russia. I hope – and I will be working very hard on this – we can also convince our Member States that it is much better if we as Europeans can talk with one voice and have one position vis-à-vis this problem in Russia and push for an EU-Russia agreement on overflights, because clearly the fees they are charging European airlines contradict internationally accepted norms.

2-016

**Gesine Meissner (ALDE)**. – Herr Šef ovi ! Auch seitens meiner liberalen Fraktion herzlich willkommen! Ich freue mich auf Ihre Antworten auf die Fragen, die ich Ihnen gleich stelle. Ich möchte mich genau wie Sie im Großen und Ganzen erst einmal auf den einheitlichen europäischen Verkehrsraum konzentrieren, den wir alle anstreben und gerne möchten. Ich lege den Fokus besonders auf den Transport auf dem Wasser. Wir haben schon die Bedeutung der Häfen unterstrichen, und Sie haben, was mich sehr freut, auch die Bedeutung von Binnenwasserstraßen hervorgehoben. Es wird

viel über Eisenbahn geredet, auch als Entlastung für die Straße, und relativ wenig über Binnenwasserstraßen. Wir haben das vierte Eisenbahnpaket, aber, na ja, das war wirklich nur ein kleiner Fokus von dem, was möglich ist. Sie sagten auch schon: 15 Prozent von dem, was bei Binnenwasserstraßen möglich wäre, wird nur genutzt. Es liegt also ganz viel Kapazität brach.

Konkret dazu meine Frage: Es ist ja gerade bei Binnenwasserstraßen nicht einfach, das auszubauen. Man muss Brücken anheben, Schleusen verändern, man muss teilweise Schiffshebewerke – wie bei mir in Niedersachsen – verändern. Wie sehen Sie die Möglichkeit, dort voranzukommen, gerade unter dem Gesichtspunkt, dass es teilweise ziemlich viele Schwierigkeiten bei der Durchsetzung gibt? Ich nenne zum Beispiel Straubing, Vilshofen an der Donau, wo es auch bestimmte Bürgerproteste gibt. Da treffen dann touristische Interessen und Bürgerinteressen auf das, was verkehrspolitisch gut wäre. Oder zum Beispiel auch bei der Elbe: Viele Engpässe, auch schwierige Zusammenarbeit zwischen Deutschland und Tschechien. Wie wollen Sie die Mitgliedstaaten bewegen, an diesem für meine Begriffe sehr wichtigen und umweltfreundlichen Verkehrsbereich voranzukommen?

2-017

**Maroš Šef ovi** , *Commissioner-designate*. > Ms Meissner, you are absolutely right that, unfortunately, the inland waterways and inland waterway transport has been a little bit overlooked in previous times. I think the reason for that was that the fleet was mostly obsolete, the inland waterways have not been properly maintained, and these industries, unfortunately, are very fragmented. They are mostly run by very small SMEs, very often by small family micro-enterprises for whom it is very difficult to make quite important investment and to really grow the business in some kind of economies-of-scale proportion.

Therefore, I was very glad to see how much work has been done in thinking how we can help this very promising industry because, as you rightly pointed out, this is a very ecological and environmentally-friendly way of transport if you look at how many trucks you can put on one boat. What are the CO<sub>2</sub> emissions compared to other modes of transport, and what is also the availability and connection to the major harbour hubs? It is quite clear that this branch of the transport industry has a lot of potential.

So what I will try to do, if I get your support and help in this matter, is to use this Naiades programme to help to rebuild this industry, to help these micro-enterprises to renovate the ships, to work on the new designs which are ecologically or environmentally-friendly and which are modern, and which can really comply with all the requirements which modern navigation is demanding from this industry.

Then, of course, we have to work with Member States in an intense manner to maintain riverbeds and the navigational quality of the waterways. You know that I am from Bratislava, which is on the Danube, and I know very well what kinds of discussions we have with our neighbours when it comes to the maintenance of the Danube. I would say here that a true European approach is absolutely needed.

I was very much encouraged to see how the navigability of the Danube was important for the Danube Strategy countries. They realise that this is something which could bring a lot of work potential, a lot of new opportunities to the region, cities and the towns along these rivers. I think we should try to tackle the worries of the citizens and their concerns by involving them in these debates, by showing them what kind of potential this rejuvenated (if we can call it that) transport branch can bring actually to these regions, to these cities and to this town. I believe it is possible and I am convinced that we should do it.

2-018

**Merja Kyllönen (GUE/NGL)**. – Welcome Mr Šef ovi , best wishes from the GUE/NGL Group. I should first like to ask about working conditions: tightening global competition challenges the position of European experts in the transport market and it seems that jobs in the transport sector are

likely to decrease, which unfortunately should be considered as a threat to sustainable and safe mobility. How would you guarantee that the European Union will not accelerate the undervaluation of European know-how, education and availability of a qualified and motivated work force in the transport sector? Especially in the aviation sector, the so-called low-cost air carriers are gambling with safety by undermining common rules and salary conditions. Is the European Commission ready to support and improve safe working conditions in jobs, preventing any social dumping?

And, secondly, the Commission's programme for growth, employment and investments and emission targets digitalisation. What Europe really needs is a boost for vitality and growth. We should bear in mind that with transport policy we can really support or impede the competitiveness of Europe as well as the wellbeing of its citizens. Digitalisation, which has in a short time covered all sectors of society, is today an important element in the everyday life of people and businesses and also in their mobility and logistic solutions. Digitalisation is still in its early stages in the transport sector, but the possibilities it will open up are expected to increase substantially. Unfortunately, decision-makers in Asia and America, as well as the transport sector itself, seem to be more aware of the opportunities of digitalisation. I trust that we can do it: make Europe a leader on land, sea and air; equal competitiveness for roads, ports, airports and railroads, without any social dumping. How will you stimulate the European transport sector to make better use of digitalisation and our possibilities of becoming a front runner in creating an advanced customer-orientated interoperable and sustainable transport system?

2-019

**Der Präsident.** > Herr designierter Kommissar! Sie haben jetzt das Wort, aber Sie müssen sich an die Zeit halten. Die Frage war lang, deshalb haben Sie nur kurze Zeit für die Antwort.

2-020

**Maroš Šef ovi** , *Commissioner-designate*. > I share the worries of the honourable Member, because the fact is that if you look at drivers, we see that in 10 years' time we would like 250 000 drivers in Germany. We would like 40 000 drivers in the Netherlands. We see that in 10 years' time, 30% of the workforce in the railway industry will retire, and we could really lose the very precious know-how we have. On European-owned ships we have 300 000 Filipino sailors, because we have simply not been able to motivate enough of our young generation – which is the most unemployed since the Second World War – to actually take up these jobs and go to work in the transport industry.

So I think that the first thing we need to do is to change perception of the industry a little. We must explain and present it as a modernising tool, as an industry where you can really work with high technologies, with an industry which is there to build up the future. And, of course, we have to bring it to schools and work with social partners at various levels so that the working conditions – because this is very often the most important thing: what kind of social security, what kind of salaries, how competitive is the offer on the labour market? – will be actually at a level which would be attractive for young Europeans who would have to replace the Europeans who are about to retire within 10 or 15 years.

Concerning digitisation, here I am very optimistic, because we see how this development is very fast, and I hope that, in particular, the link-up with space will be very helpful in this respect.

2-021

**Karima Delli (Verts/ALE).** – Monsieur le Président, chers collègues, avant d'entamer ma question, je dois vous faire part de ma déception quant à la composition de la Commission qui, aujourd'hui, ne compte que neuf femmes commissaires, alors que le Parlement s'est toujours battu pour la parité. Mais vous n'y pouvez absolument rien, Monsieur le Commissaire, alors je vous souhaite, au nom du groupe des Verts, la bienvenue.

Je continue ma question en français puisque vous le parlez très bien.

Ma question est très importante. La COP21 aura lieu à la fin de l'année prochaine, en 2015, à Paris: c'est demain. Le sommet sur le climat constitue un enjeu déterminant pour nous, les écologistes. Pourtant, la thématique des transports reste encore peu visible dans la politique climatique que nous devons mettre en œuvre pour faire face à l'urgence environnementale. Quelles mesures entendez-vous proposer dans le cadre d'une feuille de route claire pour les transports lors de ce sommet sur le climat?

Par ailleurs, le Conseil, soutenu par la Commission, a déclaré que plusieurs projets, notamment le Lyon-Turin ou le canal Seine-Nord, pourraient bénéficier de subventions européennes couvrant jusqu'à 40 % des dépenses – nous considérons cependant que ces projets sont inutiles.

En effet, leur coût est exorbitant et reste sous-estimé (environ 30 milliards d'euros) tandis qu'il existerait aujourd'hui une volonté d'utiliser ces moyens pour améliorer l'interconnexion des réseaux européens et que les transports – vous l'avez dit – se trouvent au cœur même du quotidien des citoyens.

Je vous donne un exemple très concret: en France, huit millions de personnes n'ont pas accès aux transports. Ce phénomène de grande ampleur se répand aujourd'hui un peu partout en Europe. Pourquoi la Commission et le Conseil veulent-ils consacrer des fonds aussi considérables à ces projets inutiles?

Ma première question est très simple, Monsieur le Commissaire. Comment la Commission peut-elle envisager de financer des projets inutiles tels que le Lyon-Turin dans le cadre de mécanismes européens d'interconnexion ou du réseau transeuropéen de transports sans en connaître les coûts réels, les équilibres budgétaires, la viabilité économique et, surtout, sans connaître leur impact environnemental?

Ma deuxième question est également très claire. Comment la Commission peut-elle assumer la contradiction entre le respect, notamment, de ces fameux 3 % du PIB prévus par les traités et le déséquilibre budgétaire que le cofinancement de ces projets impose à certains États membres?

2-022

**Maroš Šef ovi** , *Commissaire désigné*. > Madame Delli, je vous remercie pour ce chaleureux message de bienvenue. Si vous le permettez, je vais vous répondre en anglais, car mon vocabulaire concernant ce nouveau domaine est toujours assez limité, mais je suis sûr que nous allons bien travailler ensemble à l'avenir. Je vais également améliorer mon vocabulaire en français concernant ce domaine si spécifique et si important.

2-023

You are absolutely correct that next year's summit in Paris will be of absolutely crucial importance. Because I think that, even though Europe can always do more (and you know how ambitious we have been), we still did much more than our global partners. I think that now it is high time to use all our arguments that we should convince them that they should join us in this global effort to cut CO<sub>2</sub> emissions and to take better care of our planet.

My colleague, Janez Poto nik, always says the planet will survive our efforts, but will we humans survive what we do to our planet? Therefore, I am absolutely on the same page with you, that we have to show our ambitions and to be very clear that we need to have a global understanding.

I was kind of encouraged, I have to say, when I saw all personalities in New York in the last few days, how they declared their political commitment to this goal, and I hope that this will be transformed into real action and that we will see it in Paris.

If it comes to our environmental agenda, here I have – and you know it very well, because you are specialising – all the different targets we have for environmental agenda 2020 targets, 2030 targets.

We know that some will be more successful than others. If it comes to transport, I think that the best result we have achieved was through the regulation, through motivating and pushing the industry to be more efficient, to have new engines to cut the CO<sub>2</sub> emissions and really to make this future possible.

So I think that all the targets we have there which are binding will be for sure respected, but I still think we should pressure the industry to continue to cut down the CO<sub>2</sub> emissions.

I am sorry, there were two other questions I was not able to answer.

2-024

**Peter Lundgren (EFDD).** – Tack så mycket herr Šef ovi för att ni kommit hit för att svara på våra frågor. Först av allt vill jag ge lite reflektioner angående ditt CV. Det är imponerande på ett sätt och samtidigt skrämmande på ett annat sätt. Sedan du var 18 år gammal kan jag inte se att du har utfört en enda dags vanligt kroppsarbete enligt ditt CV. Och nu står du i begrepp att inta en topposition inom politiken där dina ställningstaganden kommer att påverka massor av vanligt hårt arbetande människor inom de olika transportslagen.

Du saknar all form av praktisk arbetslivserfarenhet inom de här områdena. Som svensk parlamentsledamot så får jag nog säga att det är en näst intill omöjlighet att förklara för mina väljare inom transportbranschen att du är en lämplig kandidat till denna position, då du aldrig arbetat praktiskt i transportnäringen och också saknar mycket av de praktiska kunskaperna om de stora problem som råder i densamma.

Du är uppväxt i en akademisk värld, är nu en toppolitiker med en svindlande lön jämfört med de vanliga hårt arbetande människor du nu ska företräda, vanliga människor med en låg månadslön som får vrida och vända på pengarna för att det ska räcka till alla utgifter varje månad. Det är denna situation de allra flesta lever i nu för tiden.

Nu till min fråga, herr Šef ovi . Social dumping är ett mycket stort problem inom transportsektorn och det håller på att slå sönder alla seriösa företag, då prisbilden är katastrofal. Om jag talar för mitt eget land hemma i Sverige idag så har vi inom lastbilstransporterna nu en situation där utländska lastbilar från framför allt forna öststaterna kör för en tredjedel av kostnaden som ett svenskt åkeri måste debitera för att kunna ha en sund och laglig verksamhet. Under förra året gick 365 svenska åkerier i konkurs, och detta på grund av en totalt osund konkurrens där man i skydd av cabotageförordningen bedriver trafik med underbetald arbetskraft som konkurrensmedel.

Det finns inga transportföretag som är rädda för konkurrens, men de måste ske på lika villkor. Vad kommer du att göra för att få ordning på den snedvridna konkurrensen inom transportsektorn, där man använder social dumping i skydd av cabotagereglerna som ett konkurrensmedel?

2-025

**Maroš Šef ovi** , *Commissioner-designate*. > Thank you very much for your kind words on my CV. But I can assure you that I know what is manual labour, because I was still growing up in the previous times where each summer, the work in the factories was compulsory for every student with high school, with university. And I had to do the same when I was studying in Russia, and that was an experience I can share with you.

I know how hard the work is, and I know that under what stress the hard-working people are. And I know that, especially in road transport, the social dumping is clearly the issue we have to deal with. Therefore, what I was suggesting also in my introductory remarks, and which I would gladly repeat here, was that I would be very glad, together with you, to have a very deep and comprehensive look: what can we simplify; what can we clarify in the rules which are applicable to the road transport? Because the clearer, the simpler the rule, the better the enforcement. Of course, the national authorities would have to help us, because these are the authorities which should enforce rules. So I think we

have to work together on having rules which are simpler, which are clear, which are fair and then, of course, it is up to national authorities to inform them.

Concerning this big problem in road transport, I would be ready – again, together with you – to suggest to social partners to improve the quality of the social dialogue and to see if, for example, we do not need the social code for the mobile road transport workers. Because that, I think, would be the best solution, where the employers, employees, Member States, European Institutions would find what I hope would be a simple set of rules which would be clearly enforceable and that I hope will give back the social stability to the workers in this area.

2-026

**Der Präsident.** > Wir kommen jetzt zur zweiten Runde, und da sind die Zeiten drei Minuten für Frage und Antwort. Die Orientierung ist eine Minute für die Frage, dann bleiben zwei Minuten für die Antwort. Halten Sie sich bitte daran. Je kürzer Ihre Frage ist, desto ausführlicher kann er antworten.

2-027

**Dieter-Lebrecht Koch (PPE).** – Herr Šef ovi ! Ich sitze hinter Ihnen. Ich hoffe, nach der Anhörung voll hinter Ihnen stehen zu können. Jedes Jahr ereignen sich im EU-Straßenverkehr etwa 250 000 Unfälle mit oft schweren Verletzungen für die Involvierten, und es sterben noch immer viel zu viele Menschen auf Europas Straßen. Bereits im Weißbuch von 2010 hat die EU-Kommission das Ziel *Vision Zero* gesetzt, welches das EU-Parlament bekräftigt, und auch das EU-Programm für die Straßenverkehrssicherheit 2011–2020 enthält umfassende Pläne zur Halbierung der Anzahl der Verkehrstoten in Europa. Als damaliger Berichterstatter liegt mir dieses Thema ganz besonders am Herzen. Welches sind die nächsten Maßnahmen, die Sie als Verkehrskommissar in Angriff nehmen, um *Vision Zero* zu erreichen?

2-028

**Maroš Šef ovi** , *Commissioner-designate*. > I think this is a question of enormous importance for, I would say, hundreds of thousands of Europeans because, as you rightly pointed out, not only do we have 26 000 people who died on our roads last year, but we had also 250 000 who have been seriously injured in car accidents. Even though I said that Europe is the safest area for travel in the world, these numbers are simply unacceptably high.

But looking at the figures, in 2014 I think that despite the fact we had a very solid tendency to lower the number of victims of car accidents over the last few years – we decreased it by 18% – we see that in 2014 we might have a slight increase in the numbers. Of course analysis is going on as to what was the reason. Was it simply too long a winter? Was there something else? We could clearly analyse it and come to you with a report.

But I think what is even more troubling is the fact that I think we have already picked all the long-hanging fruits. So I think that we now have to look beyond what we have been doing until today. So I think that the Cross-Border Enforcement Directive, which I would say would really clearly make drivers who are abusing the fact that they can now drive recklessly in countries other than their own pay the fines. And here I believe there can be very quick progress.

I would be ready after the analyses have been completed to suggest to you that we should probably work also with a target for how we are going to decrease the serious injuries on our roads, because that is also very important. And then of course there are a lot of positive things we can do in urban areas, and a lot of new approaches like eCall, which should be there to help the people once they are in an accident.

2-029

**David-Maria Sassoli (S&D).** – Nell'ultima riunione cui hanno partecipato sia i coordinatori della commissione per i trasporti e il turismo che i relatori dei *dossier* sul quarto Pacchetto ferroviario, si è

deciso di dare al Parlamento il mandato di negoziare, congiuntamente e parallelamente, sia il pilastro tecnico sia il pilastro politico di questo pacchetto.

Prima domanda: ritiene il Commissario designato che questo sia possibile e crede che la posizione approvata dal Parlamento europeo lo scorso febbraio possa rappresentare una base di negoziato per i futuri triloghi?

Seconda domanda: può il Commissario designato confermare che la Commissione intende adottare nel 2015 la revisione del regolamento EASA? Se la risposta in questo caso fosse affermativa, Lei come intende procedere con la negoziazione in corso sul pacchetto SES+2 per mantenere la coerenza iniziale?

2-030

**Maroš Šef ovi** , *Commissioner-designate*. > Thank you very much, Mr Sassoli, for both questions because they are really the issues which are currently on the legislative table and, of course, if I get your support it will be the first one I am ready to delve into, because here time is very precious.

I think that we have now a very positive – if I can use space vocabulary – ‘constellation’, because the Italian Presidency is very much supportive of the first railway package. They are working very hard on advancing this file. We will have a very crucial Council of Transport Ministers later this month, and I hope that also ministers would second the wisdom of the European Parliament to keep this package together, because I think that it is very important that we progress on the technical side.

I was just listening to some of the technical problems which are still hampering the railway industry, but we also need to move on the political side, because in that case we would not only have a level playing field but would have, I would say, confidence and a building of trust among our railway companies. Here I think we would need to find a good solution, which is of course acceptable to the majority of the Member States and to the majority of you, the Members of the European Parliament.

I can confirm to you that we are going to progress with the EASA revision process. The idea here is not that EASA is not doing a great job, as I think that they are great people who are getting air safety to the same level as in the United States of America, but we want to make EASA future-proof, to prepare it for the future challenges which there are in that area and, of course, I will make sure that if we progress on SES+2 then all these changes will be incorporated into the EASA revision proposal as well.

2-031

**Marian-Jean Marinescu (PPE)**. – Domnule comisar desemnat, ați menționat deja cerul unic european. Cred că este un proiect european extrem de important, știți foarte bine că există foarte multă rezistență din partea statelor membre pentru a fi implementat. Cred că modalitatea prin care putem ajunge la cerul unic european este implementarea SESAR. Întrebarea mea ar fi: cum gândiți dumneavoastră implementarea noii tehnologii, prin SESAR, un proiect, din nou, european, pentru a avea o eficiență în controlul de trafic european?

Și așa mai avea o întrebare referitoare la EGNOS. După cum știți, nu acoperă tot teritoriul european. EGNOS poate asigura un control la aterizare extrem de precis. Deci, când credeți că va fi acoperit tot teritoriul european și cum faceți cât mai multe aeroporturi să utilizeze acest sistem?

Ați menționat codul social: ce părere aveți de amenzi pe care șoferii de camioane care își petrec timpul de odihnă în cabină trebuie să le plătească, de exemplu, în Franța? Și stau alături de dumneavoastră pentru împărțirea experienței muncii în perioada de dinainte de 1990.



2-032

**Maroš Šef ovi** , *Commissioner-designate*. > I know that now I have to be very careful, Mr Marinescu, because I am talking to a real expert, a former Minister of Transport and an air engineer.

Starting with your first question, I would not hide that I am very frustrated about the progress we are achieving under the so-called Functional Airspace Blocks progress. I understand that we are very far from having a system such as they have in the United States, under which we would have one air space. But I had thought that by now these nine FABs should be already in place, and we know that it is not happening.

For me, there is no real rational explanation, because even in Europe we are ready to lose EUR 5 billion a year because we cannot just improve the efficiency of the system. It is really a loss of money. SESAR clearly could help a lot, because it is super high tech and it is extremely positively assessed by our international competitors. I know that some Asian countries have been extremely thrilled by what the SESAR could do, because it is much more precise, it allows the planes to fly closer to each other, to be much more efficient in using the air time and airspace, and it gives much more safety to the airports.

To conclude on this one, I will work with the appointment of the deployed manager for SESAR, which, I hope, will help to bring this new technology into real implementation across Europe. I am sorry I am out of time.

2-033

**Claudia Tapardel (S&D)**. – Prima mea întrebare va fi destul de pragmatic și chiar direct în ceea ce privește cel de-al patrulea pachet feroviar. A adar, în ceea ce privește pilonul politic al acestui pachet, aș vrea să știu care este poziția dumneavoastră în ceea ce privește promovarea principiilor concurențiale în acest sector? Sunteți sau nu un susținător al principiilor concurențiale din cadrul pilonului politic?

A doua întrebare se referă la turism, deși, evident, turismul nu face parte din portofoliul dumneavoastră, dar este o întrebare ce ține de legătura dintre transport și turism. Știm cu toții că în Europa există numeroase zone turistice extrem de frumoase și atractive, în schimb fără o accesibilitate la fel de mare precum o au marile capitale sau marile orașe europene. Aceasta este determinat de lipsa unei infrastructuri adecvate în zona respectivă. Așadar, care este strategia la care vă gândiți pentru a dezvolta infrastructura de transport către aceste zone, deoarece, așa cum știți, turismul este un mare contributor la PIB-ul Uniunii Europene, iar o infrastructură adecvată reprezintă un suport substanțial pentru turism?

A treia întrebare se referă la statele membre ale Uniunii Europene care se află la granița de est a Uniunii Europene, așa cum este și țara din care provin, România. A adar, turismul în aceste state face legătura cu restul Europei și chiar cu restul lumii, China, Orientul Apropiat, Îndepărtat și Rusia. În acest context, vă întreb care este strategia la care vă gândiți pentru a sprijini aceste state în dezvoltarea infrastructurii, a infrastructurii de la granița acestora, care conduce către vecinii estici, în vederea dezvoltării legăturilor de transport, dar mai ales a legăturilor economice cu restul lumii, deoarece, așa cum știți, transportul, prin infrastructură și logistică, reprezintă unul dintre pilonii de bază ai Uniunii Europene.

Vă mulțumesc mult și vreau să vă spun, ca să descăleșim atmosfera, că, într-adevăr, sunt puține femei comisar european, dar sunt multe femei în Comisia pentru transport și acest lucru ne bucură.

2-034

**Maroš Šef ovi** , *Commissioner-designate*. > I see that for all these questions we would need a separate bilateral meeting. Just to answer very quickly some of these questions. Of course, for the Fourth Railway Package we have to look for a solution which is acceptable for a majority of the Member States and a majority of the Members of the European Parliament, which would clearly

improve the situation. There are different models how to do it. I am ready to consider all of them, but for me it is important that we would achieve the progress.

On tourism, here I think we need to combine the structural funds our Member States have at their disposal with, of course, the high-quality transport infrastructure we have in Europe, because if people know that they are coming to a place where they are safe, where it is easy to travel, and when on top of that we can use the structural funds to promote the tourist attractions in our Member States, then I think that is the best strategy for the future. If it comes to your last question .....

*(The Chair cut off the speaker)*

2-035

**Der Präsident.** > Ich muss fair zu allen sein, deshalb können wir die Fragen nicht mehr beantworten. Das ist aber nicht Ihre Verantwortung, das sage ich eindeutig dazu.

2-036

**Deirdre Clune (PPE).** – Mr Šef ovi , maybe I can help Ms Tapardel with one of the answers to her question. I would like to ask you about regional and local airports as they provide a vital link to the outlying rural areas, and indeed isolated areas of Europe. They drive investment and tourism and they are a lifeline to local communities throughout Europe. These airports are valuable pieces of infrastructure, many of them are under pressure and they will eventually close, one by one, unless we take action to secure our regional airports in Europe. Would you look at relaxing the state aid rules for regional and local airports and can you outline your priorities to save our regional airports, which will be an answer to many of the problems of remote areas, such as our outermost regions and our islands?

2-037

**Maroš Šef ovi , Commissioner-designate.** > I agree with you that local and regional airports are very important for the European Union. When I was looking at the capacity of European airports and the capacity being built in our neighbourhood, you can see what staggering progress our neighbourhood is achieving. If we see that Istanbul airport will very soon be able to handle something like 140–150 million passengers per year; if you see the development in Dubai, where this number could go even to 160 million passengers a year, and compare it with Heathrow, where we have 70 million passengers per year capacity, you see that the developments in the Middle East and in our close neighbourhood are so dramatic that we simply have to take them into account. We have to improve how we manage our airports and how we look at air transport as a whole.

Of course, increase efficiency in the air; increase efficiency at the airports, because I believe we can find a good solution for the Airport Capacity Package, because our estimate is that, if we implement the proposals we made – and I am fully aware of the problems which are linked with this file – we can increase the capacity of European airports by 20 million without adding one additional runway. So I think it is a worthy price to pay to adopt this package.

Concerning state aid: I think that state aid guidelines been adopted recently and I think it is very good that we have them, because I am sure that, maybe later on, we could be discussing the situation in ports. Here, I think that, if it comes to airports, we can at least have good rules on how to assist them and how to evaluate them. This would be one of the issues I would discuss very closely with my – hopefully, new colleague, Ms Vestager – who would be responsible for competition issues in the area of transport as well.

2-038

**Tomasz Piotr Por ba (ECR).** – Mr Commissioner-designate, I would like to ask you very briefly about two things concerning the Eastern European network system. My first question concerns the Via Carpathia road, which starts from Klaipeda in Lithuania and passes Poland, Slovakia, the Czech Republic, Romania and Bulgaria to Thessaloniki in Greece. Unfortunately, this road was not included in the TEN-T, but, if there is a common political initiative raised by country regions in order to

finance this project from the Connecting Europe Facility, do you think that it could be acceptable from your point of view and we could proceed with it to a successful conclusion in the future? Because this road, I think, is without any doubt one of the most important instruments in order to accelerate development of this region.

My second question, very briefly, concerns the wide-track railway project which is planned to be built by the Russian Federation from Russia via Slovakia to Austria. What is your opinion about this project? Do you think that it could possibly be financed from European funds?

2-039

**Maroš Šef ovi** , *Commissioner-designate*. > First, when it comes to Via Carpatia, although it is true that it was not included in the TEN-T project, it was included in the so-called comprehensive network, which of course is also quite important for the development of the transport infrastructure in Europe. And there, of course, I think the best way to proceed would be to use a combination of the cohesion funds which are already allocated for these Member States to address the issue raised; and there you know very well that there is one criterion.

If, in this comprehensive network, there is a project which clearly qualifies as a major European bottleneck and as an important, cross-border project which would really improve the situation in the region from the European perspective, then I am sure that we can have a look at it and really assess it from that point of view. What we are missing in countries in Southern and Eastern Europe is the quality of the project, speedy implementation and the ability to absorb the money which has been allocated for these countries from the structural funds. When it comes to wide-gauge projects like the one you referred to, it is quite clear that neither cohesion money nor SAFE money could be used for such a project.

2-040

**Lucy Anderson (S&D)**. – You talked about having a high level of passenger rights in all transport areas and that is very good. As you know, Parliament has been very committed to this for many years. We have had very strong cross-party agreement on these issues. What is your view on the European Parliament resolutions in 2011 and 2012? What further action would you be prepared to consider to ensure that all passengers, including disabled passengers and those with reduced mobility, have access to transport networks, are provided with proper and detailed information about routes – and that includes air passengers on air routes – and other relevant issues, can enforce their rights effectively and that exclusions of liability for delays and cancellations on the grounds of extraordinary circumstances are only allowed where a carrier or company could not reasonably have avoided them by technical or contingency measures. That is an absolutely key point. To use a transport analogy, we have gone a long way on passenger rights but there is a long way to go.

Finally, do you think we should save the sleeper trains?

2-041

**Maroš Šef ovi** , *Commissioner-designate*. > If it comes to passengers' rights, here you are absolutely right to use the transport terminology that we have gone a long way, and I think we should really be proud of that and particularly this Parliament, because I know that you have been pushing very hard to have passengers' rights on that level for all modes of transport.

So what next? I think next we will have to look at how we can accommodate these passenger rights to the new thing which is coming, which must come, which we need, and this is intermodal transport. So how to enforce this right if you are changing the trains for the planes for the ships, and how to make sure that passengers' rights are upheld?

Second thing what is also troubling me is the fact that, if we look for example at air passenger rights, if I am not mistaken only 5% of passengers actually got compensation for a breach of passenger

rights. The problem is that we simply do not have a good enforcement mechanism in place: sometimes because the rules are too complex, but very often because we do not have good enforcement capability in the Member States. There I think we should very slowly but surely proceed with infringements to make sure that people actually have an authority to turn to and it should not only be the courts if it comes to how they would be getting fair compensation for the breach of their rights.

Concerning people with reduced mobility, there I would be working very closely with Ms Thyssen on the European Accessibility Act, which would guarantee by law that people with reduced mobility would have the same rights as any other passengers. I will just make a brief advertisement for the new Smart App which you can download from the Commission website, where all the rights for passengers are very nicely done and in such a way that even vision-impaired people can use them. And, as I was speaking about touching the Smartphone, here you can touch it and you can see what your rights in specific situations are.

2-042

**Izaskun Bilbao Barandica (ALDE).** – Señor Presidente, señor Šef ovi , el cuarto paquete ferroviario es fruto del incumplimiento del tercero. ¿Aplicaría usted una nueva gobernanza para el transporte, superando la resistencia de los Estados y sus monopolios históricos?

En el Parlamento hay un acuerdo sobre los seis informes. El Consejo no fija posición en la parte política. Perjudica a las compañías que reclaman seguridad jurídica y reducir gastos burocráticos. Si esta situación se enquistara ¿sería partidario de aprobar y aplicar la Directiva de interoperabilidad, Agencia Ferroviaria Europea y seguridad, sin el avance en la parte política?

Va a realizar estudios para medir el impacto que la aprobación del cuarto paquete tendrá sobre el empleo y las inversiones. ¿Se ha planteado medir lo que implica no aprobarlo tanto para estos aspectos como para la innovación y la intermodalidad del ferrocarril?

¿Cómo va a impulsar la empresa común SHIFT<sup>2</sup>RAIL, básica para la innovación en el sector?

Y, por último ¿qué piensa sobre la separación de gestores de infraestructuras y operadores de servicios?

2-043

**Maroš Šef ovi , Commissioner-designate.** > I think these questions are really at the heart of the negotiations on the Fourth Railway Package. If I knew all the answers to them I think we would be much closer, but I can tell you my feeling about them, as I know the situation right now.

The first priority for me would be to keep the package together, because I think that we are progressing quite well on the technical side of the package. But I think it would be a pity, because of the progress on the technical part and the problems which we still have with the governance or political pillar, just to abandon it. To be quite honest: I do not want to come in front of you with a Fifth Railway Package.

I will be very happy if the fourth one would be the last one for many years and if we can really sort out most of the remaining issues, because here, OK, we can have different models. We have the models where there is a total separation between infrastructure operator and service operator, which produce excellent results. But I know that in some Member States this is something which is perceived as a move which could somehow jeopardise employment in the dire position of these companies on the market. There I am, of course, ready to listen and I am ready to look for the solution.

What would be very important for me would be financial transparency, a level playing field, fair competition and a common understanding that ‘this is how we are going to do it’. It is a good thing

that we would have some transitional period. We should make sure that all operators are competing on the level playing field and that we are actually putting the whole rail industry on new tracks which would be here for some time and would not force any of us to think about a Fifth Railway Package.

2-044

**Luis de Grandes Pascual (PPE).** – Señor Presidente, señor Šef ovi , la Unión Europea necesita urgentemente convertir el modo ferroviario en un medio de transporte eficiente, eficaz y respetuoso con el medio ambiente y al servicio de las empresas y los ciudadanos.

A pesar de que se han llevado a cabo algunas reformas, el ferrocarril no consigue hacerse con una cuota de mercado relevante. Hay muchos obstáculos para la liberalización del ferrocarril de forma equilibrada, entre otros, la resistencia de algunos Estados miembros a abrir a la competencia sus mercados nacionales.

Para evitar asimetrías en el proceso de liberalización y promover la rápida apertura de los mercados nacionales parece lógico que los Estados miembros puedan limitar el acceso a sus mercados en el caso de aquellos operadores que mantienen posiciones de privilegio en sus mercados de origen.

Mi pregunta es la siguiente: ¿cuál es su opinión sobre estas llamadas «cláusulas de reciprocidad»?

2-045

**Maroš Šef ovi , Commissioner-designate.** > Your question is very legitimate and I think it is the best supporting argument I have for promoting both parts of the package together.

We need to progress on the technical part and we need to progress on the governance or political part as well. If this does not happen, if the Member States and operators feel that they are disadvantaged, that there is no fair competition, that in any one country the business has just been allocated without tender, without a public procurement procedure, and if there is not adequate financial transparency, so you can have the impression that money which is given to the company to maintain infrastructure is actually being used to boost the operator's position and the operator might use it to acquire a stake in companies they are competing with in neighbouring states, then we have a problem and this problem must be addressed.

I see that this problem can only be addressed through clear financial transparency, through very clear rules, and I hope with some transition periods which would not be that long. That would clearly be my preference, because if we go down the road of reciprocity clauses I am afraid we would start tension in the industry which could have totally the opposite effect. Instead of integrating the market, instead of creating the truly single European area for railways, we would just start some kind of fragmentation, creating new barriers on the rail market and I would really like to avoid that. So I would like to invite all of you, but especially the Council, to find a good, viable, fair solution for both the technical and political pillars of the railways.

2-046

**Inés Ayala Sender (S&D).** – Señor Presidente, señor Šef ovi , el programa Juncker promete financiación y empleos. En cuanto a la financiación, este Parlamento ha adoptado un presupuesto de más de treinta mil millones de euros para las redes transeuropeas. El reto está en gastarlos, y gastarlos bien. Existen dos cuestiones que exigirían la acción de la Comisión. Con la crisis y la austeridad impuesta los Estados miembros no consiguen cofinanciar los proyectos. ¿Está usted dispuesto a conseguir la flexibilidad necesaria para facilitar que estas inversiones no repercutan en la deuda, incluida una posible «regla de oro»?

En segundo lugar, ¿cómo piensa usted convencer y obligar a los Estados miembros que obstaculizan el desarrollo y la libre circulación transfronteriza, como ocurre en mi país en los Pirineos centrales?

En relación con los empleos: como ha podido usted oír esta tarde, nos urge un paquete social europeo para los trabajadores del transporte. Ya no encontramos marineros; nuestros camioneros y ferroviarios envejecen y el dumping social diezma, también, a nuestros pilotos aéreos. ¿Para cuándo podemos esperar (lo antes posible) que presente usted ante este Parlamento ese paquete social?

2-047

**Maroš Šef ovi** , *Commissioner-designate*. > If it comes to the investment package I was referring to, as I said, it is a clear commitment from the President-elect that we should come up very soon in front of you – within three months – to present to you how we would like to put together a EUR 300 billion package for investments.

Here I am kind of a lucky Commissioner-designate because, thanks to you, if it comes to transport and the space area, the budget line is very clear and the allocated money is very clearly prescribed. I also believe that in this area we would have the projects which would be most attractive for the public-private partnership and for the discussion we need to have with the investment banks – especially with the European Investment Bank, which I believe can do much more in this area – but also with insurance companies and pension funds where we have the money but they are not channelled into where we need them, into the boosting of the infrastructure.

Of course, if it comes to the flexibility of the Stability and Growth Pact, this is the big issue that was discussed many times. The Stability and Growth Pact was already amended and the flexibility clause has been added to the original Stability and Growth Pact. I believe that we have to find a way how to use the investment from the public resources and to try to continue to have a growth bill only on the public debt.

But that would be the issue which, I think, will be crucial for the next Commission. I am sure that my colleagues Mr Moscovici, Mr Katainen and Mr Dombrovskis, will be working on this issue very closely. I hope that, even in the current framework with that money which is available for transport, we can contribute to preparation of that investment package I was referring to.

2-048

**Georges Bach (PPE)**. – Herzlich willkommen, Herr designierter Kommissar! Meine Fragen beziehen sich ebenfalls auf die Passagierrechte. Ich begrüße die Aussagen über die Intermodalität und auch über die Durchsetzung der Rechte der Passagiere, die Sie eben gegenüber meiner Kollegin gemacht haben. Ich denke, dass Sie hier wesentliche Punkte angeschnitten haben.

Werden Sie bei einer Überarbeitung der Passagierrechte den Passagier in den Mittelpunkt stellen? In letzter Zeit war das nicht immer der Fall.

Zweitens: Im Moment hängen eine Reihe von Gesetzgebungen sozusagen in der Luft. Ein besonders deutliches Beispiel ist die Verordnung 261 über die Fahrgastrechte in der Luftfahrt. Der Grund ist bekannt: die Meinungsverschiedenheiten bezüglich Gibraltar. Das ist bedauerlich, da Kommission, Parlament und Rat ihre verfassungsmäßige Rolle eigentlich nicht einnehmen können und stattdessen der Europäische Gerichtshof zunehmend unsere Arbeit machen muss.

Deshalb meine zweite Frage: Wie können Sie diesen Stillstand überwinden, diese Blockade endlich lösen, damit die Gesetzgebungskompetenz wieder uns gehört?

2-049

**Maroš Šef ovi** , *Commissioner-designate*. > I totally agree with you. If the rules are not clear enough, then the court intervenes. I think that the recent judgments by the European Court of Justice on compensation for the breach of rules on air passengers' rights, but also the ruling on the so-called second hand bag issue are clearly pointing in the direction that we need to be much more precise in our legislation.

Therefore, if it comes to both of these issues I would like to make sure that we will clarify them in a way that would respect, of course, the case law and the recent ruling of the European Court of Justice and at the same time, as you rightly pointed out, the passengers must be the focal point of these revisions. I think that, if we did not push for passengers' rights, the situation in the transport industry would be much worse because we would have these instances of overbooking we know so well when we travel abroad. You are coming to the airport and you really do not know if they will take you or not so you had better come very, very early so you make it to the plane. Then there are other different restrictions which make the life of the passengers, especially if you travel as a family, really miserable.

So I think this all should be addressed in this matter. When it comes to the Gibraltar issue, I agree with you that it is very regrettable that, because of this bilateral issue, we have to, let us say, put on hold several pieces of legislation. Here, even though the Commission has to respect neutrality because it concerns the sovereignty of two Member States, I am ready to work with you and in the Council to find a way to put this issue aside, to see how we can park it so we can actually progress with this legislation and with all the discussions related to it.

2-050

**Tania González Peñas (GUE/NGL).** – Señor Presidente, señor Šef ovi , la Estrategia Europa 2020 trata de crear las condiciones para un crecimiento inteligente, sostenible e integrador. Sin embargo, la política de transporte está tendiendo a la concentración excesiva e ineficiente de recursos, anteponiendo los intereses de los inversores a los del conjunto de la ciudadanía. Algunos ejemplos son la insuficiente promoción del transporte público, las autopistas de peaje que deben ser rescatadas por las administraciones públicas, la proliferación de aeropuertos de escaso o nulo tráfico aéreo, trenes de alta velocidad inaccesibles para la población y las mercancías o la reciente retirada de la «Autopista del Mar» Gijón-Nantes, estratégica, viable y necesaria para una amplia región europea.

¿Cómo va a asegurar usted que las políticas de transporte van a ser diseñadas y hechas para la gente, escuchando sus necesidades, considerando así los efectos vitales que el transporte tiene para el bienestar y para la participación social y no atendiendo a intereses exclusivos de algunos poderes económicos que actúan como inversores privados?

2-051

**Maroš Šef ovi , Commissioner-designate.** > You touched upon an issue which is very important and which I think will have permanently increased importance in the future, and this is public transport. Especially in the agglomerations, in the city, I do not think that we can continue for much longer the car and transport arrangement where our businesses and especially our citizens are losing precious times in a traffic jam where we are really destroying our environment by air pollution, by greenhouse gases and where we are making our cities, especially in the peak hours, really uninhabitable, if I can use this expression.

Therefore, I think that we have to encourage as much as we can sustainable public transport, because this is the solution which would be environmentally friendly. I believe it would be welcomed by the citizens and, of course, it would address the issue which is so important in Europe where we are losing 1% of our GDP just because we are stuck for such long hours in congestion.

If it comes to the needs of the citizens, I am ready for public consultation with anybody who would like to improve the situation in his or her country. I am ready to work with the cities, even though I have to say that Member States would have the second questions concerning subsidiarity, and we can always look at how we can address this issue of inaccessibility by the procedures which are there for a solution when we cannot use the market mechanisms, like public service obligations or other methods.

2-052

**Keith Taylor (Verts/ALE).** – I wondered with which concrete measures the Commission will integrate public health into transport policy, considering the fact there is increasing scientific evidence in cases of cancer, respiratory disease and cardiovascular disease – all from transport-related issues. I entirely agree with you, Commissioner-designate, that the 26 000 road fatalities across the EU are totally unacceptable, but I would also ask you to remember and bear in mind that in the UK alone 29 000 people a year are dying from air pollution.

2-053

**Maroš Šef ovi , Commissioner designate.** > Thank you very much for this question, because I think you have just clearly proven how transport is interconnected with many other areas which are so crucial for the well-being of European citizens.

What we can do concretely, because you asked what concretely we can do, we will pursue all the options we have in reducing further the number of fatalities on our roads. As I said, the easy things we have already done. Now we have to go for more important things, like improving the infrastructure, modernising infrastructure, lightening of the streets, and supporting this development also – where available – by the European funds.

I think that we need to work on the possible targets when it comes to serious injuries, because 26 000 people killed on our roads is 26 000 too high. I also think that 250 000 people were injured.

When it comes to air pollution, I was just referring to it to your colleague a minute ago. I agree with you. Air pollution, as we see it, is simply unacceptable. If you look at what is going on in our cities, especially at peak times, you know that this is absolutely unacceptable. What we can do here is again, I think, to look for the very fine line between what is EU competence and what is the competence of the cities, what is the subsidiarity line, because I believe that cities are the best place for designing transport policies for the citizens. At the same time, I am ready to work with the cities, with the Member States, on already-established platforms like the EU platform for public transport and for public mobility, because there is a lot we can learn from each other, and we can deploy them widely in the European Union and in our cities.

2-054

**Daniela Aiuto (EFDD).** – Il settore dei trasporti è responsabile del 24% del totale dell'emissione di gas serra nell'Unione europea e il solo trasporto su strada incide per circa il 18%. Nonostante ciò, i veicoli alimentati con combustibili alternativi rappresentano una quota irrisoria del mercato dei trasporti. Avremmo la possibilità di ricorrere a nuove soluzioni tecnologiche innovative, come le auto elettriche o le auto ad aria compressa, con cui si ottengono gli stessi risultati in modo pulito e senza creare danno all'ambiente e alla salute.

Invece, questa Europa continua ad essere ostaggio delle lobby dei combustibili fossili, che continuano a monopolizzare il mercato e impedirne l'accesso a chi propone nuove soluzioni alternative e sostenibili.

Commissario, lei intende continuare ad essere ostaggio di queste lobby e sottomettere gli interessi dei cittadini e dell'ambiente a quelli delle multinazionali oppure vuole dare una svolta reale, che rivoluzioni il settore dei trasporti e dell'energia, abbandonando definitivamente le fonti fossili a favore di quelle alternative?

Una seconda domanda. Prima la collega Delli ha fatto un accenno alla linea Torino-Lione. Lei ha abilmente glissato. Le faccio un breve inciso: Lei è a conoscenza del fatto che la linea Torino-Lione, pur essendo una linea ferroviaria convenzionale, beneficia di fondi europei come se fosse ad alta velocità? Quindi, siamo di fronte ad un uso illecito dei fondi europei. Cosa ne pensa?



2-055

**Maroš Šef ovi** , *Commissioner-designate*. > When it comes to greenhouse gases and smart vehicles which can run on alternative fuel, I think we have to overcome the so-called chicken and egg dilemma, where potential small vehicle users are avoiding buying them because there is no adequate infrastructure for refuelling and infrastructure managers are refusing to deploy alternative fuel infrastructure for smart vehicles because there is no demand.

Therefore, I think what we have to do here is proceed simultaneously. We have to promote smart vehicles and alternative fuels like electricity, hydrogen fuel cells, CNG and these new technologies, while at the same time making sure that, for example, European financing for building up TEN-T networks would also have as one of its conditions that we would only be able to support you from European funds if you, when developing infrastructure, respect the importance of deploying modern infrastructure for alternative fuel vehicles. Then I believe we will manage to see more smart vehicles on our roads.

2-056

**Georg Mayer (NI)**. – Herr Šef ovi ! Da ich als fraktionsloser Abgeordneter leider ein wenig diskriminiert werde in diesem Haus, kann ich Ihnen keine Fünf-Minuten-Frage stellen, nur eine Drei-Minuten-Frage. Aber als gute Nachbarn werden wir das schon ganz gut hinbekommen.

Sie wissen ja, dass Österreich seit der Osterweiterung das Transitland Nr. 1 ist. Die TEN-V-Projekte wurden heute auch schon ein paar Mal erwähnt. Da gibt es zwei sehr wichtige für uns. Das ist zum einen der Koralmtunnel, zum anderen der Semmering-Basistunnel. Wie sieht denn Ihre Priorität für diese Projekte aus? Können Sie auch Auskünfte über die tatsächliche Finanzierung durch die Europäische Union geben?

Mit dem Transitland zusammenhängend interessiert mich auch noch, ob Sie überlegt haben, Maßnahmen gegen Schrott-Lkw auf den europäischen Straßen zu unternehmen, denn die sind ja wirklich gefährlich für sämtliche Verkehrsteilnehmer. Da sollte man etwas tun. In diesem Zusammenhang interessiert mich auch noch: Wie stehen Sie zu der Frage der Gigaliner, Ja oder Nein?

2-057

**Maroš Šef ovi** , *Commissioner designate*. > If I might ask you: concerning the tunnel, are you specific concerning a concrete tunnel, or are you referring just to any tunnel? Because I did not get it through the interpretation.

2-058

**Georg Mayer (NI)**. – Zu diesen beiden Tunneln – zum Koralmtunnel und zum Semmering-Basistunnel.

2-059

**Maroš Šef ovi** , *Commissioner-designate*. > I see. Here I just would have to refer to – and I think that concerns a little bit also the previous questions linked to the tunnels.

You know how intense, difficult and complex the discussion on the TEN-T project at least was, and you also know that this time, all of us – Parliament, the Commission and the Council – agreed that if you want to achieve this positive shift and a clear positive change in European infrastructure, we should focus the funds we have available to achieve the real, tangible, positive improvements into the transport infrastructure.

Therefore there was a plan to go according to the agreed projects, agreed methodology, and to have it thoroughly discussed and to get it approved by Parliament and the Council. So when this happened, you would understand that for me the list of these projects is something which I would read as a European law, because you agreed to it. And where we are right now, this is to implement, to execute the plan you all adopted, and this would be my intention with all these projects.

If it comes to the great lorries, here I think I would need a little bit more than seven seconds, but I presume that this question will come back again. So I just would have to apologise because the Chairman is very strict with the time.

2-060

**Christine Revault D'Allonnes Bonnefoy (S&D).** – Monsieur le Président, Monsieur le Commissaire désigné, ma question portera sur le quatrième paquet ferroviaire.

J'ai bien compris votre détermination à faire en sorte que le paquet ferroviaire soit discuté dans sa globalité. Mais si la discussion sur le volet politique n'aboutissait pas ou trop tardivement, êtes-vous prêt à renoncer au volet technique sur lequel un travail important a été fait au Conseil et ici, en commission, et sur lequel un consensus a été trouvé? C'est ma première question.

La deuxième, très rapidement, concerne l'Agence ferroviaire européenne qui est, comme toutes les agences européennes, concernée par une baisse de 5 % de son budget. Si ses compétences sont élargies, comme le propose le volet technique, comment envisagez-vous le fonctionnement de cette agence avec un budget moindre et des compétences accrues?

2-061

**Maroš Šef ovi , Commissioner-designate.** > Regarding the agencies, this is sometimes like something from the past which haunts you in the future, because I was responsible for negotiating this new arrangement for the agencies in the European Union. But the good thing is that, in the case of the European Railway Agency, we clearly had in mind that it is an agency for the future, that it is in an incremental phase, that it is in a build-up process. As far as I remember, 43 additional posts will be given to the European Railway Agency, which would then increase its staffing level to 200, so it would be quite a significant increase for the agency.

How we are going to do this in the general climate of making savings and with the 5% cut, which is very painful and is being applied across the board in all institutions and agencies? In this particular instance we are going to do it by financing the new experts working for the European Railway Agency from the fees they will be charging for all the authorisation work the agency will do.

The agency is very much wanted by the railway industry. The industry is very much looking forward, as I said, to getting rid of the 26 000 national rules, but also to shortening the time, for example, for authorisation of rolling stock because today, if you want to authorise, for example, a new locomotive, it takes for ever, two years I think, it costs six million euros and you have to do it in every Member State. So now we can do it faster, the process will be shorter, and the documentation will be valid in all Member States. So here I think that we can clearly demonstrate and prove that this is money well spent and that the European Railway Agency deserves the personnel increase.

2-062

**Michael Cramer, Vorsitzender des TRAN-Ausschusses.** > Wir kommen jetzt zu den Fragen aus dem ITRE-Ausschuss.

2-063

**Angelika Niebler (PPE).** – Herr Kommissar! Ich begrüße Sie. Wir sind jetzt vom Transport herüber zum Bereich Space gewechselt. Ich würde Ihnen gerne einige Fragen zu Galileo stellen. Galileo ist ja eines unserer herausragenden Leuchtturmprojekte in Europa, mit großem Nachdruck auch immer vom Europäischen Parlament unterstützt worden. Werden Sie, wenn Sie im Amt bestätigt werden, Galileo auch weiterhin mit dem gleichen Nachdruck fortführen wie Ihre Vorgänger?

Was unternehmen Sie, um Verzögerungen beim Aufbau von Galileo zu vermeiden? Sie hatten ja selbst anfangs angeführt, dass es hier mit Blick auf die zwei letzten Satelliten, die in den Orbit geschossen wurden, Schwierigkeiten gab.

Welche Überlegungen haben Sie in Bezug auf die Patente, die rund um Galileo entwickelt werden? Also konkret: Arbeiten Sie an einem Patentrechtsregime, damit auch rechtlich der Zugang zu Galileo und zur Nutzung sichergestellt ist?

Welche Überlegungen haben Sie in Bezug auf die Nutzung, sowohl in Bezug auf die öffentlichen Stellen als auch auf die kommerzielle Nutzung für Galileo?

2-064

**Maroš Šef ovi** , *Commissioner designate*. > To your first question: absolutely yes. We have already been working on the Galileo project for so long and I am very glad that my predecessor, Vice-President Tajani, did such excellent work and, I would say, put the house in order. Now we are on track; we have the financing under control; we have good people who are working on this project; then we have a clear schedule of what we want to do.

Currently, today there was another session of the inquiry commission. This time the session was taking place in Moscow, so we of course need to wait to see what would be the result, the conclusion on the so-called 'injection anomaly', meaning that we did not get the satellites to the orbit where we initially need them, and how we can use them. I do not think that we will lose them, we just have to find a way how we can use the potential of the satellites even if they are in different orbit than we need them. At the same time, I think that here we have to wait for the clear conclusive conclusions of the inquiry commission: what went wrong with the launch? We need these satellites to be in the constellation of Galileo and not to be in the orbit where we still have to find the way how we can use them.

Therefore, very soon we would have to address the question: should we continue with the launches as they have been scheduled or, my preference would be, to be absolutely safe, that all the technical glitches have been addressed, investigated, taken care of so we can proceed with the deployment. Next year, we should have the deployment of Ariane 5, which would bring up the four satellites, and I believe that this would help us to get Galileo in the constellation, which would allow us to offer the so-called 'early service'.

2-065

**Sergei Stanishev (S&D)**. – Mr Šef ovi , let me welcome you very warmly to this hearing. First of all, let me tell you that I had the chance to observe your work in the current mandate of the Commission. You did your job with a lot of energy and very high efficiency, and I wish you the same in the next Commission. I had a very clear vision about the development of your portfolio, which is very big, very complex in problems and possibilities. But I would like to ask you more precisely about your vision about EU space policy and what the key initiatives are which you intend to launch in this field. In particular, do you intend to launch a policy to ensure that Europe continues to enjoy independent access to space, bearing in mind that this may be one of the major issues addressed at the ESA Ministerial meeting in December? And in that connection, what other measures will you take in the field of space exploration, which is one of the priority areas of EU space policy?

2-066

**Maroš Šef ovi** , *Commissioner-designate*. > Thank you very much for your kind words, but I think that energy and efficiency are the key buzzwords for the transport and space policy of the European Union. As it applies to transport, it definitely also applies to the space policy.

As I said, we have ahead of us, I would say, the most crucial five years in EU space policy development we ever had. We just want to get the Galileo in its full constellations, which mean almost 30 satellites, depending how many of them we will have in orbit and how many of them we will have as a spare capacity and on the ground for possible replacement.

At the same time, we want to make the same progress with the Copernicus programme, where we would like to deploy 12 so-called earth observation satellites, because Galileo would be used mostly for a global positioning system type of task and also for atomic clock timekeeping, which is absolutely crucial for, for example, giving the so-called time stamp for all financial transactions which are taking place today on stock exchanges or in global financing.

Therefore I think that for Europe it is absolutely crucial to have our independence. Simply, Europe will not be switched off because we simply do not have our space autonomy and our space policy. And if it comes to the launchers, there are already analyses and preparatory works going on on how we can decide on either Ariane 6 or Ariane 5M. I would be very supportive of having not only the very big launcher like Ariane 5 or a small launcher like Vega but also the middle launcher for operations which are now performed by Soyuz rockets.

2-067

**Evžen Tošenovský (ECR).** – Budu hovoriť svojím materiským jazykom, pretože viem, že čeština patří taky do vašeho jazykového portfolia. Má otázka bude také v oblasti kosmické politiky, protože to patří Výboru pro průmysl, výzkum a energetiku. Můj dotaz zní: Agentura pro evropské systémy, družicové navigace – Agentura GSA – hraje a bude hrát v projektu Galileo a EGNOS velmi důležitou roli. Nemyslíte, že by bylo vhodné využít synergických efektů a získaného know-how, a neměli bychom do budoucna přenechat na agenturu GSA další úkoly spojené s programem Copernicus, například dalšími kosmickými projekty? Protože vytvářet nové agentury pro další kosmické projekty by bylo asi příliš nákladné a také neúčelné.

2-068

**Maroš Šefčovič, Commissaire désignée** > Ďakujem pánovi Tošenovskému nielen za otázku, ale aj za to, že môžem na jednu z nich odpovedať vo svojej materine, lebo viem, že pán Tošenovský mi bude rozumieť, aj keď budem hovoriť po slovensky.

Keď sa týka budúcnosti agentúry GSA, ktorá sa nachádza v Prahe, tak je evidentné, že jej prioritnou úlohou na budúce obdobie bude to, akým spôsobom skomercializovať tie možnosti, ktoré systém Galileo bude ponúkať, ako zabezpečiť to, čo sa v angličtine nazýva „business uptake“. To je, samozrejme, veľmi dôležitá úloha, lebo Galileo je tu pre európskych občanov, Galileo je tu preto, aby ho využívali európski podnikatelia, a, samozrejme, že to bude úloha, ktorá bude mimoriadne široká. Spomínali sme systém Egnos. Pre krátkosť času sme si nestihli povedať, že je to systém, ktorý používa už viac ako 100 letísk v Európe, hlavne tie menšie, ktorým Egnos vyhovuje z toho hľadiska, že je oveľa lacnejší ako nákladná technológia, ktorú používajú veľké letiská a navyše je oveľa modernejšia. Som presvedčený, že aj uplatnenie a využívanie výsledkov a dát, ktoré získame zo systému Copernicus, budeme musieť nasmerovať tak, aby sme našli najoptimálnejšie využitie týchto informácií. Keď som sa pripravoval na dnešné stretnutie, tak som sa dočítal, že Copernicus bude produkovať denne 1 petabajt informácií. Musel som sa pozrieť, čo je to za číslo. Tak je to jednotka a 15 núl. To je taký rozsah informácií, že je evidentné, že budeme musieť nájsť spôsob, ako tento tzv. „big data problem“ vyriešiť a ako tieto informácie využívať. Užite bude agentúra v Prahe jedna z možností, na ktorú sa budeme musieť ako Komisia pozrieť. Zároveň budeme musieť zabezpečiť, aby takisto informácie, ktoré z Copernicusu bude merať Frontex, ktoré bude merať environmentálna agentúra a ďalšie agentúry, napríklad pre námornú bezpečnosť, boli nasmerované tak, aby každá agentúra vedela profitovať z tohto nového systému.

2-069

**Dominique Riquet (ALDE).** – Monsieur le Président, Monsieur le Commissaire désigné, je vais vous poser une question sur l'espace, puisque c'est le sujet du moment, et en tant que vice-président de la commission des transports et du tourisme, une question sur le transport.

Sur l'espace, je voudrais savoir si la Commission, en accord avec certains de vos collègues au sein du collège des commissaires, a prévu un plan d'appui industriel au développement des applications

terrestres de Galileo – c'est-à-dire si les retombées, qui sont estimées à plusieurs dizaines de milliards de dollars, font effectivement l'objet d'un travail de préparation.

Deuxième question sur l'espace: la Commission envisage-t-elle et envisagez-vous de soutenir davantage financièrement les lanceurs et, notamment, les lanceurs lourds?

Ma question sur le transport, pour faire un petit croche-pied, concerne le dumping social dans le transport terrestre. Soutenez-vous la libéralisation totale du cabotage? Vous concerterez-vous avec vos collègues au sein du collège des commissaires à propos de la directive sur les travailleurs déplacés, qui pose un problème particulier sur le sujet? Et enfin, soutenez-vous la réflexion sur la création d'une Agence de transport routier?

2-070

**Maroš Šef ovi**, *Commissioner-designate*. > The first thing is, of course, we have to support, I would say especially by regulatory means, the business uptake by Galileo. I think in the areas where clearly from the legal point of view we can enforce it, we should do it. For example to make sure that the new receivers for the system like eCall would be for sure compatible with the Galileo signal. All the equipment which is, for example, related to search and rescue or crisis situations, I think there we have very strong regulatory power to impose that all this new equipment must be Galileo compatible.

Then, of course, I think that we have to work with the industry and with the Galileo agency because they have it particularly in their portfolio to develop the policies how we make sure that the Galileo signal – once it is there – is massively taken and is actually bringing new jobs and this kind of new industry to Europe, because we know that Galileo would be a state-of-the-art project which would be more precise than what we recognise and know today from the GPS. Therefore, I think that we have to do everything possible to ensure all the measures are taken so that Galileo will be properly used. When it comes to the launcher, this is a big task but I am telling you I am very sympathetic to all the projects which would guarantee us autonomy in access to space.

2-071

**Miloslav Ransdorf (GUE/NGL)**. – Já dám také možnost panu designovanému komisa i promluvit slovensky, protože se ho zeptám ve své mateřtině – v češtině.

Já se domnívám, že je velmi významné, že poukazuje na možnosti lodní dopravy. Zaujalo m e, že právě tedy na Dunaji je přepravní kapacita využita tak z 15 %. A tak se ho chci zeptat, co udělá pro podobné možnosti jinde, například dozvídám jsem se, že v Belorusku uvažují o propojení západní Dviny a Dněpru, což by znamenalo vytvoření vodní cesty, která by byt ikrát zrychlila cestu ze Středozemního moře do Baltického moře. byt ikrát! A samozřejmě m e také zajímá, zda by podpořil ambiciózní projekt našeho prezidenta Zemana, to znamená spojení Labe, Dunaje a Odry, což by spojilo t i evropská moře a zároveň by to ovšem zasáhlo do legislativy v Německu, protože tam existují v Braniborsku a v Sasku usnesení zemských sněmů, která se týkají labejských stupňů.

2-072

**Maroš Šef ovi**, *Commissaire désignée*. > Ākujem ve mi pekne aj pánovi Ransdorfovi za možnosť vystúpiť v slovenštině a za otázku, ktorá, si myslím, len opätovne potvrdzuje, akú budúcnosť, aký potenciál by mohlo priniesť rozvinutie týchto vnútorných dopravných, riečnych a kanálových tepien v rámci Európy.

Tie možnosti, ktoré máme v tejto oblasti, sú samozrejme limitované rozpočtom. Ja som však ve mi rád, že ich máme, lebo vďaka Európskemu parlamentu máme pre projekty na prepájanie Európy trikrát viac peňazí, než tomu bolo predtým. A som ve mi rád, že sa medzi tieto priority dostali aj projekty na podporu riečnej dopravy. Program NAIADES by mal vlastne umožňovať to, aby sme tieto prostriedky využili ako na obnovenie toho lodného parku, ktorý sa nám plaví po riekach a ktorý je desaťkrát ve mi zastaraný a neefektívny, tak aj na skvalitnenie infraštruktúry, hlavne prístavov a hlavne tej riečnej a kanálovej infraštruktúry, ktorá je pre túto dopravu potrebná. Ale takisto aj na

vyškolenie personálu na to, aby sa tieto malé a stredné podniky, ktoré v tejto oblasti podnikajú, dokázali lepšie pohybovať v tomto nárokom prostredí.

o sa týka takýchto veľkých, rozsiahlych programov, ktoré spomínal pán poslanec, to je, samozrejme, otázka, do akej miery by zapadli do tejto štruktúry TEN-T a do akej miery by bolo posudzovanie ovplyvnené celkovými finančnými možnosťami.

2-073

**David Coburn (EFDD).** – Commissioner-designate, would you not agree that the EU, particularly in transport, should not waste taxpayers' money on expensive prestige projects which offer no benefit to ordinary taxpayers in Greece, Spain and Portugal, who are being devastated by the EU's last insane political prestige project, the euro? Do you accept that the European Space Programme is such a scheme? The EU is surely indulging in a financial fantasy in a pathetic attempt to compete with the Americans. And is not the major purpose of the Galileo / Copernicus satellite programme to spy on ordinary European citizens and British subjects as they move around the continent so the EU can directly tax their cars and fill the EU's bankrupt coffers and fill the pockets of the EU elite while austerity is imposed on ordinary folk? Would you use your new position to put a stop to this absurd, self-aggrandising fantasy at taxpayers' expense? Surely the commercial markets are better equipped to deal with space – Virgin, etc. They generally do a better job of these things than state or supranational apparatchiks like the European Union.

2-074

**Maroš Šefčovič, Commissioner-designate.** > As a Commissioner-designate I should also take these questions, should I not? I understand that here, of course, we bring to the discussion the views we consider important and we would like to have a discussion on this issue. But I think that from my previous statements you will have already detected that I do not agree with your description of the European Space Policy and I do not agree with the description of how European money is spent in this area, because I am absolutely convinced that Europe needs its space programme.

We need our independence; we need our autonomy when it comes to access to space. It is not only because of the prestige. Prestige has nothing to do with it. It is because we need it for our high tech industry; we need it for our intelligent transport system; we need it to address the issue of congestion in our cities; we need it for our banking industry. I am sure that if you ask your colleagues in the City, they will tell you how important atomic clock time stamps are for all the financial transactions they do in London. Therefore, we should not just be relying on one system, even though it is very good and we are cooperating with GPS very well. I think Europe is mature enough and developed enough to have our own system which, as far as I know, is now very much supported by our American partners as well.

2-075

**Michael Cramer, Vorsitzender des Ausschusses für Verkehr und Fremdenverkehr.** > Jetzt sind die Fragen aus dem ITRE-Ausschuss hier auch abgearbeitet. Ich bedanke mich für diese Fragen und auch dafür, dass der Vorsitzende extra hier war.

2-076

**Claudia Schmidt (PPE).** – Ein einheitlicher Wirtschafts- und Währungsraum benötigt einen einheitlichen Verkehrsraum. Allerdings gibt es zum jetzigen Zeitpunkt 23 verschiedene Mautsysteme in der Union, und mit der Debatte um die deutschen Mautpläne wird eine Schublade geöffnet, die wir mühsam über Jahrzehnte geschlossen haben. Sollten die deutschen Pläne umgesetzt werden, dann werden Populisten in anderen Mitgliedstaaten Ähnliches fordern und wohl auch durchsetzen. Dies führt einerseits zu Ressentiments, schadet der Transportwirtschaft, führt zu einer Renationalisierung der Straßen und führt den Gedanken der transeuropäischen Netze ad absurdum. Die Bereitstellung von Infrastruktur gehört zweifellos zu den Kernaufgaben eines jeden Nationalstaates. Die sinnvolle Vernetzung und diskriminierungsfreie Benutzung derselben zu den Kernaufgaben der Union.

Wie stehen Sie zu einem einheitlichen europäischen Mautsystem, um die unterschiedlichen diskriminierenden Mautsysteme abzuschaffen?

Werden Sie in der Angelegenheit aktiv werden? Und was haben Sie dem deutschen Verkehrsminister bei einem möglichen künftigen Treffen zu sagen?

2-077

**Maroš Šef ovi** , *Commissioner-designate*. > I think that we have a certain problem in Europe. We are very good at building up infrastructure, but we are getting poorer and poorer at maintaining it. We invest a lot of money in building up highways and railways, but we are somehow not able to bring adequate investment in maintaining the infrastructure. Here I think that the big debate about the internalisation of external costs shows how important it is to factor in all these effects, but at the same time to be able to have sources of financing which would in a just way charge every user who uses the transport infrastructure for how much the user is using it.

I think that the current situation in Europe is such that when you cross Europe by car you have to pay for so many vignettes that by the end of your trip you find it hard to see through your windscreen because you have so many vignettes on it. Therefore, I think we should debate how we can modernise this. I believe that a distance-based system is fairer than the time-based system and that we have technology which is available for this. But this is a very sensitive issue for the Member States.

To answer your last question, of course the principle of non-discrimination is in the Treaty and is very dear to me. We just simply have to make sure that we would respect it.

2-078

**Bogusław Liberadzki (S&D)**. – Panie Komisarzu! Pierwsze moje pytanie jest następujące: mamy nowy instrument *Connecting Europe Facility*. Ten instrument ma wesprzeć inwestycje w ramach transeuropejskich sieci. Jak Pan chce zapewnić, aby wreszcie była równowaga między kolejnicami a drogami? W wielu państwach ta równowaga jest zachwiana, zwłaszcza z moim państwem.

Kolejna rzecz, mówił Pan o innowacyjnych instrumentach finansowych i bardzo mi się to podoba. Jako grupa chcielibyśmy też usłyszeć Pańskie stanowisko w następującej sprawie – czy możliwe jest użycie *project bonds* jako koncepcji dofinansowania w połączeniu z *Connecting Europe Facility*, *project bonds* i innymi formami prywatnego kapitału?

Drugi obszar niejako – jest duże zapotrzebowanie, żebyśmy mieli komisarza, który będzie europejskim ministrem transportu, a nie tylko rysownikiem map. Mamy rosyjskie embargo, z powodu którego cierpi nie tylko producenci trzody chlewnej, owoców, warzyw, cierpi także przewoźnicy, bo oni stracili przedmiot przewozu. Mówimy o kompensacjach, ale nie mówimy o kompensacjach dla przewoźników, zwłaszcza drogowych. Czy tę sprawę zechce Pan poruszyć zarówno w relacjach z Rosją, jak i również w relacjach z Komisją jako minister transportu?

Mamy bardzo nowe rozwiązania i nieprzyjemności ze strony Francji odnośnie warunków odpoczynku kierowców. Czy w tej sprawie podejmie Pan interwencję? Dziękuję, a nawiasem mówiąc Pańskie *curriculum vitae* mi się podoba.

2-079

**Maroš Šef ovi** , *Commissioner-designate*. > If it comes to the first question to find appropriate balance in the TEN-T network projects, here I think that they have already agreed, also here in Parliament, what should be the primary list on the project, what should be the methodology and what should be split up for the financing. So 80% of this Connecting Europe Facility financing should go to address the bottle-necks, cross-border problems and so-called missing links to get, as is popularly said, from the patchwork to the real European transport network. I think that this would be the methodology which would be key for selection of the projects which would be later on financed.

If it comes to the project bonds, here, to be quite honest – as a still member of the Barroso II Commission – I have to confess that I believe that by now it will be much more advanced how to use them and there will be much better business uptake by the project bonds. Clearly we have to rethink the project, and we have to find also other innovative means how we can get much more of the private investment into the infrastructure development. And of course, if it comes to Russian embargo, that is clearly an issue which should be discussed within the new College, and I will do my utmost, if I get your approval, to address it in any contacts we will have with Russian partners.

2-080

**Andor Deli (PPE).** – Az egyike a kilenc TEN-T folyosónak a Rajna–Duna folyosó, amely fontos vagy talán a legfontosabb kapcsolatot jelenti az európai országok között, nyugat–kelet vonalon a Rajna–Majna-vidéktől a Dunán keresztül egészen a Fekete-tengerig. Létezik ezen túlmenően egy európai uniós Duna-stratégia is, amely többek között a mobilitást és az intermodalitást fejlesztené a belvízi útvonalakon.

Mindazonáltal az európai belvízi útvonalak nemcsak az EU-tagállamokat érintenék, hanem más tagjelölt vagy társult státusú országokat is, szomszédos országokat, mint amilyen Szerbia, Bosznia-Hercegovina, Moldova vagy éppen Ukrajna.

Hogyan látja Ön, hogyan szándékozik a biztosjelölt úr biztosítani azt, hogy ezekben a nem EU-tag Duna menti országokban is legyen pénz fontos projektek megvalósítására, amelyek ugyanakkor épp egész Európai belvízi útvonalainak fejlesztését eredményeznék?

2-081

**Maroš Šef ovi**, *Commissioner-designate*. > You are quite right: the trans-Danube corridor would be extremely important indeed. Thank you also for your interest and for your question concerning countries such as Serbia, Moldova and Bosnia-Herzegovina. I was very much encouraged when I saw how much enthusiasm there was for the Danube strategy. You know that was a new approach; it was one of the first so-called macro-strategies to be developed for this region. I would say that the charm of the macro-strategies is that, thanks to the Commission's overview over the situation in the Member States, in the neighbourhood states, you can actually achieve much better synergy between different financing tools and different funds for better projects which are better integrated and which will provide greater added value from the European level.

This is the approach I would very much advocate in this case, too, because it is quite clear that our top priority, our primary focus, is that there should be progress and of course, later on, completion of the trans-European networks. But we know that they do not stop at the borders of the European Union and that we need them to be extended also into neighbouring countries, where, of course, it would be much better for European citizens and businesses to spread the positive knowledge, to spread European *acquis*, to spread European standards into this area, because it makes the neighbourhood better, it helps business and it is good for citizens.

2-082

**Vicky Maeijer (NI).** – Ik heb drie concrete vragen over verschillende onderwerpen. Mijn eerste vraag gaat over het satellietfiasco van afgelopen maand. Ik ben dan wel geen lid van de ITRE-commissie, maar ik zou toch graag van u horen wat de consequenties zijn van de mislukte lancering van de twee Galileo-navigatiesystemen en hoe u in de toekomst gaat voorkomen dat dit soort met belastinggeld gefinancierde blunders plaatsvinden? Mijn tweede vraag: op welke manier gaat u concreet bijdragen aan het verminderen van de regeldruk voor onze transportsector? En tot slot: hoe bent u van plan om te gaan met een gele kaart indien deze door de nationale parlementen wordt getrokken?

2-083

**Maroš Šef ovi**, *Commissioner-designate*. > Regarding the injection anomaly I was referring to in connection with the August Galileo launch, this is of course a very complex area, and these are very complicated procedures and processes. We have been very disappointed that this has happened.



The preliminary findings which I read are clearly showing that our satellites are very good. They are state of the art. Despite being in a different orbit they are performing very well. The malfunction which happened was actually caused by the last part of the launcher which is called Fregat. This is the last piece of the rocket which should bring the satellites to the orbit where we need it.

There is currently a technical investigation going on to find out why this happened, how it was possible and how we could prevent it in the future. I think that, until we are very clear on that we cannot continue with Soyuz launchers because, as you rightly pointed out, this is a lot of taxpayers' money and we want to be 100% sure that these mistakes and anomalies will not happen again.

I am very glad that in August we signed the special contract with Ariane 5 for the three launches in the next two years. The Ariane rocket's advantage is that it can carry not two, but four satellites. It is a big launcher. It is European built and I believe it is very reliable. I believe that by using the Ariane 5 launchers we can somehow compensate for the slight delay in deployment of the Galileo constellation because of the Soyuz launcher anomaly.

When it comes to red tape, I can assure you that I am absolutely serious about this. We will use all our tools to look at all the legislation which would need to be clarified and amended. I would be ready to work with you if you had any concrete ideas about which legislation you think should be addressed, and a yellow card has its own procedure. I was working very closely on this issue and I would definitely respect European law in this respect.

2-084

**Bas Eickhout (Verts/ALE).** – Thank you for all your replies until now. I have to refer now to your written answers on sustainable transport and I have to be frank, I find them a bit disappointing because they are not very concrete. I will help you to become a bit more concrete on sustainable transport and, well, you have to do it yourself first, of course.

Two concrete questions. The first is that the 2030 climate and energy package of the Commission until now is pretty empty on transport whereas, for example, in the White Paper it is quite clear that we need specific tools for transport after 2020. I would like to hear from you how you are going to work with CO<sub>2</sub> standards and the extension of the fuel quality directive after 2020.

The second question is on global aviation. We all know that ICAO has to deliver on a global market mechanism in 2016, but what are you going to do precisely to push for that because we do know that if we just leave it to ICAO nothing will happen?

2-085

**Maroš Šef ovi , Commissioner-designate.** > Thank you very much for helping me to make my answers more precise and thank you very much for some of the ideas you are proposing. When it comes to the post-2020 situation, and when it comes to the bio-fuel targets, you are an expert on this issue so you know that the results with the first generation of bio-fuels were not very encouraging. Therefore, we have to work much more with alternative fuels and with the new technologies which are now popping up, which I believe by 2020 would be available.

When it comes to public transport, which is so crucial for fighting the unacceptable air pollution we have in our cities, I would of course be very supportive of the deployment of the new technologies, of the deployment of the new types of transport which are clearly clean, which are clean powered, which are using these new technologies and which are organised in a way which is so intermodal that it motivates people to leave their personal cars at home. That would be a big help in getting the air pollution down and getting our cities less congested. This would be, I would say, my way how I would address the first part of your question.

When it comes to the ICAO, you know that here the situation of the European Union, and I should better say the Commission, is a rather complicated one because we are still observers. We very much rely on cooperation with the Member States and on the coordination of the Member States' policies and positions when it comes to the ICAO decision-making processes. I can assure you that I will use all my contacts with European Transport Ministers to make sure that when it comes to the ICAO, the European position is well coordinated and is clearly pursuing our goals.

2-086

**Matthijs van Miltenburg (ALDE).** – Om eerlijke concurrentie te waarborgen in de transportsector is het noodzakelijk de uitvoering en de handhaving van Europese regelgeving niet te ver uiteen te laten lopen in de verschillende lidstaten. In de afgelopen maanden is gebleken dat het daar nog wel eens aan schort. Een duidelijk voorbeeld hiervan is de toepassing van de rij- en rusttijden. Het is al eerder ter sprake gekomen en we hebben nog geen antwoorden gehad van de voorgestelde commissaris. Frankrijk, bijvoorbeeld, beschouwt het rusten in de cabine van de vrachtwagen niet langer als officiële rusttijd en bedreigt chauffeurs bij overtreding met boetes tot 30.000 EUR en gevangenisstraffen tot een jaar. Dit terwijl in omliggende landen het rusten in de cabine gewoon is toegestaan. Vraag aan de voorgedragen commissaris: welke actie gaat u als commissaris ondernemen om de uitvoering en de handhaving van de regelgeving ten aanzien van rij- en rusttijden door de lidstaten beter af te stemmen? En een tweede vraag, die ook al is gesteld door mijn collega, de heer Riquet: hoe ver wilt u gaan met de liberalisering van het wegvervoer als het gaat om cabotage?

2-087

**Maroš Šef ovi , Commissioner designate.** > I think that all the questions you raised are clearly proving my point that what we would need here in connection with road transport is to have a deep, comprehensive look about the current state of affairs, about the current text of the legislation and make sure that we do several things: the first that we would clarify, the second that we would simplify, and the third that we would involve social partners in discussing how all this should be done and to work together with them on the assurances that, if it comes to respect of the social rights in road transport, we would have a common platform.

Once we have these rules, of course we have to enforce them. If it comes to the practice you refer to in France, I have to say that the same is applicable to Belgium. I have not seen in any other legislation clear restrictions that you cannot spend your resting time in the cabin of your vehicle.

Before jumping to the conclusion, what we are doing right now and what I would pursue is that we are seeking the clarification from France and Belgium and the so-called EU pilot, where we are trying to solve the problems when we encounter not precise implementation of European law. We will raise it up with French and Belgian authorities, and I hope that we will find the good and acceptable solution which would not be discriminatory and which would respect the European law which is currently valid.

2-088

**Kosma Złotowski (ECR).** – Szanowny Panie Komisarzu! Ja mam pytanie dotycz ce sposobu budowy dróg. W moim kraju w ostatnim czasie wybudowano wiele dróg, ale sposób ich budowy był taki, e budowano odcinki, które ze sob zupełnie nie były powi zane. Innymi słowy, powstawały autostrady, które niczego nie ł czyły, powstawały autostrady, które były przerywane, i dopiero wtedy, kiedy inwestycja jest zupełnie w stu procentach zako czona, wtedy taka droga przynosi rezultaty czyli lepsz komunikacj . Czy uwa a Pan Komisarz, e nale ałoby zmieni sposób budowy dróg w ten sposób, eby budowa po kolei, tzn. odcinek po odcinku, eby ta droga jeszcze nieoddana do u ytku w stu procentach ju mogła funkcjonowa jako droga rzeczywi cie co ł cz ca?

2-089

**Maroš Šef ovi , Commissioner-designate.** > Unfortunately, it is not only a problem in Poland. I think we have similar problems in several Member States and I do not think that these consequences are intended. Very often it has to do with a public procurement which can be disputed, which takes some

time. Very often it is also linked to how long it takes to have a very good environmental study for that particular project, but I agree with you that there should be a strong preference to work on the European project, especially in the area of transport, so that what we are actually handing over is something which helps to lift up the whole region and so that we are not actually complicating the situation more than before, with part of the highway or railway somehow ending in an area where it is almost impossible to continue smoothly on the same type of transport link as the drivers would expect. Then of course it leads to a lot of losses, congestion and local problems.

So I totally agree with you that, preferably, it is clearly more important to focus on projects which are complete, which clearly improve infrastructure in the whole area and which European citizens would perceive as something which has positively improved the situation in their region and helped transport traffic in their city or district. To do this, I think that it will be very important to also have very close cooperation with DG REGIO and DG MOVE to make sure that projects are improved in the way you described.

2-090

**Isabella De Monte (S&D).** – Vorrei tornare sul tema del cabotaggio. Ha affermato nella sua introduzione che è un sistema utile per evitare che i mezzi pesanti possano circolare vuoti e questo lo condivido. Però, al tempo stesso, a livello locale l'attuazione della normativa ha consentito delle facili elusioni.

Quindi, vorrei chiederle, se ritenga opportuno intervenire a questo proposito e, visto che ha parlato anche molto di innovazione, se quest'ultima possa essere un efficace strumento per affrontare tale fenomeno.

2-091

**Maroš Šef ovi** , *Commissioner-designate*. > I clearly think that we definitely need to address this issue, because the Chairman of our committee was kind enough to share with me the story where truck drivers are faced with the situation where they prefer to hail through their radio to police to stop them and fine them, because their bosses are pushing them to drive longer, longer and they are more and more tired and they are realising themselves that they are a danger to the public. They are afraid to address the issue to their bosses, so they prefer to be stopped by police and fined so they can have some rest. This is clearly unacceptable. Therefore, if you are going to clarify the rules what we have to do is also to, I would say, introduce much more of what I would call the culture of compliance – that the drivers' bosses all respect the rules which are there, including all the time limitations which are in the European law.

At the same time, I have to say that if it comes to the cabotage, I understand that this is a very sensitive issue which is perceived by the public as something where you clearly see very often the elements of social dumping. This is true, despite the fact that only 2% of the cargo on the road is actually transported in this cabotage system. We have to address it because of the social concerns, because of the social problems, but also because of the fact that, if the cabotage is limited more or less to take some cargo on the way back from your international trip, you can make only three stops in seven days. That is one of the reasons why we have one in four trucks running empty on our highways.

So, what I would like to promise you is that I would look at all these issues in a comprehensive manner and try to come up with a clear and simple rule which would be fair and which, at the same time, would guarantee that we are treating our environment more responsibly and that we are having rules which are easier to understand and much better applied.

2-092

**Massimiliano Salini (PPE).** – At the beginning you spoke about the European railway traffic management system. The ERTMS was meant to be a major unifying factor for Europe's railways,

automatically leading it to gains from interoperability across borders. On the technical side, however, challenges remain in terms of the technical specification of ERTMS. I have two questions. The first one is would you agree to support further steps leading to the stabilisation of the ERTMS specification and its deployment?

The second one is will you ensure that the European Railways Agency is in charge of the authorisation of both trackside and on-board ERTMS equipment?

2-093

**Maroš Šef ovi** , *Commissioner-designate*. > You highlighted the issue which is so important for the future of European railway industry. This ERTMS system is considered by all experts to be state of the art, is the most modern signalling system which was developed and which would make sure that once we deploy it we can have more trains on the tracks, meaning more passengers, more work and a much better safety situation on our tracks.

Despite the fact that this system has been developed, we are still lacking in speedier deployment of the system. I think that the best solution here would be to have a deployment manager for the ERTMS system and to really start to push for the deployment of the system on the European core railway networks, where it is quite clear that we need it most because we are talking about crossing borders from one country into another country.

You know very well that if we would have the system in place, some of the tragic accidents we had on our railways in Europe over the last year would be prevented, because the system is better and is safer. I can confirm that for me ERA should be responsible for tracks, ERA should be responsible for authorisation of all the rolling stock and ERA should be also responsible for making sure the deployment of the ERTMS system is done in the correct way. I would go even further – because this is also an issue which is very often raised – I would also put ERA in charge of the technical specificities of the spare parts for rolling stock.

2-094

**Peter Lundgren (EFDD)**. – Låt mig börja med att säga att jag är väldigt glad att höra att du har haft ett vanligt arbete. Jag vill uppmana dig att aldrig glömma hur det var – att leva på en liten lön – för det är verkligheten för många av de arbetare du kommer att företräda framöver.

Jag vill säga ett par ord om cabotagetrafiken. Jag har själv 30 års bakgrund som lastbilschaufför, varav tio år som utlandschaufför. Det var inga problem att köra. Vi körde inte tomma bilar förr i tiden. Man hade etablerade samarbeten med speditörer. Det ni har gjort genom införandet av cabotagereglerna är att öppna dörren för *the bad guys*, för att kunna tjäna grova pengar på chaufförer som lever på slavlöner. Det är vad den har inneburit, cabotageregeln.

Jag vill också ta upp en annan sak: falska körkort, som har blivit väldigt vanligt i åkeribranschen. Genom en enkel inloggning på internet kan du för 400 euro köpa körkort, digitalt förarkort och pass. Du väljer själv vilken behörighet du vill ha och du kan köpa tre stycken på en gång. Då kan du köra dygnet runt, för det finns inte en polismyndighet som kan kontrollera det här.

I min värld är det enda sättet att få en ordning på det här med falska körkort, vilket har blivit ett större och större bekymmer, att man inför ett internationellt register. Ska du som chaufför bedriva gränsöverskridande trafik så ska du gå till din lokala polismyndighet i ditt hemland. Du ska alltså registrera dig i det internationella förarregistret och polisen på lokal nivå verifierar att det stämmer. Sen har man helt plötsligt gett de nationella polismyndigheterna möjlighet att kontrollera om det är ett legalt körkort eller ett falskt.

2-095

**Michael Cramer**, *Vorsitzender des Ausschusses für Verkehr und Fremdenverkehr*. > Das war keine Frage!

2-096

**Maroš Šef ovi**, *Commissioner-designate*. > But I know what the honourable gentleman wanted to put across. I am sure that you did not intend to mean it because you know that the work of truck drivers is very difficult and I really do not think that all the truck drivers which do cabotage are the bad guys. They are simply carrying out international transport, carrying cargo from one country to another, and they return to their home base and try to take cargo back, so as not to operate trucks empty.

As regards abuse of the system, I agree with you that we have to address it but, of course, the question is what we can do at European level. I have already said it a few times: I am ready to clarify and simplify the rules so they can be properly enforced, but enforcement must be handled by national authorities because they have the right to do so.

2-097

**Jill Evans (Verts/ALE)**. – I wanted to ask about areas with specific characteristics such as mountainous or coastal and island regions that require investment because of their economy but which are often ecologically sensitive locations. I represent Wales which has no TEN-T corridors at all, and yet we do have a vital link to Ireland and desperately need investment to upgrade our rail links. You did mention earlier that transport touches everyone, but transport policies can also exclude people as well. How will you ensure that proper investment and support is given to areas such as this, which are often difficult to access but which need investment for tourism and other reasons?

2-098

**Maroš Šef ovi**, *Commissioner-designate*. > This is of course a very important and very difficult question and I can clearly see your point. I agree with you that transport is very important, not only for integrating the economy and integrating the cities into the regions and into the national and international network but, at the same time, regarding European policies and European budget here, I have to say that unfortunately it is too small to cover all the needs.

Therefore, the decision was made that we should focus it on the trans-European networks and concentrate it on the missing links, bottlenecks and the areas which are really causing great discomfort and are slowing down the economic development in Europe. So, in the case of Wales, if this was not put on the list of the TEN-T network programme, I think it would be very difficult to find a solution for financing some specific programme in Wales, because the rules which have been adopted clearly focus on the usage of the financial resources on the TEN-T priorities.

2-099

**Curzio Maltese (GUE/NGL)**. – Lei prima non ha trovato il tempo di rispondere a una domanda della collega Karima Delli dei Verdi, a proposito della Torino-Lione, linea di alta velocità che fa parte del Corridoio mediterraneo e che io considero un caso scandaloso di spreco di denaro pubblico. Ora, l'attuale Commissione ha già deciso, nel marzo 2013, di tagliare di oltre un terzo il cofinanziamento per questa opera, cofinanziamento stabilito nel 2008. In questo anno e mezzo i costi di quest'opera sono ancora aumentati, la situazione finanziaria in Italia e Francia non è certo migliorata e sono aumentati i dubbi sulla sostenibilità economica e sull'impatto ambientale, in particolare del secondo tunnel ferroviario in programma.

Le chiedo semplicemente se non sarebbe il caso di sottoporre l'intero progetto a una nuova rigorosa analisi economica dei costi e benefici dell'opera e di affidare quest'analisi a un organismo indipendente prima di avviare i bandi di gara per la concessione di nuovi fondi, che potrebbero andare a progetti assai più utili e necessari per la mobilità in Europa.

2-100

**Maroš Šef ovi** , *Commissioner-designate*. > Thank you very much for this question as well, because I see that it is one of the issues which is very heavily debated in Italy, in France and also in the European Parliament. Here again I have to say that the list for the project has been approved and therefore for me this is the European law, I have to respect it and I also have to respect what I can promise you, that all aspects of the construction of this project will have to respect the other parts of European law. So there are appropriate consultations with the public, so that all the environmental norms are respected and so that all the elements which are part of the decision-making process before approving such a project will have to be in order with European law.

You would understand that if we were to start to unpick the TEN-T list we would be really opening a Pandora's Box which we would not be able to close later. For me what is important is what was approved, what was approved by this Parliament and by the Council, and now I think we have to focus on the implementation execution phase, where we have to respect all other elements of European legislation so we can be sure that all norms and specificities are properly addressed and respected.

2-101

**Pavel Teli ka** (ALDE). – First of all, I fully support what you have said in terms of implementing the 'use it or lose it' principle. I support it and will also insist that it be implemented.

There has already been a question about tolls in Germany. I think a very fair point has been made. We were talking in the 1950s about creating a European transport area, but we still do not have it. We still have national interests prevailing above European needs and ambitions.

I am not sure I fully understood whether you will relaunch, or you will attempt to relaunch, the debate on the internalisation of the external costs, so could you give me a clear picture on that? Secondly, when you referred to respect for non-discrimination, we all know that the statements that are coming from Germany are a way of justifying the compensation. I have no problem with the tolls, but I mean I would like to avoid even a hidden compensation of German nationals, because even that would be a distortion of the market.

Just one small short comment – when you spoke about better legislation, there is one recommendation, if I may dare to give you. That is, when we submit legislation which increases the administrative burden, there is always a way to submit one that decreases it. That is the only way not to increase red tape, so vital for the growth of our economy.

2-102

**Maroš Šef ovi** , *Commissioner-designate*. > I am sure that if I get your support I would be under heavy scrutiny when it comes to the implementation of the 'use it or lose it' rule and I think that we will have to be very punctual in the implementation of this law simply because the financial resources are limited, the agenda is very important, the number of projects is huge and therefore we just simply have to convince the Member States to use the finances in time or face the possibility of losing them. Of course I will do my best to implement these rules.

When it comes to the situation with tolls in Germany, as I said, from one angle I am very happy that this debate is starting in Germany – the debate about how to internalise external costs – because Germany is still considered one of the countries with a world class infrastructure, but even in such an economy as Germany we see that some bridges are being closed, that some highways are not properly maintained, and therefore I am glad that this debate has actually started on how also in Germany we can internalise the external cost of using the road infrastructure. As I said, for me these two principles would be absolutely key: the 'polluters pay' principle and non-discrimination. Of course, I will make the position very clear once I see the exact terms of the law which is proposed by the German Government, but I can assure you that these two principles would be absolutely key for me.

2-103

**Roberts Z le (ECR).** – Thank you, Mr Šef ovi , for your answers. I would like to point out that it was very nice to speak just after Pavel Teli ka, who was for long years coordinator of the Rail Baltica project. You have some support and you can expect you have more supporters of this project in this committee.

Normally, I also can say that in ECR we have a very strong British Conservative delegation. This time, this week, they are busy with their own conference and that is why I will ask you one question. The easiest question is from my British colleague, Jackie Foster, about Single European Skies. The failure by a number of Member States to implement the functional air space blocks, or FABs, is impeding progress on Single European Skies. How do you propose to ensure that Member States speed up implementation of FABs? It is very easy, it is the easiest question I have!

2-104

**Maroš Šef ovi , Commissioner designate.** > I can imagine and I really thank you. When it comes to this question, I think everybody here who has the positive, bright future of the European air industry in mind must be very frustrated by the progress we are so far achieving on the Single European Sky. We are trying to improve the situation through the so-called FABs (Functional Airspace Blocks), which would divide Europe into nine territorial elements, which would not be the super ideal solution but would create much better possibilities for making shorter routes and more direct flights, saving time, saving CO<sub>2</sub> emissions when flying the planes and saving, as I said, five billion euros a year.

So far, as I said, progress is rather limited and disappointing. I would suggest two proposals: the first one deals much more with so-called performance criteria. We would like to prescribe, or suggest, to FABs that they match their performance according to these criteria: how much you manage to shorten the flight, how much you manage to cut down CO<sub>2</sub> emissions, how much you improve the efficiency of flying within your FAB, and then compare it with each other. I believe that we might be able to start healthy competition which would show how one FAB is doing better than another and how much money is lost in one FAB and how much money is saved in another.

Then, of course, if we see such, let us say, persistent neglect of the introduction of this FAB system, I think there is no other way but to start infringement procedures and legal action. Otherwise we will not progress in this area as far and as fast as we would like to.

2-105

**István Ujhelyi (S&D).** – A szkbizottság alelnökeként és az S&D frakció utolsó megszólalójaként szeretném jelezni a háromórás maratoni meghallgatás végén, hogy azt eddig is tudtuk Önr l, hogy ragyogó diplomata, hiszen az egész életpályája ezt mutatta, de hogy milyen nagyszer en felkészült ebb l a területb l, ez azt mutatja, hogy elkötelezett szkbizottságunk feladatai iránt.

Én az írásbeli kérdéseimre megkaptam a választ, és most is van szakmai kérdésem: fel is írtuk, de már arra is válaszolt. Úgyhogy most d ljön hátra egy pillanatra, felejtjük el a szakmai kérdéseket, és mondja meg nekem, hogy a következ években szomszédként, közép-európaiként, azzal az életpályával, amit megélt, mit lát maga el tt az Európai Unió, és persze benne a mi bizottságunk, közös célunk, az egységes Unió jöv jében? Mi az Ön legnagyobb célja? Mit szeretne elérni? Mi az, amiben közös szolgálatunkra lesz?

2-106

**Maroš Šef ovi , Commissioner-designate.** > Thank you very much for this philosophical question. I am by nature an optimist, so I believe that the future is bright.

I know that the last five years were an extremely difficult period for Europe. We went through a lot and very often we were really on the brink of falling apart in our European integration, but still when we talked with the chairman about how the situation was 25 years ago and where we are today, it is simply a historic development and historic progress. With the recent years of crisis we are still not

fully assessing how much Europe has changed, how much we have developed and how much we should appreciate it.

For me, who grew up in Bratislava, just behind the Iron Curtain, and thought as a teenager that I would never, ever cross to Austria; just to go across without stopping at the border is still a miracle, I have to confess. The wonderful thing is that our children take it for granted. For them it is normal. Why are you so happy about it? Of course there are no borders, of course there are no border controls and it is great. That is how it should be.

I think that we should do the same in transport. I think this committee is very much committed and motivated to do this and I know that in this committee there are a lot of experts who have spent their careers in the transport field. I have met many of you and I know how pro-European you are and how you want to work on having a real single European area which would not be hampered by borders, checks, delays and protectionism; just to have one Europe for transport as well.

*(Applause)*

2-107

**El bieta Katarzyna Łukacijewska (PPE).** – Ja od razu przejdę do pytań, chociaż na pewno Pan kandydat na komisarza już na wiele tych pytań odpowiedział. Mimo wszystko zadam je. Jak ocenia Pan obecną sytuację na rynku przewozów kabotażowych w Unii Europejskiej? Co według Pana należy zrobić, aby zwiększyć rozwój europejskiego rynku tych przewozów, wykorzystać jego potencjał oraz poprawić wydajność tego sektora, a także jak skutecznie egzekwować wdrożone nie tak dawno przepisy Komisji Europejskiej?

Chciałabym również zapytać czy uważa Pan, że Komisja powinna znaleźć i wskazać środki wsparcia dla przewoźników drogowych, którzy stracili możliwość przeprowadzania operacji tranzytowych i transportowych w kierunkach wschodnich w związku z wprowadzeniem embarga na import niektórych towarów z krajów Unii Europejskiej do Rosji?

2-108

**Maroš Šefčovič, Commissioner-designate.** > As I suggested, the cabotage issue is apparently and understandably socially very sensitive, despite the fact that only 2% of cargo is carried in the cabotage system. I think that we clearly need to simplify and clarify the rules, because it would, I hope, reintroduce a feeling of social security among truck drivers. It would improve something very important, which is enforcement of the rules, which must be enforced by the national authorities.

I believe also that we can use the new technology better, for example, to measure that the rules are really respected, like digital tachographs, like the new technologies which we would also develop thanks to the new navigational systems and satellite potential Europe would acquire.

I also believe that once Europe is Number 1 in logistics, we can also use the know-how we have in several Member States: how to better plan truck driving and cargo handling, how to use better the planning, the logistic integration in this intermodal type of new transport area we are building in Europe. We can prevent the loss of money and the damage to the environment when one in four trucks runs empty.

Concerning the situation on the Russian border, I can clearly say that it is unacceptable, and it is quite clear that the next Commission will deal with this issue very seriously and find the solution with the Russian authorities, because our road transport workers should not suffer because of tension between the European Union and Russia.



2-109

**Michael Cramer**, *Vorsitzender des TRAN-Ausschusses*. > Jetzt haben wir 38 Fragen und Antworten abgearbeitet, und jetzt hat der designierte Kommissar zum Abschluss noch fünf Minuten Zeit, um noch einmal ein Abschlusswort zu sprechen.

2-110

**Maroš Šef ovi**, *Commissioner-designate*. > I would like to thank all of you honourable Members for all your questions. I think that there is clear confirmation that both the Committee on Transport and Tourism and the Committee on Industry, Research and Energy are very strong if it comes to their expertise, are very strong if it comes to their dedication to Europe and very strong if it comes to addressing the real concerns of the European citizens.

I know that many of you have been working in the transport area before. Former transport ministers, former members of the Commission who were responsible for this area, or very active Members of Parliament who have been dealing with transport issues for many, many years. I think it is very good news for European citizens, because in the area of transport and space the next five years would be absolutely crucial.

I think I can just link it up a little bit to the question of Mr Ujhelyi, because he asked me how I would see the future of Europe and the future of the transport area.

I also can tell you what I think how especially the European Commission will be judged in five years. I think there will be very simple criteria. Have we managed to restart the growth? Did we help to create new jobs? Have we prepared Europe for the fierce competition in this new globalised world, and, what is also very important, did we do it in our European way, meaning environmentally friendly, sustainable with high social standards maintained? I think that, of course, there will be no easy questions to answer, because every European citizen would be the best judge of the answers we will be providing to them based on these very important political questions.

But I believe that we in Europe have all the right ingredients to make it happen. I believe that with you, in our joint effort we can really make a difference. With many of you I was working also in the current mandate, and you know that I am a strong believer in close cooperation between the European Parliament and the Commission, two truly communitarian European institutions.

In my current term I was working very closely with the Conference of Committee Chairs. I was working very closely with the Committee on Constitutional Affairs and the Committee on Legal Affairs, and I would be ready and honoured to bring the same attitude towards the close, structured cooperation with both of your committees.

There is a lot to be done. I think that the common agenda is huge. Challenges are enormous, but I believe that in Europe we have the potential to tackle them both. So if you give me your support, I will be very happy to explore it together with you.

*(Applause)*

2-111

**Michael Cramer**, *Vorsitzender des TRAN-Ausschusses*. > Mit diesem Statement kommen wir zum Schluss der heutigen Anhörung. Ich danke allen Kolleginnen und Kollegen Abgeordneten für ihre sachdienlichen Fragen, die sich über das weite Feld der Verkehrs- und Raumfahrtspolitik erstrecken. Ich danke natürlich auch dem designierten Kommissar, Herrn Šef ovi , für seine Antworten und Stellungnahmen. Ich erinnere die Koordinatoren und die stellvertretenden Vorsitzenden daran, dass die Sitzung zur Bewertung dieser Anhörung morgen früh stattfinden wird, und zwar um 9.30 Uhr im Raum ASP 1G2. Diese Sitzung wird unter Ausschluss der Öffentlichkeit gehalten.

Zum Schluss danke ich den Dolmetschern für ihre exzellente Arbeit und Geduld, da wir ein bisschen die Zeit überzogen haben.

*(Beifall)*

Sie merken, die Arbeit für diese lange Nachtsitzung wird gewürdigt. Ich wünsche allen noch einen schönen Abend.

*(Die Sitzung wird um 21.10 Uhr geschlossen.)*