

COMMITTEE ON TRANSPORT AND TOURISM

ASSOCIATED COMMITTEE:  
COMMITTEE ON THE ENVIRONMENT, PUBLIC HEALTH  
AND FOOD SAFETY

INVITED COMMITTEE:  
SUBCOMMITTEE ON SECURITY AND DEFENCE

**HEARING OF ADINA-IOANA V LEAN**

COMMISSIONER-DESIGNATE

(Transport)

THURSDAY, 14 NOVEMBER 2019

BRUSSELS



1-002-0000

**PRÉSIDENTE: KARIMA DELLI***Présidente de la commission des transports et du tourisme**(L'audition est ouverte à 13 h 1)*

**Présidente.** – Mes chers collègues, bonjour. Au nom des députés et des députées de la commission des transports et du tourisme, je souhaite la bienvenue à Madame Vălean. Je souhaite également la bienvenue aux députés de la commission de l'environnement, de la santé et de la sécurité alimentaire, que nous appelons entre nous la commission ENVI – soyez les bienvenus – et qui est associée à cette audition, ainsi qu'aux députés de la sous-commission invitée, la sous-commission «sécurité et défense».

Je voudrais vous rappeler que, suivant l'annexe 6 du règlement intérieur du Parlement, la commission des transports et du tourisme est responsable du développement d'une politique commune pour tous les modes de transports dans l'Union européenne, des projets communs importants, tels que le ciel unique européen, des réseaux transeuropéens d'infrastructure ainsi que de la sécurité du transport.

La commission des transports et du tourisme est également responsable des relations avec les pays tiers et les agences européennes dans le domaine des transports ainsi que des relations avec les organisations internationales des transports, notamment dans le secteur de l'aviation avec l'OACI et dans le secteur maritime avec ce qu'on appelle l'OMI.

Enfin, la commission des transports et du tourisme est aussi chargée des services postaux et du secteur du tourisme. En ce qui concerne le tourisme, mes chers collègues – je le dis en tant que présidente –, nous regrettons notamment que la demande de la commission des transports d'associer le transport et le tourisme dans un même portefeuille n'ait pas été prise en compte par la Commission européenne. Bien entendu, nous travaillerons en étroite collaboration avec M. Breton si sa nomination est confirmée, notamment dans le domaine important que constitue le tourisme. La mobilité, c'est essentiel. Elle est essentielle à la vie quotidienne de tous les citoyens européens, que ce soit en milieu urbain, en milieu rural, dans l'espace périurbain ou dans les campagnes. Il est important de mener une vraie politique au service de tous, qui réponde aux défis d'aujourd'hui et de demain, en particulier concernant la question du digital, celle du climat et celle de l'environnement, selon un modèle de société acceptable pour tous. Vous l'avez compris, la mobilité de demain sera une mobilité faible en carbone, inclusive – c'est-à-dire accessible à tout le monde –, connectée, mais surtout une mobilité sûre, parce qu'il y a encore 26 000 morts chaque année sur nos routes.

L'audition est publique et fait l'objet d'une transmission audiovisuelle. Je souhaite donc également la bienvenue à tous ceux qui nous regardent, qui regardent cette audition, grâce notamment aux services internet du Parlement.

Je vous rappelle que l'audition de ce jour se déroule suivant le règlement d'ordre intérieur du Parlement, à savoir l'annexe 7. La finalité de l'audition est d'évaluer les compétences requises à la fois pour être membre du collège et pour remplir les fonctions décrites dans la lettre de mission établie par la présidente élue de la Commission européenne. L'évaluation porte également sur l'engagement européen, sur l'indépendance personnelle et sur les capacités de communication de la candidate. Préalablement à l'audition d'aujourd'hui, la commission en charge des affaires juridiques a examiné les déclarations d'intérêts financiers et a confirmé l'absence de conflits d'intérêts. Je vous rappelle également que Mme Vălean a répondu aux deux questions communes

rédigées par la conférence des présidents, ainsi qu'aux questions soumises par la commission des transports et du tourisme. Les réponses à ces questions ont été traduites dans toutes les langues officielles et ont été distribuées aux députés.

Avant de donner la parole à Mme Vălean pour 15 minutes, je voudrais préciser la procédure concernant cette audition. Je pense, Madame la Commissaire désignée, que vous êtes personnellement bien informée de la procédure, puisque vous avez vous-même présidé plusieurs auditions. L'audition se déroulera comme suit: elle débutera par la déclaration d'introduction de la commissaire désignée. La durée est de 15 minutes et ne peut pas dépasser 15 minutes. Les députés pourront poser un maximum de 25 questions. Le nombre et l'ordre des questions par groupe politique, y compris pour les députés non-inscrits, ont été décidés par la conférence des présidents. Un premier round de sept questions a été alloué aux représentants des groupes politiques. Pour le second round, les questions ont été distribuées aux groupes, en proportion du nombre de députés. Je vous rappelle que le temps de parole est strictement limité. Les députés auront à leur disposition une minute pour poser leur question et la commissaire désignée aura deux minutes pour répondre. Une question de suivi pourra être posée immédiatement après la réponse et vous aurez une minute pour poser cette fameuse question de suivi. La réponse ne pourra pas prendre plus d'une minute. J'attire votre attention sur le fait que l'éventuelle question de suivi doit porter directement sur la réponse qui sera donnée par la commissaire désignée. Je demande à la commissaire désignée et aux députés de respecter strictement votre temps de parole, autrement je couperai le micro. J'aimerais donc attirer votre attention sur le fait que, si le temps de parole est dépassé – je vous le dis une deuxième fois –, je serai malheureusement dans l'obligation de vous interrompre. Pour finir, je vous informe que l'interprétation est fournie en 23 langues officielles. Tous les intervenants peuvent donc intervenir dans leur langue maternelle. Afin d'assurer la qualité de l'interprétation et de respecter les interprètes, je vous demanderai de ne pas parler trop vite.

La procédure étant établie, j'invite à présent Mme Vălean, commissaire désignée aux transports, à prendre la parole pour 15 minutes maximum et à faire sa déclaration orale. Madame Vălean, la parole est à vous.

1-004-0000

**Adina-Ioana Vălean**, *Commissioner-designate*. – Chair, I am, of course, in a very special situation today but honoured to be the Commissioner-designate for the portfolio for transport and I want to share with you a couple of my thoughts regarding this very important portfolio for the European Commission in its next mandate.

First, of all the benefits of EU citizenship, the freedom to live, work, study and do business anywhere in Europe is the one that citizens value the most. Transport makes this possible. Mobility and transport are the backbone of the internal market and support the freedom of movement of citizens and goods. They connect people and help to strengthen cohesion across the European Union and thus play a key role in its integration and development.

We are in a new era, one with accelerated innovation and transformation, bringing many new challenges and opportunities. It will be my duty as Commissioner for Transport to work in close cooperation with the European Parliament, as well as with the Council, towards making these changes work for everyone. Today I am seeking your approval, your trust and your support for making transport fit for a Europe that is sustainable, fair and prosperous.

President-elect von der Leyen has signalled that the European Green Deal will be a key political priority for the new Commission. This Deal cannot be complete without transport at its core. A European Green Deal must ensure that Europeans are able to enjoy affordable access to

sustainable and smart mobility. The greening of mobility must serve our citizens, businesses and economy in the best way possible.

As former Chair of the Environment, Public Health and Food Safety Committee, I can tell you that the EU has fully delivered on its promise to build a comprehensive architecture for reducing greenhouse gas emissions. With the completion of the Clean Energy Package we now have the most advanced framework that will enable significant emissions reductions up to 2030. This is not enough. By 2050, we want to be carbon neutral and that needs additional policies and efforts.

I will work hard to reduce the environmental footprint of mobility and transport activities, and make sure our actions further contribute to the reduction of carbon emissions and improved air quality. All of this must be an economic success if we want citizens to embrace it and the whole world to follow our lead. To this aim, I think there are several areas which I see as absolutely necessary for prioritising actions but first I want to talk about safe and secure transport.

Today, we have the safest transport system in the world. But we must constantly improve our safety standards and remain one step ahead. Safety is paramount for all transport modes. There cannot be any complacency here. The same for security, as safety and security are two faces of the same coin.

Looking at our safety performance, one sector stands out – roads. Even though Europe remains safest region in the world, 25 000 road deaths per year is simply unacceptable. We should share the objective of halving the number of deaths and serious injuries by 2030 compared to 2020. I will put all resources available into convincing ministers, investors and developers to internalise this safety pledge permanently and I need you to support me in this quest.

Then we need clean and sustainable mobility. A climate-neutral economy by 2050 must see CO<sub>2</sub> emissions from transport reduced by 90%. But if we continue with current measures, all we get is just 20%. So it's absolutely a need to channel our actions on three crucial areas. First, incentivising the right consumer choices and low-emission practices, then improving efficiency across the whole transport system, and thirdly, increasing the uptake of clean vehicles and alternative fuels.

Reducing the allowances to airlines, with the aim of eliminating them over time, is part of my mission, as it was entrusted to me, and extending the emissions trading scheme to the maritime sector is something which will bring a valuable change. In general, it should be the users who shoulder the cost of their trips, not society as a whole.

However, pricing will only work if more sustainable alternatives remain attractive, affordable and available. Otherwise, change will be at the expense of disadvantaged groups or peripheral regions, which would be unacceptable. I want to promote mobility as a service, make alternatives to conventional private cars affordable, adjust infrastructure and embrace smart and collaborative solutions.

We should start by eliminating unnecessary emissions: there is no doubt that the absence of progress on a Single European Sky makes our flights unnecessarily long, resulting in more carbon emissions. I will push to make a fully-developed Single European Sky finally happen. It is not only the skies that are grey; our cities are suffocated by congestion too. We owe it to our citizens to free their urban mobility and stop wasting their time and money.

Overall, we must make all transport modes sustainable and for that we need not only to improve our standards but we must also ensure that clean mobility solutions are widely adopted and deployed.

Therefore, I will support value chain partnerships with industry as part of the European Green Deal. We should stop speaking about antagonism between transport and climate policies and we should focus on how to work together to improve and move things forward quickly. I will work with Member States and private investors towards deploying a significant increase in publicly accessible recharging or refuelling points. I want to promote the uptake of sustainable fuels across road, maritime and air transport. This will give the sector a real opportunity to make a quantum leap forward towards decarbonisation.

Then I am asked to ensure a smart mobility ecosystem. Being smart and sustainable goes hand in hand. We need to take full advantage of digitalisation to make transport safer, cleaner, more efficient and more accessible. Citizens want to be part of a faster moving world and they want to be connected to the 'cool' stuff technology has to offer and they have the right to be part of that. Integrated traffic, travel and safety apps in our cars as well as other means of transport are just a few support features that can be provided to consumers and I agree that legislation can accelerate their deployment and support the integration of mobility services behind the apps.

For businesses, a more modern, multimodal logistics environment will save time and money, and will reduce carbon emissions. A real market for digital solutions is emerging and I want the EU to remain a leader: from blockchain and digital mapping and tracking, to connected and automated vehicles, planes and vessels.

This is why it is important to boost research and innovation, and make sure that conditions are right to deploy connected and automated mobility successfully. Innovation is a collective effort and I am a true believer in working with industry for timely deployment. This is what I was pushing for as Chair of the Industry, Research and Energy (ITRE) Committee, and I will continue to do so in my new role.

Challenges do exist. Jobs will be impacted, therefore I will prioritise investment in reskilling to keep, for example, the automotive regions thriving socially and economically.

Now I come to fair and inclusive mobility. For our transport sector workers, I want training on the skills that future jobs will require. I want retraining offered to those who keep the wheels turning today. Automation will mean huge changes but it must not come at the cost of the human talent that Europe needs to stay ahead. Eleven million people count on us for their jobs. We shall not disappoint them. I will support the Just Transition Fund built around their needs.

Transport jobs must be attractive for everyone, especially for young people and young professionals whom we need to attract to the sector. I want to take the 'Women in transport' platform initiative further, and I want to see the potential of gender balance and gender mainstreaming thrive.

I cannot stress enough that freedom of movement is a right for every single citizen of the EU, regardless of location, income or special needs. Travellers with restricted mobility need to be able to move around with the same ease as everyone else. Those in remote areas need to be better connected to our transport network. And everyone rightly expects to be protected in case something goes wrong. Europe has today a very comprehensive passenger rights framework but we need to take this further.

Now we will talk about investment because for all our projects we need the right financing. First I want to say that the 2020 budget is very important because it is a bridge to the next multiannual financial framework and it is essential for the continuity of our projects.

The Connecting Europe Facility represents for me one of my most valuable contributions as an MEP in this House. I worked with Dominique Riquet and Inés Ayala Sender to succeed in putting in place the most important instrument for investment in transport, energy and telecom networks. We are now financing the completion of our core network, the missing essential links which isolate our communities. I have opposed the cuts under the current multiannual financial framework (MFF) and I commit before you that I will defend the budget for the Connecting Europe Facility for the next financial framework.

Transport infrastructure is vital for enabling a European defence strategy. Improved mobility for our troops and equipment should not be overlooked when we invest in infrastructure, and dual use facilities, for civilian and military purposes, are a major opportunity for our Union and should be a strategic choice.

Thinking globally, the vision of the President-elect is one of a geo-political Commission. This is exactly what we need. We need Europe to maintain its multilateralism on the global stage. For transport, that means Europe needs to be a hub for all neighbouring regions but more importantly, for global supply chains and passenger flows, and this will be extremely important for our competitiveness.

Global trade needs a global level playing field. In transport this means the chance to use our regulatory leadership to become a norm for global standards. Our competitive advantages can be reinforced if we act properly in our international bodies like the International Maritime Organisation (IMO) and the International Civil Aviation Organisation (ICAO) to take on board the benefits of our success stories: on safety, security, the environment and on fair competition.

Balancing our ambitious commitments for climate change mitigation, for sustainability, with growing needs for mobility, with fair and inclusive transport, with social issues and competitiveness is going to be a challenge for all of us and we need to work together on that.

I know how important it is, having been 12 years in this House, for you to work with a Commissioner. I know how important it would be for a Commissioner to build on the expertise and experience of the Members of the European Parliament and I commit to you that I will share with you from the very beginning ideas and projects and we will work through the whole chain of producing legislation.

With these pledges and with this shared vision, I ask for your support today so that we can start a journey together.

1-005-0000

**Sven Schulze (PPE).** – Sehr geehrte Frau Kollegin Vălean! Vielen Dank für Ihre ersten Eindrücke dessen, was Sie uns in den nächsten Jahren hier präsentieren wollen. Mit dem Verkehrsportfolio wird Ihnen ja ein extrem wichtiger Politikbereich mit vielen gesetzgeberischen Gestaltungsmöglichkeiten auf der EU-Ebene übertragen. Wie Sie als langjährige Kollegin – Sie sind ja seit dem Jahr 2007 auch Mitglied des Europäischen Parlaments – wissen, haben wir auch in der letzten Legislaturperiode wirklich viele Dinge, die teilweise auch strittig waren, auf den Weg gebracht. Ursula von der Leyen hat – Sie haben es erwähnt – den *New Green Deal*, den neuen grünen Deal ganz in den Fokus gestellt und gleich zu Beginn gesagt, dass sie dort relativ schnell

Dinge auf den Weg bringen möchte, und da wird auch der Verkehrsbereich beim *New Green Deal* betroffen sein.

Ein wichtiger Ansatz könnte dabei sein, Mobilität als Dienstleistung zu verstehen, und im Englischen sagt man ja: *mobility as a service*. Mobilitätsdienste können nach diesem Konzept von verschiedenen Anbietern bereitgestellt werden und sollen als ein kombinierter multimodaler Service angeboten und abgerechnet werden. Beispiel dafür in Europa ist die Stadt Helsinki. Ich komme jetzt zur Frage: Mich interessiert dabei, welche Gesetzesinitiativen Sie sich konkret für diesen Bereich vorstellen können, der alle Betroffenen weiterbringt und einen Beitrag zu dem *New Green Deal* leisten wird.

1-006-0000

**Adina-Ioana Vălean**, *Commissioner-designate*. – Well, the first question goes directly to the European Green Deal because this is the thing, this is what lies in front of us.

I think I'll just make a short statement to begin with because I'm sure we will get into the details with lots of questions, but I think we need everything inside this European Green Deal. What I appreciate very much is that this time we have an integrated approach because we have to have all parts involved in this Deal. So if we want to mitigate climate change, if we have to develop sustainable and reduce the environmental footprint of transport, we need to keep the competitiveness of the industry, we need to be socially sustainable. So we have to have an integrated approach with measures for all the stakeholders in order to succeed. If we address just blocks and not in an integrated way then, of course, the efforts won't reach their full potential.

You mentioned, Mr Schulze, mobility as a service as part of our future. Mobility as a service looks very promising. Of course, I think we will have to look better at exactly what is 'mobility as a service' and build on that, because there are several projects, there are several ideas going around. We have to look very carefully to see and understand what type of framework or legislative contribution we can make to mobility as a service in the future.

Multimodality, because you mentioned it, is absolutely essential inside the European Green Deal. If we want to reduce the environmental footprint and the climate and emission footprint, we absolutely need to invest in multimodality in transport and this is absolutely essential.

1-007-0000

**Sven Schulze (PPE)**. – Ich habe noch eine kurze Nachfrage: Wenn ich an die ländlichen Gebiete mit sehr geringer Bevölkerungsdichte denke:

Gibt es da auch Dinge, die Sie vorhaben, gesetzgeberisch umzusetzen, um dort nicht nur den *New Green Deal*, sondern insgesamt Verkehrsinfrastruktur auf den Weg zu bringen?

1-008-0000

**Adina-Ioana Vălean**, *Commissioner-designate*. Remote areas are very important for transport. The life of the people there depends on our work in connectivity. So this is tremendously important for all remote and hard-to-access areas.

We need to complete the core network, we need to support the role of airports and ports in regional and local places. As for state aid and competition rules, we don't, of course, need to duplicate structures where there is no uptake, or where there is not sufficient use, but we have to keep all the measures at hand, because connecting these areas is a right for those citizens living there.



1-009-0000

**Johan Danielsson (S&D).** – One issue that is not emphasised enough in your mission letter, but also in the written answers that you sent in before this hearing, is the working conditions and the social standards for those who work in the transport sector.

Today national and EU regulation have created a situation where transport workers are forced to compete with each other by lowering wages and working standards. This is of course unacceptable in principle, but it also undermines the sector as such. Today they have a massive staffing and recruitment problem in the transport sector across Member States.

For the S&D Group it is clear that good working conditions are the key for the future of European transport. So as Commissioner responsible for Transport what concrete policies will you pursue in order to improve the working conditions for all the people in transport in Europe?

1-010-0000

**Adina-Ioana Vălean, Commissioner-designate.** – I think I stated briefly in my introductory remarks – because I couldn't make a longer presentation on this – that I do believe that if we want to succeed with any of our policies, we have to obtain the acceptance and the support of the people, and when we look at transport, transport is about the people.

Transport is the people, that's why we are doing transport for the people and with the people. So we have the category of the workers inside the system and then we have the users. So we have to be very careful and streamline their needs in our policies, or else we have seen that it might raise problems and social unrest.

When we talk about working conditions for the workers in the system, I know that there are shortages. I know that people worry that the changes brought by innovation, digitalisation and automation will threaten their jobs.

What we need to do is, on the one hand, to find the right policies so that this won't impact badly. To retrain, to re-skill, to use financial instruments existing in European Union to finance this re-training and re-skilling, and most of all, we need to explain to people.

We have to explain to them and get their support so that they don't get scared that the modern future for transport means someone will be left behind. I will be completely committed to this approach, and I will follow up on all the work which is already going on. I know the previous Commissioner was working, and others, and the Parliament worked on this very much, and I'm absolutely sure that we can put our heads together to deliver something concrete for the workers in the system.

1-011-0000

**Johan Danielsson (S&D).** – I would ask you to be a bit more concrete already today and I would like to turn the attention specifically to the aviation sector.

As you know, studies from the Commission itself have clearly demonstrated a wide range of questionable practices, that undermine working standards but also distort competition within the aviation sector. So I would ask you to answer perhaps two more specific questions on this topic.

Firstly, how do you intend to ensure compliance with current labour, social and tech standards in the aviation sector, but also, and at least equally important, will you present any new legislation addressing the social conditions in aviation as part of a broader aviation package? And then specifically addressing issues such as fictitious home bases, the misuse of social security

certificates, bogus self-employment, pay-to-fly schemes and other unacceptable practices which exist in the aviation sector today?

1-012-0000

**Adina-Ioana Vălean**, *Commissioner-designate*. – The aviation sector is very competitive. It's of tremendous importance for the transport system and generally for businesses and people in Europe. The professions in the sector are highly appreciated professions, but nowadays there is the danger, especially what you have mentioned, of unlawful practice, of hard working conditions, that the professional will get a negative image and then that means shortage of workers in this area. We know there are specificities because with the cost of the pilots, we know that there are different business models in the liberalised market which may conduct unlawful practices, or not right business models. We need all the members on board, the Member States, the airlines, the aircrew associations, workers and employers' organisations and the Parliament and I think we will be able to progress on the agenda in aviation if everyone makes a joint effort. Actually I'm going to say that I will take all the needed measures, legislative or not, to address all these shortages, all of these issues.

1-013-0000

**José Ramón Bauzá Díaz (Renew)**. – Señora presidenta, señora candidata a comisaria, le traslado una serie de datos que son muy significativos: los pasajeros de avión en Europa sufrieron durante el año 2018 un total de 19 millones de minutos de retraso; los aviones que sobrevuelan nuestros cielos recorren una distancia media de 49 kilómetros más de lo necesario, lo que implica que, si esta es la media, muchos se desvían mucho más. Además, el 60 % de los retrasos son causados por los problemas de la capacidad en el espacio aéreo. La enorme fragmentación de nuestro cielo impide que el transporte aéreo pueda desplegar todo su potencial. Un espacio aéreo plenamente integrado permitiría ahorrar hasta 5 000 millones de euros al año y, lo que es más importante, 18 millones de toneladas de dióxido de carbono emitidas anualmente de forma innecesaria.

Por todo ello, señora candidata, me gustaría hacerle la siguiente pregunta: ¿Va a ser usted la candidata —y, por eso, la comisaria—, va a ser usted la comisaria que, de una vez por todas, complete la construcción del cielo único europeo?

1-014-0000

**Adina-Ioana Vălean**, *Commissioner-designate*. – The Single European Sky is of absolute importance for the reasons you have already stated, but the most important one is congestion. So we can't have growing businesses when we have too little airspace, so we have to be smart about that, and to be smart about that is exactly what the Single European Sky is about, and I think with the efforts of Mr. Marinescu and the European Parliament, we have a very good proposal. It is blocked in the Council, but I am hoping that this situation will be solved in the near future, because without that, we come to an incapacity of air space and we have all the externalities you already mentioned, like emissions, longer time distances, so on and so forth.

And so, in a nutshell, I would say yes, I want to be the one who will unlock this file and give what is rightfully needed to air transport - a Single European Sky.

1-015-0000

**José Ramón Bauzá Díaz (Renew)**. – Gracias por su respuesta, señora candidata, y además nos ha gustado esa respuesta.

Como bien sabe, el futuro de las relaciones de la Unión Europea con el Reino Unido en materia de aviación y sus implicaciones para el aeropuerto de Gibraltar son un asunto de vital importancia para España y, por supuesto, para la Unión Europea.

El aeropuerto de Gibraltar, construido sobre un istmo no reconocido como territorio británico por España, es una cuestión de Estado para nuestro país y, por tanto, también para la futura Comisión cuando se haya producido el *Brexit*.

Hace años que se busca un acuerdo justo para compartir ese aeropuerto. Ello redundaría en el desarrollo del Campo de Gibraltar, pero también del Peñón, atrayendo más tráfico de pasajeros y también transporte de mercancías.

Teniendo en cuenta que un acuerdo tras el *Brexit* para un uso compartido del aeropuerto beneficiaría a ambas partes, le pregunto, señora candidata, muy claramente, ¿van a defender usted y la Comisión Europea los intereses de España respecto al aeropuerto de Gibraltar?

1-016-0000

**Adina-Ioana Vălean**, *Commissioner-designate*. – Well, we all are aware on this contentious issue you have with the airport in Gibraltar, I'm hoping still that you will find in the future the best way to make it a success of cooperation between two countries and at this stage, since you put this in the context of *Brexit*, of course there is no doubt that if *Brexit* happens I will be a Commissioner for the Member States of the European Union.

1-017-0000

**Ciarán Cuffe (Verts/ALE)**. – Ms Vălean, we are in a climate emergency. We need to achieve carbon neutrality by 2050, with intermediate milestones of at least a reduction of 55% by 2030. Despite this, the transport sectors' carbon emissions are growing, thereby exacerbating the climate emergency.

So in regard to transport projects that are not climate-proofed, will you support them? I mean in the recently adopted budget opinion, the TRAN Committee reiterates that the provisional agreement on the regulation setting up the Invest EU programme contains a general provision, which applies to all transport related financing, to ensure that projects that are inconsistent with the achievement of the climate objectives shall not be eligible for support and that financing and investment operations shall be screened to determine if they have a climate impact and, if so, shall be subject to climate-proofing.

So do you agree that making these provisions apply to all types of EU transport financing is vital to achieving the 2050 carbon neutrality goal, and all intermediate goals as well, particularly given the long investment horizon for much transport infrastructure?

1-018-0000

**Adina-Ioana Vălean**, *Commissioner-designate*. – When we talk about the climate emissions this is, as you can see, at the core of the policies we are going to develop. We have, and I am going to present by the end of next year if elected, a strategy on sustainable and smart mobility. And the question of financing the projects in this context is of course very important.

There was a lot of debate on what it means and what is the right thing to do with financial support for projects and what would be needed in this respect to encourage the uptake only of green projects, if I understood your question right.

In reducing emissions, if we look for example at the Connection Europe Facility, we can see that a high percentage of the projects are already green projects, because we put nearly 80% – I think – of the envelope on green projects, 72% on rail, 6% on inland waterways. So we are somehow on the right path.

Of course we discussed the possibility of having a green bank, so I think the European Investment Bank, which has already criteria on the awarding financing, will transform itself or it will define in the future, and I think this is a work for the Commission as a whole, more Commissioners to try to identify exactly the criteria for sustainable projects to be financed.

If this was your question and if I got it right.

1-019-0000

**Ciarán Cuffe (Verts/ALE).** – I note your reply: ‘somehow we are on the right path’, but the reality is that emissions are rising significantly and transport is an outlier. To return to the topic of aviation, to which other MEPs referred to, you wrote in your written replies that the Single European Sky will lead to a 10% reduction in emissions.

But there will be a rebound effect; would you not agree that there’ll be more space for flights and therefore more flights? So it seems that there may be a significant increase in emissions.

The reality is we need to fly less. So would you accept that the Commission needs to reduce, not increase, the amount of flying that we do, in favour of more sustainable modes of transport? And my colleagues will talk about that. But will you commit to ensuring the ‘polluter pays’ principle is applied to the aviation sector through measures such as a kerosene tax, as Frans Timmermans seems to suggest?

1-020-0000

**Adina-Ioana Vălean, Commissioner-designate.** – It’s a pity that this was not a question for two minutes at least, because it will take a lot, but of course we have all the baskets of measures to decarbonise transport, efficiency for vehicles, deployment of alternative fuels, we have efficiency of the system itself. Then you talk about other modes, rail. I’m stating clearly that rail I think it is the centre of a sustainable transport and we have to invest primarily in this and in multi-modality. I want to put the goods, the freight on rail in my mandate as much as possible. When we talk about aviation, I think the economic growth needs more capacity and this is a market thing and I’m encouraging the competitiveness of our industries, the movement of goods and of people, so I will not go in the direction of saying that we need less flights, but we need to be more efficient, more sustainable and have a better, efficient system on traffic management.

On kerosene tax, I will just say that this is one of the possibilities, but it has to be part of a basket of market and non-market measures in order to decarbonise the sector.

1-021-0000

**Marco Campomenosi (ID).** – Benvenuta signora Vălean. Io sono un po’ preoccupato invece delle conseguenze in termini di costi che il *Green New Deal* potrà avere come impatto sulle imprese, soprattutto le piccole e medie imprese, e di conseguenza sui lavoratori, in un settore, quello della logistica e dei trasporti, in cui già abbiamo uno svantaggio competitivo forte rispetto agli operatori che non sono soggetti al sistema di regole nostro nel resto del pianeta.

Ecco, vi è una situazione di *dumping* sociale già forte con il resto del mondo, che preoccupa i nostri lavoratori, e anche all’interno dell’Unione europea, e che è ben nota e occupa molto del tempo delle nostre discussioni in commissione per i trasporti.

Ecco io le domando cosa intende fare la Commissione europea per sostenere le imprese del settore dei trasporti, e mi riferisco sia alla strada che alla rotaia e soprattutto a chi opera e chi integra queste attività con le attività portuali, nella sua attività, soprattutto per i costi che, secondo me, potrebbero esserci per il *Green New Deal*.

1-022-0000

**Adina-Ioana Vălean**, *Commissioner-designate*. – So, first of all, to support business in the sector it's absolutely essential for the economy of Europe because you know that the industries for equipment, for services, it's one of global leader, so we need to support it and use it in order to export our standards in other countries.

Then we have agreements and in the agreements we have rules which need to be enforced. And I think we have to have a level playing field for our companies and for those who are accessing our market. So, from this respect, I think we need to assess permanently and see about implementation where issues arise to address them immediately. This will be a continuous part of the work.

If you talk about ports, I would say that maritime is of course a huge business for Europe. We have to protect it, consolidate it, make it more sustainable, more green, but this should be part of a positive solution — greener and competitive. I think through a strong international agreement, we have this clause of maintaining the competitiveness and good practices and we have rules and practical measures to be imposed if something goes wrong. So, yes, all third country actors in our markets should respect our rules, and this is something, part of the job of the Commission to follow and make sure this remains true.

1-023-0000

**Marco Campomenosi (ID)**. – Signora Vălean, specificatamente poi un tema di cui sicuramente dovrà occuparsi, insieme ai colleghi che seguiranno il mercato interno riguardo al futuro dei porti, vi sono visioni diametralmente opposte sul ruolo delle autorità portuali, rispetto a un modello nord europeo che le vede come enti privati e un modello mediterraneo, italiano in questo caso, che le vede come dei soggetti pubblici molto importanti. Quindi mi collego al tema della tassazione delle attività economiche e non economiche dei porti e le chiedo se sarà possibile avere un'integrazione dei due sistemi, anziché un'opzione che penalizzi i porti del Sud Europa.

1-024-0000

**Adina-Ioana Vălean**, *Commissioner-designate*. – I can assure you I don't want to see anyone penalised, and I think the last thing in Europe is for us not to be united. We have to work together and trade and make good profits everywhere in Europe. So I wouldn't see antagonism between parts of Europe, and if there is something, we should work to address it and eliminate it.

I'm not particularly aware of this divergent situation between north and south on ports, but I know that ports need to play a great role in our future sustainable maritime development, because ports in itself they are a centre for businesses, but they also have a huge footprint on the environment and on emissions, and we need to address that. And they are a great opportunity or a strategic point for what would mean the future of multi-modality in Europe. So we need to make them more sustainable, we need to make them more profitable or keep them profitable and, of course, integrate them better with other modes.

1-025-0000

**Roberts Zile (ECR)**. – First of all, on behalf of ECR I can say that you can always rely on your policy if it will go in the direction of pure single market and anti-protectionist measures.

On the Connecting Europe Facility, I am really glad that you were working with this dossier and you said that you will fight for the figures, of course, but I think it's also important not to lose substance on how the Connecting Europe Facility in particular cohesion fund countries can finalise those big cross-border projects, flagship projects, in the transport sector. Which means - are you ready to find some good compromises between dual mobility, between connecting euro facility cohesion foreign countries and also how to use more competitive projects should be

finalised, particularly the railway sector and taking account also what you see here, there would be less flights, but there are still Member States not connected with the railway lines with other Member States.

So are you ready to do all these nitty gritty details and to fight in the Council before the MFF will be finalised?

1-026-0000

**Adina-Ioana Vălean**, *Commissioner-designate*. – I think the completion of the 2020 network is absolutely essential. Of course, I know there are delays, but there are ways to address them. We are also going to revise the guidelines for 20 networks in 2021, I know there is a commitment, so that we will see what exactly we need to improve or upgrade.

So when you look at the map of Europe, there's a huge difference of connectivity between West and East, and I know that sometimes when you have it all, you say, well, we had already experience, so you should not do that. But I think the Eastern part of Europe needs to be fully supported to develop its core network and comprehensive network, and we need to be smart about that because I recall when I first saw the work in this euro facility instrument, what I wanted to favour was the synergies between sectors. So this would be something which would be smart, so that we can mobilise various instruments to deploy in the same time, I don't know how to say it immediately, transport and digital solutions. Yeah, so I would say synergies with other sectors, completing the core network, supporting the East, defending the cohesion money which in blending with the Connecting Europe Facility will help us to deliver for this part of Europe, and keeping in mind that rail is the most clean, so that we have to contribute better to the projects emerging in this network, in rail in particular.

1-027-0000

**Roberts Zile** (ECR). – In this committee, as you may know, we work with Mobility Packages 1 and 2. We took it over in the previous legislature. On Mobility Package 1 that six prime ministers from peripheral countries wrote to the Commission and Council about the idea that Mobility Package 1 lost the initial aim actually. Perhaps a deal would be done before you come into office, but anyway I think it is very important, you will see the outcome of these results. Are you ready to do some evaluation impact studies on this and to see if it is necessary to fix something, we are ready to do it?

On Mobility Package 2 actually it was my report. We had a first reading here, there is no movement in the Council at all on this dossier that came from Ms Bulc's initiative initially. So are you ready to push Council to do something on coach and bus Mobility Package 2 as well, some movement? Otherwise it will stay and not move at all.

1-028-0000

**Adina-Ioana Vălean**, *Commissioner-designate*. – Thank you for the mobility package. I think it's absolutely important to be adopted and not to forget why it was proposed, because we need to have both the internal market very well-functioning and then both good services and good conditions for the workers in the system. So this is tremendously important to be adopted, and I hope it will be adopted as soon as possible, even before I take up the post, if that happens.

On the other hand, I would say that, as with every controversial new legislation, we need to assess, and I'm committing to assess how it works and, of course, together with you, discuss and see if there is room for improvement or additional measures. So this is for the first question.

For the bus and coaches, I think it's very important to have it, because if we can increase the use of buses and coaches, then this has absolutely clear benefits, because that will reduce the number of

passengers on other types of road vehicles, and by doing so, we are reducing the impact on the environment and on climate change.

1-029-0000

**Έλενα Κουντουρά (GUE/NGL).** – Ευχαριστώ πολύ την υποψήφια Επίτροπο για την πλήρη εισαγωγική της τοποθέτηση. Η εντολή που έχετε λάβει από την Πρόεδρο της Επιτροπής είναι πραγματικά πολύ φιλόδοξη και επικεντρώνεται στον μετασχηματισμό του συστήματος μεταφορών στο πλαίσιο του European Green Deal, με στόχο τη μηδενική ρύπανση. Μας είπατε ότι και εσείς συμερίζεστε αυτόν τον στόχο και μας αναφέρατε τις προτεραιότητές σας. Θα θέλαμε να μάθουμε λοιπόν πώς θα τις υλοποιήσετε. Θέλω να σταθώ σε μία πολύ σημαντική διάσταση του μετασχηματισμού του συστήματος μεταφορών, την οποία ξεχνούμε πολύ συχνά. Πώς θα εξασφαλίσουμε ότι ο μετασχηματισμός θα γίνει χωρίς αποκλεισμούς των πιο ευάλωτων κοινωνικών ομάδων κυρίως αλλά και των πιο απομονωμένων νησιωτικών περιοχών, όταν ξέρουμε ότι ο μετασχηματισμός θα έχει, τουλάχιστον μεσοπρόθεσμα, ένα τεράστιο κόστος, το οποίο δεν είναι ακόμα σαφές πώς θα κατανεμηθεί; Οι οικονομικά ισχυροί θα μπορέσουν να ανταποκριθούν αλλά στις νησιωτικές περιοχές το κόστος των μεταφορών επιβαρύνει ήδη δυσανάλογα τις τοπικές κοινωνίες και οικονομίες. Θα ήθελα λοιπόν να σας ρωτήσω ποια συγκεκριμένα μέτρα σκοπεύετε να πάρετε ώστε να εξασφαλίσετε ότι οι πιο ευάλωτοι στις κοινωνίες μας θα έχουν πρόσβαση σε οικονομικά προσιτές μεταφορές άμεσα, αλλά και έμμεσα στην περίπτωση των εμπορευμάτων.

1-030-0000

**Adina-Ioana Vălean, Commissioner-designate.** – The two things will have to go together because we need multi-modal transport and I think we need to invest effort and money into getting there because this is modern, this is the future and this will be benefit our businesses which would be able to move their goods quicker and with lower transport costs.

There are remote areas and these especially need water transportation, as you were indicating. You being from Greece, you know very well the subject and Greece has a huge number of islands. So this is an important problem and for them, I would say connectivity is essential. So we need to invest to have these areas connected in a sustainable way because in the case of Greece, it's a touristic destination, and tourism also needs to be sustainable and transports towards destinations also needs to be sustainable.

On the other hand, connectivity remains the most important thing and we are going to invest in connectivity. As I mentioned earlier, local or regional airports and ports will need to be further supported within the framework of the competition policy of the European Union. This is needed and it's something we have to continue to support.

1-031-0000

**Έλενα Κουντουρά (GUE/NGL).** – Σε ό,τι αφορά τη ρύπανση που προέρχεται από τη ναυτιλία και παρατηρείται ειδικότερα στα λιμάνια, πιστεύετε ότι θα πετύχουμε τους στόχους μας για τη χρήση υγροποιημένου αερίου και για την από ξηράς παροχή ηλεκτρικής ενέργειας; Σκοπεύετε να αξιολογήσετε τη σκοπιμότητα μιας λύσης, όπως παραδείγματος χάρη αυτήν της Καλιφόρνια, όπου υπάρχει υποχρέωση για τα πλοία να είναι εφοδιασμένα με εξοπλισμό για από ξηράς παροχή ηλεκτρικής ενέργειας και να θέσετε συγκεκριμένους φιλόδοξους στόχους για τη χρήση αυτής της τεχνολογίας, ή έχετε κάποιο άλλο σχέδιο, όπως για παράδειγμα η προώθηση του υδρογόνου ως εναλλακτικής λύσης; Θέλω επίσης να κάνω ένα μικρό σχόλιο σχετικά με την επιστολή που έστειλε η πρόεδρός μας, η κ. Delli, στην Πρόεδρο της Επιτροπής, την κ. von der Leyen, με την οποία ζητούσε τη δημιουργία χαρτοφυλακίου στη νέα Επιτροπή, στο οποίο οι Μεταφορές θα είναι μαζί με τον Τουρισμό. Όπως γνωρίζετε, η σημασία του τουρισμού είναι τεράστια· είναι το 10% του ΑΕΠ της Ευρώπης, το 11% των θέσεων εργασίας που εξαρτώνται από αυτόν και θεωρούμε ότι δεν υπάρχει τουρισμός χωρίς μεταφορές και μεταφορές χωρίς τουρισμό.

1-032-0000

**Adina-Ioana Vălean**, *Commissioner-designate*. – Thank you for the question. The subject of marine pollution is of tremendous importance and we know that's the problem with air quality because of the emissions and the composition of sulfur oxides. We also know that marine litter is a huge problem for the planet and we need to address them all.

But that's why we have the Ports Reception Facilities Directive and we need to implement it. We have to deploy alternative fuel infrastructure in ports. We need to enforce the plug-in principle – 'come in, plug in' – so they use an electrical source for them not to continue to pollute the air while ships are in port.

There's a concept also of the green ship and I think this is something we can work on. That will make maritime more sustainable. For ports and also maritime pollution, I think one of the possible instruments we will have – or opportunities – also the revision of the EU Biodiversity Directive so that we can include more on maritime protection in that directive.

We also have the Water Framework Directive. So we have legislative instruments. We have to look at them and see how they are implemented and how they can be improved.

1-033-0000

**Barbara Thaler (PPE)**. – You mentioned rail as a key topic a few minutes before, and I think we all agree that the rail sector needs to reach its full potential as soon as possible.

Competition will be the key to unlock the potential and to save CO<sub>2</sub> emissions and money, so which concrete policy proposals will you have as a Commissioner-designate to open the market in the rail sector, to have healthy competition and higher quality services, and to overcome the challenges of interoperability across our borders, and how will you ensure financing the implementation of ERTMS?

1-034-0000

**Adina-Ioana Vălean**, *Commissioner-designate*. – We need to implement the First Railway Package. While rail is very important for our sustainable transport development, it needs drastically to improve, because what we need to move towards is a single European rail area, but a true one.

We need to integrate rail with logistic changes through new technologies, we need to open data for example on expected arrival times and we absolutely need a new signalling system.

Only so doing will we have more capacity and more reliability in the system. We have, as I said, the First Railway Package with the two pillars: the market pillar and the technical pillar – and we now need implementation. On the one hand, through market pillar we will have to improve, for example, the access to service facilities, and I think there is room for modernisation and new IT systems so that someone can check on the capacity of these service facilities. We need to have availability, for example of the rolling stock. We need to work more on ticketing, so that will remove barriers to distribution.

On the other hand, on the rail freight corridors regulation, I think we have to look carefully at the implementation and address continuing barriers existing in the market, created by fragmentation, by national rules, by cross-border barriers to the international rail freight traffic, because we know that most of it is international so it needs to cross borders but then different rules, different standards. All of these are addressed theoretically through the First Railway Package, but we need to have it implemented, and we are thinking also maybe to look at this rail freight regulation for improvement.

*(The Chair cut off the speaker)*



1-035-0000

**Barbara Thaler (PPE).** – My follow-up question is on enforcement. How will you enforce compliance with existing legislation, and will you initiate infringement procedures against Member States, if necessary?

1-036-0000

**Adina-Ioana Vălean, Commissioner-designate.** – I think the answer is obvious as it's contained in the question. Of course, we are not in the business of producing legislation without implementing it, so of course, we need to implement it. I know there are differentiations between Member States, but there where things are not progressing, of course, we will come with infringement procedures.

For example, for the technical pillar we have also good practices because we have eight Member States which are committed to transpose already in 2019. So we'll look at this kind of Member State. But the majority – unfortunately, 17 chose to transpose the technical pillar, for example, only by June next year so that, well, I am confident that an additional year will offer the legislation the possibility to become more mature and for a more comprehensive transposition.

1-037-0000

**Ismail Ertug (S&D).** – Mrs Valean, Commission President-elect, Ursula von der Leyen, she promised to put forward legislation to increase the EU's emissions reduction target for 2030 to at least 50% and if possible to 55%.

And three weeks ago you've been quoted by *Politico* with the following sentence: 'What we do not want to see are changes in that legislation' – you referred to the recently agreed energy efficiency targets 2030.

So, are you committed to reach these goals of Mrs von der Leyen or are you still convinced that the current course is sufficient?

1-038-0000

**Adina-Ioana Vălean, Commissioner-designate.** – This is a bit out of the context, but nevertheless, – I have seen first-hand, and with some of you, as Chair of the ENVI committee, sitting in dialogues and fighting for a very comprehensive Clean Energy Package on various subjects of legislation – how important and difficult it was to come together to deliver a set of rules.

The Clean Energy Package was adopted this year and what I wanted to say is that it's not good for business nor for long-term investments – which are needed for infrastructure, to have the targets changed in less than one year before their implementation. So, after, their adoption. So this is one kind of message because we need to be predictable with the regulation we are producing.

On the other hand, of course, we need to do more, this is the job we are supposed to do now. This is my mission – entrusted, together with Commissioner Timmermans and other Commissioners to work on an integrated approach towards this mission. That means we can add layers with the changes of EU ETS and aviation – a reduction of emissions, with implementation of course, with introducing EU ETS to maritime – so we can add more and more things.

With implementation of the signalling system, for example, this will then create more effective transport. We can get better incentives to multi-modality and this will change or reduce emissions by doing smart things in the transport system.

Then we have the vehicle efficiency, we have joint undertakings, we have the deployment of these vehicles, we have alternative fuels to look into and deploy infrastructure for them. Then maybe even work to change consumer behaviour in taking up on cleaner and lower-emission solutions for transport.

So there are a basket of measures – we don't need necessarily to jump in to change targets we just adopted a couple of months ago. This was my message, actually.

1-039-0000

**Ismail Ertug (S&D).** – Thanks a lot for the list of possible measures, but that doesn't mean you don't question the overall targets of Mrs von der Leyen, right?

1-040-0000

**Adina-Ioana Vălean, Commissioner-designate.** – Yes, I'm not questioning the target.

1-041-0000

**Caroline Nagtegaal (Renew).** – Als het aan de Commissie-von der Leyen ligt, dan komt er een emissiehandelssysteem voor de maritieme sector. Dat de maritieme sector moet verduurzamen, is duidelijk voor ons allemaal. Als we kijken naar de sector, dan zegt die dat niet alleen, maar doet hij dat ook. Ik vind het wel van belang dat dit mondiaal gebeurt. De maritieme sector opereert immers over de hele wereld. Kiezen we voor nationale of Europese regels, dan zetten we volgens mij onze eigen ondernemers op achterstand.

Toch lees ik in de plannen van de beoogd commissaris dat zij hier wel naar streeft. Daarom mijn vraag aan u: vindt u het toch niet verstandiger om de verduurzaming binnen de maritieme sector voornamelijk via de Internationale Maritieme Organisatie (IMO) te laten lopen zodat we onze eigen Europese maritieme sector niet op achterstand zetten ten opzichte van de rest van de wereld?

1-042-0000

**Adina-Ioana Vălean, Commissioner-designate.** – It is absolutely important that the maritime sector will contribute to the general effort of reducing the emissions so that we can obtain the targets that we committed to and maintain our leadership in climate change mitigation in the world and our credibility. Of course, maritime is a global business, and we are leading in this global business, and I know there were efforts to promote this vision we have at IMO level, and I'm happy that for the first time a figure was put at the IMO level, the figure being a reduction by 50% of emissions in maritime for 2050 in comparison with 2008, with a revision in 2023.

That being said, I think we should continue our work at IMO level to obtain from them adoption of clear measures, and I think with our ideas and our type of regulation and our vision and commitment, we can do better work at the level of IMO. I would say IMO is moving, but not fast enough, and it's up to us to convince them to move better. Of course, unilaterally the EU has its own measures. We are going to be more ambitious at European level, and this will show, of course, leadership. That being said, I think the EU ETS in maritime which was asked for is absolutely necessary, because all sectors have to shoulder the effort of reducing emissions, and maritime had a free pass, especially because of its global nature until now.

1-043-0000

**Caroline Nagtegaal (Renew).** – Dank u wel. Nog een korte (misschien spannende) persoonlijke vervolgvraag. Kunt of durft u te beloven dat het emissiehandelssysteem niet ten koste zal gaan van het gelijke speelveld voor onze maritieme sector en dat er ook geen sprake zal zijn van koolstoflekkage van scheepvaart uit niet EU-landen? En, zo nee, waarom niet?

1-044-0000

**Adina-Ioana Vălean, Commissioner-designate.** – Well, first step is to recognise the fact that we have to be careful and when we will deploy the EU ETS for maritime, of course, we already have a lot of experience from all the other sectors we have been working with. Carbon leakage is a threat we need to address, but I think when we will develop the architecture of such a legislative proposal, we will take this into consideration, we will be careful and will try to maintain the competitiveness of the sector because this is absolutely very important for us.

1-045-0000

**Christophe Hansen (PPE).** – Emissions in the aviation sector have risen by a threatening 26% over the last five years. Therefore, the Commission will have no choice but to promote innovation in new technologies and develop initiatives to make European aviation cleaner.

In this respect Commissioner designate, how can the Commission incentivise that synthetic aviation fuel production will reach the market in sufficient volumes and bearable prices for European airlines?

1-046-0000

**Adina-Ioana Vălean, Commissioner-designate.** – When I talk about a clean and sustainable airline sector, we have to have in mind all the time a whole basket of measures, market and non-market based.

For aviation in particular to become cleaner, we have to understand the right balance between our need for climate change mitigation and reducing the environmental footprint, but also for maintaining connectivity, economic growth, international competitiveness and therefore affordability.

So now, from this basket of measures, what I see is first of all that we have this ETS, we have CORSIA. ETS in aviation will have to reduce emissions. We have CORSIA: when it is adopted, we will be immediately committed to implement, so we can offset emissions.

Then we have other measures. First of all, we need to continue the work on aircraft technology and design, so that we will be able to have increased fuel efficiency. We have to work on air traffic management – for this we have SESAR for the fuel savings. And then, of course, what you mentioned: the sustainable aviation fuels. But here we raise the issue that there is a price gap between kerosene and other possible fuels at this stage. And what I think is intended to be done, and something which looks promising, is to impose the blending obligations, so that at least at this stage, we will use a blending of kerosene and other alternative fuels. Of course, they have to be sustainable alternative fuels, and even though we are not there yet, there are projects and promising developments. If I look, for example, at electrofuels, if we look at solar-to-liquid, we already have projects deployed in Europe, and I think I would like to support this kind of initiatives and see where they can take us.

So a basket of measures – the important thing is to decarbonise, to be more environmentally friendly and not to lose competitiveness.

1-047-0000

**Christophe Hansen (PPE).** – Yes, following up on the competitiveness between different sorts of fuel, under the Energy Tax Directive, in principle we could levy excise duties on aircraft fuel, but we don't, namely because it is blocked in the Council by several Member States that don't want it and we have unanimity.

So do you see any room for manoeuvre to levy such excise duties on aircraft fuel, and of course, could you imagine that this new European tax could go into an own resources fund of the European Union, namely to address climate change?

1-048-0000

**Adina-Ioana Vălean, Commissioner-designate.** – You see the problem is where the tax money is going to go, because taxes in the end any tax imposed on the costs will be on the consumers, and the money collected will go in the general budget of a Member State.

So we have also to investigate how effective such a tax will be from an economic and social point of view. I know there are Member States which are already imposing such a tax. I know there is talk about checking the VAT legislation to see if action can be done there.

I think we have to think carefully and, as I said previously, use a whole basket of measures to achieve a particular goal. And taxation might be one of these, but must be carefully looked at because of other potential social impacts.

1-049-0000

**Isabel García Muñoz (S&D).** – Señora presidenta, señora comisaria propuesta, como usted bien sabe, el transporte es un sector predominantemente masculino, en el que el equilibrio de género está todavía lejos de ser alcanzado. La realización de la Agenda 2030 depende de la consecución efectiva de la igualdad de género en el mundo del trabajo. Usted menciona en sus respuestas que va a impulsar la plataforma «Mujeres en el transporte» y que contribuirá activamente a la próxima estrategia europea en materia de género, junto a la comisaria de Igualdad.

Pero, ¿podría decirme cómo piensa y, sobre todo, qué medidas legislativas concretas pretende implementar para lograr una mayor participación de las mujeres en los empleos relacionados con el sector del transporte, para conseguir la igualdad de oportunidades y de remuneración? Ha hablado en su intervención sobre la capacitación de los trabajadores. ¿Qué medidas implementará para facilitar la recualificación y la recapacitación de la fuerza laboral femenina, en particular de las mujeres de edad media?

1-050-0000

**Adina-Ioana Vălean, Commissioner-designate.** – I think I already committed on the fact that I want to work on a more gender-balanced sector. The transport sector, we know, is a sector dominated primarily by males, but we know also that we have shortages in workforce and we need to address this issue, also, by looking at what kind of people we want to attract to the sector.

And when we want to make the sector attractive for young people, for women, and also for people of diverse origins, because what I'm saying here is that, the more diverse a sector is in terms of workforce, I truly believe the more competitive it will be and new opportunities will arise just because of different and diverse mind sets of people working there.

Then we have to address the gap of the ageing of the sector. And, of course, ageing of the sector it means we need new blood into it, we need to improve the image of the sector. And to improve the image of the sector, we need to improve the working conditions, and that's why we need to adopt legislation which addresses working conditions, so that people will be attracted to the sector

I know Commissioner Bulc worked a lot on the Women in Transport – EU Platform for change, and I think this is going to be more and more attractive for more stakeholders to get involved, so that together we can push such an agenda.

It won't be just for me: we have Commissioner-designate Dalli for equality and others who will be involved with social issues and with gender balance. I personally intend that, in all the activities I will take from the Commission side, to try to promote gender-balanced participation and to insist at international level through the organisation to push also this topic at a global level.

1-051-0000

**Isabel García Muñoz (S&D).** – Señora comisaria propuesta, hablando de igualdad de oportunidades y de mejorar esas condiciones de trabajo —como usted decía en este momento—, me gustaría subrayar que es fundamental que se aborde, desde un marco europeo, el posible impacto que las condiciones de empleo y de contratación pueden tener en la seguridad aérea y en la de los pasajeros. Mis compañeros del Grupo de la Alianza Progresista de Socialistas y

Demócratas han destacado la necesidad de trabajar en medidas legislativas para garantizar derechos sociales en la aviación. Usted misma ha mencionado la importancia de la seguridad física y operativa, y también la necesidad de respetar aspectos sociales. Por eso le pregunto, ¿qué medidas va a implementar la Comisión, coordinada con la AESA, para garantizar que las compañías aéreas tengan en cuenta en sus evaluaciones de seguridad riesgos socioeconómicos como pueden ser los métodos precarios de contratación?

1-052-0000

**Adina-Ioana Vălean**, *Commissioner-designate*. – I'm not sure I got it right at what you're exactly aiming at, but overall I think working conditions, safety, it's very important of course everywhere. We know there are specific sectors in which the safety culture is part of the way people work in the sector, so well women they have of course, I would say, special life, family needs which need to be tackled in order to maintain the sector attractive and to have a good composition of the workforce in the sector, meaning gender balanced and attractive participation for people. Yeah, I'm not sure I got what you asked me.

1-053-0000

**Anna Deparnay-Grunenberg (Verts/ALE)**. – For over 150 years, railways have been the most sustainable safe and climate-friendly transport mode. Without doubt we need a strong rail sector to tackle the climate crisis. That is why I wonder about the absence of rail as an explicit topic in your mission letter and in your presentation today.

Sadly, much of transport policy is not balanced, and it's skewed to the detriment of rail. We need to finally address the unequal competitive conditions of transport modes. For instance, the 'polluter pays' principle is insufficiently implemented for road, which is a principal generator of CO<sub>2</sub> emissions. VAT applies for cross-border rail services, but not for flights. My question: what are your plans to ensure a fair competitive balance between transport modes, and what are your plans to ensure that Member States invest more in rail infrastructure again? These would be the very basic requirements for a modal shift.

1-054-0000

**Adina-Ioana Vălean**, *Commissioner-designate*. – Rail is present in the mission letter, where it says 'A strategy for sustainable and smart mobility'. My understanding is that we have to favour investment in rail and that we need to invest in multi-modality as a way to achieve part of this goal. I would say that it's very much there – rail is there.

I don't know what else you asked me. Rail needs to be competitive. Yes, as I said, we have the packages on rail; we have a good market pillar and a technical pillar. We have to fight against fragmentation, the application of different national rules on cross-border transport. I can give you some of my time if you want to repeat the last part of your question, because I didn't get it.

1-055-0000

**Anna Deparnay-Grunenberg (Verts/ALE)**. – I think that ecological transformations mean we have to make some choices at the point. If you want to reduce CO<sub>2</sub> emissions from trucks, for example, we have to focus on rail freight. If you want to reduce climate damaging emissions from airplanes, we need to reintroduce, for example, night trains to offer customers a real alternative.

In this context, I appreciate that you are saying that buying train tickets and traveling seamlessly with several operators must be made easier, but rail can really grow into its full potential when its network effect is realised, and we have to make some choices at this point. So I would ask a little, precise question now, what are your plans, for example, to ensure the better inclusion and promotion of cross-border night trains into the portfolio of existing EU rail services.

1-056-0000

**Adina-Ioana Vălean**, *Commissioner-designate*. – Now I recall that you asked me previously under externalities in road and I think that a priority would be to internalise the externalities, so from this perspective I totally would agree with you. Of course carefully because this internalisation is not the only instrument we have, and it might also create a supplementary effects for people involved. On rail freight, I think this is absolutely essential to put the goods on the train. It's that easy. So we need to invest on the one hand in the infrastructure itself – in the multimodality, meaning what are the barriers? From what I understand, for example, the lack of performance of freight terminals is one of the barriers. So we need to build and I'm planning to invest in state-of-the-art terminals for freight. We need to use digitalisation so that when goods are traveling across modes everything is digitalised and computerised. Right now everything is on paper or some of the things are on paper and this is, I would say, unacceptable. So modernisation, innovation in the transport, multimodality, grey terminals, or multimodal train terminals so that we put the freight on the train.

And last thing, I favour the night trains as long as they have a competitive case and a PSO can be used for night trains.

1-057-0000

**Philippe Olivier (ID)**. – Madame Vălean, vous dites, et je vous crois sincère, vouloir servir un objectif écologique et humaniste, même si vous n'avez pas beaucoup parlé des salariés.

Comment prétendre défendre la planète quand vous participez à un modèle qui s'érige sur le développement continu, et même illimité, des transports? Croyez-vous franchement que vous pourrez voir naviguer des supertankers électriques ou des cargos solaires?

Quant à l'humanisme, tout dans votre politique a pour finalité une société qui place les valeurs marchandes au-dessus de tout, qui ignore l'homme, qui méprise les communautés humaines. Comment vous, en étant roumaine, pouvez-vous vouloir promouvoir le travail détaché, qui fait de vos compatriotes routiers des galériens de la route, des hommes qui vivent sur des aires d'autoroute dans nos pays, dans des conditions – je le dis – indignes? Comment poursuivre cette politique qui conduit à vider votre pays de ses travailleurs, au point que votre gouvernement soit tenté de négocier l'importation de travailleurs pakistanais par dizaines et peut-être par centaines de milliers?

Ne pensez-vous pas qu'il y a une certaine incohérence entre les ambitions écologiques et humanistes que vous affichez et la philosophie excessivement mercantile qui sous-tend votre politique?

1-058-0000

**Adina-Ioana Vălean**, *Commissioner-designate*. – Well, I think I can still be both Romanian and humanist, so I don't see a problem here. And as I stated at the beginning, we need to pursue all parts of what is meant by sustainable and smart mobility.

When you talk about the working conditions, probably on the Mobility Package – I don't recall another legislative file more dividing in this House than the Mobility Package, because it was too much about countries, too much about national markets. It was too much about competitive advantages for some and disadvantages for others. It should have been about a good internal market and good conditions for workers, and this is my belief and this is what I support: a good outcome of that Mobility Package so that we can have both.

1-059-0000

**Philippe Olivier (ID)**. – J'observe, tout comme l'un de nos collègues, que vous avez quand même du mal être concrète sur des mesures sociales en matière de transport. Ceci s'explique, selon moi,

par le fait que ce n'est pas forcément l'une de vos priorités. Mais je vais essayer de vous aider à être concrète et je vais vous poser une question: comptez-vous intervenir pour réguler le travail détaché, en éviter les abus et en éliminer les fraudes?

1-060-0000

**Adina-Ioana Vălean**, *Commissioner-designate*. – Fraud and abuse of what? I didn't get your question, I'm sorry, sir. Of course, I want to prevent fraud and abuse; who would like to support fraud and abuse?

But honestly I do not get it, I went to work together with my colleague's Commissioner to take good action in various areas, so that the workers, or the working environment in transport is protected against fraud and abuse, against bad working conditions. So this, I would say, is a humanist commitment, I can assure you.

1-061-0000

**Kosma Złotowski (ECR)**. – Szanowna Pani Komisarz desygnowana! Bardzo mnie cieszy pani deklaracja, że będzie pani za zmianą tego, co działa źle. Sama pani była świadkiem, a też pani mówiła przed chwilą o tym, jak bardzo dzielący był w poprzedniej kadencji pakiet mobilności. Pytanie: co pani zdaniem jest najniebezpieczniejsze w tym pakiecie? Chciałbym się zapytać także o lotnictwo. Jest ono jedyną gałęzią transportu, która została włączona do europejskiego systemu handlu emisjami, a jednocześnie wchodzi globalny system CORSIA. Istnieje niebezpieczeństwo, że oba te systemy będą funkcjonować razem, innymi słowy, lotnictwo będzie dwa razy obciążone tymi samymi opłatami. No, i rewizja TEN-T. Mówiliśmy bardzo wiele o multimodalności. Co dla pani będzie głównym kryterium w rewizji systemu TEN-T, która jest przed nami?

1-062-0000

**Adina-Ioana Vălean**, *Commissioner-designate*. – Okay, so I don't want to address the Mobility Package, because to be honest at this stage it's in your hands – it's in negotiation between the Parliament and the Council. I'm just hoping for a good outcome and I don't want to name any danger in this, because I think it would be dangerous to name anything inside the Mobility Package. We have EU ETS in aviation, that's the truth. We are going to need to reduce the free allowances in ETS for aviation, and that's a different thing. And then, on top of that, of course, we have, in order to cap and reduce the emissions, to use CORSIA, and this is, I think, very quickly going to be adopted, and the offsetting of carbon. The CORSIA agreement will have to be implemented in European legislation. Exactly where and how, I can't tell you right now – not because I don't want to, but I think careful consideration has to be given in order to understand where exactly in the legislation it's going to be implemented.

On the revision of the TEN-T system, well here, what I can tell you? We have to have a good look to see where there are problems or upgrades need to be done. So on the one hand we will revise the guidelines, but then we'll have to look also at the comprehensive network and see if some parts of it can become naturally part of the core network. This is about the revision of TEN-T; of course there are other issues with regard to the delays, but I think this was not part of your question.

1-063-0000

**Kosma Złotowski (ECR)**. – Nie chcę pani zmuszać do tego, aby dyskutować dzisiaj o pakiecie mobilności, ale – jak rozumiem – ta deklaracja o tym, że będziemy zmieniać to, co źle będzie funkcjonowało, jest aktualna.

Natomiast jeśli chodzi o rewizję TEN-T, to jeszcze chciałbym zapytać, jak pani ocenia postulat grupy państw członkowskich dotyczący rozszerzenia sieci bazowej o projekt Via Carpatia. To duży transeuropejski projekt dotyczący również pani kraju, no, ale przecież całej wschodniej ściany Unii Europejskiej, i stąd to moje pytanie.

1-064-0000

**Adina-Ioana Vălean**, *Commissioner-designate*. – To be honest, I don't know the details of the TEN-T network at this stage, but I will know them.

So I don't have an answer in particular on Via Carpathia. I know that in principle we need to deliver on the core network. We have to look at the comprehensive network and see what is worth transferring to the core network. I know that we need to look at the guidelines so that we facilitate the implementation of the TEN-T and I know that we need to define the financing – so that actually all we are talking about, actually will happen.

1-065-0000

**Andor Deli (PPE)**. – It's obvious that the European Union must act now to ensure fair competition, less bureaucracy and better conditions for the European transportation companies, and in your mission letter that you got from President-elect von der Leyen, she asked you to deliver policies that will make life easier for citizens but also for businesses.

What measures would you like to propose in this early stage of your mandate that would alleviate the administrative burden for European transportation companies? Because there are many administrative burdens presently at hand.

1-066-0000

**Adina-Ioana Vălean**, *Commissioner-designate*. – I think there the obvious answer is that we need to use digitalisation and innovation, in order to modernise the system, not necessarily the system for free-flow, but also what it means for the users in ticketing, for example. We need to have multi-modal ticketing, but for this we need digitalisation and we need to act on opening of the data for example, in various systems, so that we can see the flow of everything.

Also on freight, we need to be able to have an electronic system, also cyber-proofed. We have to be very attentive in our developments in digitalisation that the data we use and businesses use in business-to-business models would be safe against the possibility of cyber-attacks or for misuse in other purposes.

So bureaucracy in the transport system. There are modes and modes, because there are some modes in which we have very much modernisation, digitalisation, so I wouldn't say necessarily it is a barrier, but there are others, and I would say maybe train – I think it's one of the most obvious – in which administrative barriers exist. But as I said, I think innovation, digitalisation, modernisation of the whole system will reduce also the administrative barriers.

1-067-0000

**Andor Deli (PPE)**. – Could you please name at least a couple of pieces of legislation or rules that you would like to propose, or change, or abolish, in order to boost competitiveness and thereby the job-creating capacity of European transportation companies?

1-068-0000

**Adina-Ioana Vălean**, *Commissioner-designate*. – The question is about competitiveness?

1-069-0000

**Andor Deli (PPE)**. – What legislation, new rules are you trying to change or will change in your mandate, which will help competitiveness?

1-070-0000

**Adina-Ioana Vălean**, *Commissioner-designate*. – Well, for us as European politicians, we know very well that regulation has to be checked for competitiveness. So while we are talking, for example, of when we are talking about climate proof, we have also to talk about, for example, competitiveness proof. So we have to make serious assessments on the impact of all regulations we have on competitiveness. And I think this is something very important as a matter of principle.



I can't tell you right now I will delete one or another of the legislation. Of course, I think one of the priorities would be to assess the whole *acquis* and see exactly what is competitiveness proof or not. On the other hand, I know that on this kind of things we have to work together with other Commissioners to implement also the principle of one in, one out. For this, for example, we have to understand better or have an overview generally on legislation and on the inter links between transport legislation with other areas of policies.

1-071-0000

**Dominique Riquet (Renew).** – Madame la commissaire désignée, chère Adina. Nous savons maintenant que, au rythme actuel, le réseau central du RTE-T ne sera pas achevé en 2030, étant en difficulté sur le plan des investissements et vu la complexité des procédures d'autorisation. Sur le *Connecting Europe Facility*, qui est l'instrument privilégié, ainsi que la révision des lignes directrices des RTE-T qui vont être envisagées en 2021, j'ai trois questions à vous poser.

La première question: considérez-vous que la priorité durant ce mandat devrait être de se focaliser uniquement sur le réseau central, ou bien pourra-t-on élargir au réseau global?

La deuxième question: quelle est la place de la maintenance et de la modernisation des infrastructures, hautement nécessaires mais qui ne sont pas, théoriquement, dans le champ de l'instrument financier?

Et la troisième question, plus précise: quelle est votre position personnelle sur le transfert du fonds de cohésion vers le *Connecting Europe Facility*: 4 ou 11 milliards d'euros, puisque la position de la commission transport et celle de la commission REGI ne sont pas compatibles?

1-072-0000

**Adina-Ioana Vălean, Commissioner-designate.** – So, first of all, Core Network, but also Comprehensive Network and then apart from the investment in the networks themselves, the problem of maintenance of the networks, because we are investing a lot on infrastructure. But then, when the infrastructure is delivered to the Member States, there are not always sufficient possibilities in the global context to deliver on maintenance because that brings me to the modernisation.

So, this is why we have such an aged infrastructure with low investment in maintenance, which creates the need for modernisation – for the upgrade and also for the modernisation in terms of all needed actions like Smart Mobility, like the multi-modality and an efficient and smart system.

So both of the networks, the Core and the Comprehensive, modernisation – we need to defend the CEF and my opinion on the CEF existing right now is that it is a CEF that works very well. So I want to see it continuing in the same way. CEF is doing a very good job in administering the fund and we need to support a good financial envelope for that.

What was the third part of the question?

1-073-0000

**Dominique Riquet (Renew).** – 4 milliards ou 11 milliards du fonds de cohésion pour le MIE sur la position différente de la commission REGI et de la commission transports au Parlement.

1-074-0000

**Adina-Ioana Vălean, Commissioner-designate.** – Yes, thank you very much. I think the CEF, the way it worked was a good one, so I have the opinion that we are right and TRAN Committee is right and not REGI. So I would support the way it is allocated, was allocated, to continue in the same way.

1-075-0000

**Dominique Riquet (Renew).** – Nous voyons une des grandes questions qui tournent autour des performances environnementales, pour lesquelles, finalement, nous disposons de quelques moyens, à la fois améliorer la performance des agents du réseau et du système par la recherche d'investissements, etc. mais aussi pénaliser les usages par l'utilisation de taxes dissuasives, notamment la taxe sur le kérosène ou la taxe sur les externalités et les externalités du transport terrestre.

Je voulais quand même faire une remarque: l'augmentation des émissions du transport tient à l'augmentation des volumes et des personnes transportés, qui tient tout simplement à leur démocratisation. Parce que, dans le fond, mes grands-parents n'avaient pas de voiture et mes parents ne prenaient jamais l'avion, alors c'est bien la démocratisation des transports qui est à l'origine de nos problèmes environnementaux.

Comment, dans ces conditions-là, rendre «acceptables» les mesures de taxation, quelle que soit leur nature, notamment au niveau du Conseil, parce que la directive sur l'eurovignette semble bloquée? Que pensez-vous pouvoir faire à propos de cette mesure?

Et pour terminer, que pensez-vous du *earmarking*, au-delà de votre réponse tout à l'heure sur le fait qu'il y avait une habitude budgétaire de ne pas considérer que l'on pouvait affecter spécifiquement une ressource, pensez-vous qu'il y aurait une plus grande acceptabilité démocratique des taxes si elles étaient utilisées pour améliorer les performances environnementales du transport?

1-076-0000

**Adina-Ioana Vălean, Commissioner-designate.** – It is true that externalities right now are very important, because of the situation the 'polluter pays' principle is not enacted correctly. So, we need to internalise part of these externalities.

It's true that if we think that the size of that – it is like EUR 1 000 billion – and then what we levy from taxes and charges is EUR 307 billion. It shows that more needs to be done, and we have to change something here in order to cover more the costs by the user principle: the user has to contribute more in what is polluting.

So, I think road charges based on the distance are something we need, and this is part of the Eurovignette and we need to adopt it. That's a fact. So, road charges, fine. Earmarking: very difficult because we know that in each Member State the money would prefer to be brought into the national budget. Acceptability, if we have more the polluter pays principle implemented.

1-077-0000

**Mario Furore (NI).** – Per collegare meglio l'Europa, la Commissione europea si è concentrata sui cosiddetti corridoi europei, grandi arterie di linee ferroviarie ad alta velocità che collegano i maggiori centri urbani.

Questo però ha creato due problemi, a mio avviso. Uno: le piccole realtà locali sono state isolate e per raggiungerle i cittadini devono per forza usare l'inquinante automobile. Penso, in particolare, al Sud Italia che presenta vaste aree non raggiungibili con la ferrovia. Sembra assurdo, ma è così. In Italia, ad esempio, Matera, che è capitale europea per la cultura 2019, non ha una stazione.

Due: i prezzi dei biglietti aerei sono esplosi e sembra quasi che vengano decisi in situazioni di quasi monopolio. Pendolari, emigranti, lavoratori che per le feste vogliono andare a trovare i loro familiari devono spendere fino al 188 % in più rispetto al resto dell'anno per gli aerei e il 144 % in più per i treni, e questo è vergognoso.

Quindi le chiedo quali sono le azioni che intende intraprendere per avere un'Europa efficacemente collegata in particolare per le aree svantaggiate e quali controlli intende effettuare per evitare abusi di mercato. I cittadini che viaggiano vogliono risposte da questa Europa che non deve mettere, a mio avviso, la testa sotto la sabbia.

1-078-0000

**Adina-Ioana Vălean**, *Commissioner-designate*. – Thank you very much. I think prices are being kept low. The main instrument is the competition, so we need to enforce competition on the market, so that we will get a good system of prices. Competition in the market, we need to enforce the legislation we have. As I said previously, I think there are several market solutions, market obligations where we don't have a good implementation. So I would say, competition at this stage. What I will do is to follow and assess what exactly is going on and what is not implementing and try to enforce implementation, that's it in a nutshell.

1-079-0000

**Mario Furore (NI)**. – Fra le priorità del suo Presidente Ursula von der Leyen c'è quello di una direttiva sul salario minimo europeo per difendere i diritti dei lavoratori e combattere il *dumping* salariale, che soprattutto i paesi dell'Est operano. Lei è d'accordo con quest'idea? Vedrebbe con favore l'applicazione del salario minimo anche ad esempio al settore degli autotrasportatori, che troppo spesso sono sottopagati e sottoposti a turni massacranti? E poi vorrei che lei mi rispondesse sulla questione delle aree isolate del Sud che devono raggiungere i corridoi, in questo caso previsti già dall'Unione europea.

1-080-0000

**Adina-Ioana Vălean**, *Commissioner-designate*. – The mobility package proposed does not further liberalise the road transport market. So I would say it improves the working conditions.

And fair competition is promoted by measures such as the fight against the letter box companies, well within the legislation of flat commercial vehicles and heavy-goods vehicles in international transport links, and their inclusion within the legislation.

Now for social dumping, I would say we need fair competition. No, I'm sorry, I am saying stupid things, so we need to enforce fair competition in order to avoid social dumping.

1-081-0000

**Петър Витанов (S&D)**. – Г-жо Вълян, пътната безопасност е един от най-актуалните проблеми в транспортния сектор в Европейския съюз. Все още има редица държави, сред които и моята, където броят на смъртните случаи по пътищата е много висок и не намалява. Във Вашето експозе в началото споменахте, че основна цел е намаляването на жертвите по пътя наполовина. Какви мерки възнамерявате да предприемете в тази посока?

И вторият ми въпрос е: Към момента различни европейски градове въвеждат различни входни такси или забрани за движение, включително и т.нар. дизелови забрани. Подобни разпоредби за достъп оказват голямо влияние както върху превозвачите, така също и по отношение на собствениците на леки автомобили. Как смятате да се справите с настоящата ситуация при липса на хармонизирана рамка на правилата за достъп до градска среда на пътните превозни средства на равнище Европейски съюз?

1-082-0000

**Adina-Ioana Vălean**, *Commissioner-designate*. – My own country is also doing very badly in road safety. And as I said at the beginning, I think this is unacceptable to have deaths and serious injuries at the rate we have in Europe yearly – even though we remain the safest region in the world for road safety.

I think we are committed to a zero vision, meaning zero deaths by 2050. There is a strategy we will put in place and I'm planning to promote it strongly, that will halve serious injuries cases by 2030. So of course with a strategy comes concrete actions.

But if we talk about road safety we know that there are several areas in which we need to intervene in order to tackle the issue: It's the infrastructure, it's the behaviour of people in traffic and it's, of course, the state of the fleets themselves, that is to say the vehicles.

So we need to improve on all of this in order to address road safety, plus we can address road safety also through modernisation. I think the intelligent transmission system if rightfully deployed would help to much improve road safety.

On various restrictions, I think the situation, the quality of the air in the cities, the congestion, the emissions, – all these are tremendously important that they need to be addressed in an integrated way.

So we have these sustainable urban mobile planning strategies. We have to incentivise to facilitate the take-up of new ways of mobility, shared with intelligent – the so-called e-mobility and what was said in the first question on mobility as a service.

So all these packages of measures I think will contribute to the improvement of the transport footprint in urban areas. There are special needs, of course, there is subsidiarity so cities can deploy their own measures for various restrictions.

1-083-0000

**Петър Витанов (S&D).** – Благодаря Ви за изчерпателния отговор. Като допълнителен въпрос по втория подвъпрос, който зададох: това, което наблюдаваме в Източна Европа, е един наводнен пазар от дизелови автомобили втора употреба от Запада и същевременно редица ограничения по отношение на влизането в градската среда в различни градове. И считам, че тук е необходима обща правна рамка за целия Европейски съюз за правилата на достъп до градска среда на пътни превозни средства, и те повече трудно биха могли възприемани само като местен въпрос. Смятате ли, че трябва да се хармонизира обща рамка в тази посока?

1-084-0000

**Adina-Ioana Vălean, Commissioner-designate.** – I think at this stage we took a rather soft approach in this area, looking to guidelines with good practices. I think we are looking at what is actually happening, developing for the urban areas with restricted access, but I think they are needed to solve the problems of congestion and air quality. So I would prefer to have a European approach to that and not to have too much fragmentation, because fragmentation in this respect is bad for cross-border travellers – people going from one place to another, not knowing the system existing in a place is a barrier to mobility. On the other hand, this has to be also addressed through more transparency and more information. So I think we have a good case at European level to support the development of such instruments in order to see people actively knowing what is going on in one place or another, and we will see if further action is going to be needed at European level.

1-085-0000

**Cláudia Monteiro de Aguiar (PPE).** – Senhora Presidente, queria cumprimentar a colega Adina e dizer-lhe que é com muito gosto que aqui a temos, perante tudo aquilo que nos trouxe.

A minha pergunta tem a ver com o setor marítimo que já aqui referiu há pouco, mas falar de setor marítimo leva-me também à economia azul e a economia azul tem integrados dois dos grandes setores que são indissociáveis: o dos transportes e o do turismo. Estamos a falar de transporte marítimo de cargas e de passageiros, instalações portuárias e logística, infraestruturas e obras marítimas, mas também de turismo costeiro, náutico, de recreio e de cruzeiros.

Portanto, com o objetivo de promover a economia azul, porque queremos uma Comissão Europeia e uma Comissária atenta a esta matéria, que iniciativas legislativas tem ou irá promover para contribuir para um crescimento inteligente e inovador no setor dos transportes marítimos e de que forma é que pretende ou que medidas é que vai coordenar com o Comissário para o Ambiente, Oceanos e Pescas?

1-086-0000

**Adina-Ioana Vălean**, *Commissioner-designate*. – First of all I would say that tourism is very important for the economy of the European Union and that maritime transport and tourism are very much part of a success story. But their impact on the environment and on our waters is very bad. This was addressed through various pieces of regulation on the sustainable impact of economic activities on the waters. If we are to think of all marine litter, what is going on there with the pollution is plastics. The impact is very bad, but we have plans to act. For example, to ask the ports to accept the waste, and this is part of the Ports Facilities Directive, because I think the ports and the ships will have to contribute together in having a positive footprint on the waters. Ports, by accepting waste – we have new ideas and are asking for new requirements from them to take from the ships waste and other polluters. On the other hand, we have to see at global level what is the mode of behaviour of ships when they are at sea, and this will have to have a global approach in order to see how we can enforce policies so that they will not dump the waste or fishing gear or other things which have a tremendously negative impact on the biodiversity of seas and oceans.

Tourism is completely interlinked with transport, so there's no tourism without transport, and I think transport contributes immensely to the development of tourism. So I see this as very much interlinked, and from this perspective I deplore, Madam President, the fact that you didn't have a positive answer to your letter addressed to President von der Leyen. But I commit to support you in this quest, and I hope we will have a good result in this direction.

1-087-0000

**Cláudia Monteiro de Aguiar (PPE)**. – Permita-me fazer-lhe uma segunda consideração e perguntar-lhe também que medidas tem ou pretende assumir como prioritárias no que respeita aos incentivos aos Estados-Membros para aumentar a absorção ou a implementação do SEF.

Considerando, obviamente, que existem atrasos, existem lacunas e nós queremos, obviamente, mitigar estas lacunas que existem, sobretudo, em regiões remotas, em regiões mais afastadas e tendo em consideração também, porque sou proveniente de uma delas, as regiões ultraperiféricas.

Estamos a falar de distância, estamos a falar de custos acrescidos, estamos a falar de orografia; portanto, há todo um conjunto de situações a que o SEF poderá eventualmente dar resposta e de que forma é que pretende, com os Estados-Membros, fazer este acompanhamento de uma melhor implementação ou, pelo menos, de uma gestão mais eficaz do SEF.

1-088-0000

**Adina-Ioana Vălean**, *Commissioner-designate*. – I think this is one of the most important threats to investment in the networks. The fact that we have so many delays which also deters private investment, and it's problematic for good financial flow of our investments in the network.

There are clear causes which are present, I would say, in all the projects. If you talk about permitting, if we talk about environmental assessments, if we talk about public procurement. All of these need to be addressed. We already proposed something which is a regulation, or maybe a directive, in order to streamline the procedures, I think this is the most important thing to do right now. Of course you have to see how it works and talk with each Member State because, for example, the proposal to introduce a single authority to deal with all the procedures, some of the Member States would say that the way they organise things, it might introduce a supplementary

layer of bureaucracy, and I state that we do not want that, and also to introduce some more shorter periods like two years for implementation.

1-089-0000

**Clare Daly (GUE/NGL).** – Your written answers talked a lot about sustainable mobility and climate neutrality, but can I put it to get that your answers here on the direction of the aviation industry have actually taken us in a different direction. You seem to be kind of hiding behind, as a sort of a magic wand, the Single Sky agreement, as a panacea to emissions, even going so far as to saying we need more capacity.

You say, you accept the emissions target, but you've effectively ruled out using taxation as a method of achieving this, you've said, or you have to look into it. Are you not aware that the Commission did look into it and commissioned a report last year, which stated that an aviation tax would caught emissions without affecting jobs or GDP. So why would we support a Commissioner who lags behind, where thinking is already at?

You said that you promote rail. How can you promote rail when you subsidise aviation? How can they compete, no ticket tax, no fuel tax? Why aren't we outlawing aviation flights between Brussels and Amsterdam, for example? People should be using rail. And you know, I'd like you to answer that. I'd like you to answer the questions you were asked about workers' rights, about the race to the bottom, because you kind of hid behind it by saying, oh, it's about changes in innovation. Are you not aware that many of the airlines are deliberately using fake contracts in order to drive down wages and conditions?

1-090-0000

**Adina-Ioana Vălean, Commissioner-designate.** – To be honest, I'm not hiding behind anything. I wasn't more specific, because I know you know better than me on all these practices which are not good practices. And you can imagine that all this needs to be addressed and I'm completely committed to that, because we need a very well-functioning working environment for aviation in order to continue to be profitable and successful.

Now, on the emissions – I will say it again – and as a matter of principle, I'm considering that taxation is just a part of the solution. I'm not saying I'm excluding taxation. If you want, I can commit and say that I won't exclude taxation, it is absolutely obvious. I said already that there are Member States, which are applying already a tax on kerosene. And very well, we will see how this functions for them. We will discuss this in the College of Commissioners because this is an important decision to take because of the global aspect of aviation. We have to keep in mind also the competitiveness of the sector at the global level.

I know some people would prefer or consider that aviation at this stage should not be well-supported or prioritised or something and we give all the priorities to the train. I absolutely understand that. I said and I commit on the fact that my focus will be, how we can develop and make train more affordable with lower prices, because we don't need to take a flight from Brussels to Amsterdam. But when you look at the cost of the price of the ticket then you will see that it is not such a low price of the ticket on the train either. So, we have to find, through a combination of measures, a way to achieve the reduction of the emissions in aviation.

And then I already said, fuel efficiency, fuel savings, because that's why I'm talking about a Single European Sky, because we need to make fuel savings. Of course, fuel efficiency: we have the Clean Sky Joint Undertaking. Let's look what is the possible technology achievements so that we can achieve something there. And then sustainable alternative fuels and then taxation, it is all on the table, I don't want to hide on anything and I commit to work on all of them to reduce emissions in aviation and to make rail a more attractive way of transport for people and goods.

1-091-0000

**Clare Daly (GUE/NGL).** – I'm sorry but it doesn't really answer the question. You say you won't exclude taxation, but that's very different than positively utilising the benefit that taxation can have in changing policy in this area. We have the scientific and research evidence to support that. Now I know in your written statement you talked about supporting a review of the Energy Tax Directive but that's going to take five, 10 years, because it needs unanimity.

There are at least 13 Member States now that would be prepared to introduce this measure. Are you, as a Commissioner, going to spearhead the delivery of multilateral or bilateral arrangements to lead by example. Because that's what we need for the climate and for our European Union going forward.

And it is the same regarding workers' rights, which is not just about workers' rights, it's about critical aviation safety, which has a key impact. Because if you're dealing with staff who are tired, who are worn out, who are on fake contracts, who are flying when they're really sick and shouldn't be flying, passenger safety is impacted. And this is a ploy being utilised by the airlines. Would you even condemn that and call it what it is: not a by-product of competition, a deliberate ploy by low-cost carriers at the expense of their workforce.

1-092-0000

**Adina-Ioana Vălean, Commissioner-designate.** – So again I am saying what I said earlier: when you introduce a tax, you have the risk that the costs will increase, and this will be a burden for the mobility of people.

People have the right to be connected and to move freely. So when you introduce a tax, it must be that the cost will be reflected for the consumer. And then the money will go into the national budget, because you have absolutely no guarantee that those monies are going to be used in the sector to improve, as you said, workers' conditions, reduce emissions or reduce the environmental footprint of the sector.

So this is what I am saying, I have to look into this. Now you are talking about my commitments and working conditions in aviation as if I were – how should I say – not knowledgeable, or indifferent to them. Neither are true. But I am getting acquainted with all these issues on which you have been very knowledgeable for a long time and working on them.

Just for the last two days, I thought, without hiding behind anything, that if I commit to act on this, that if I commit to provide good solutions to work with all the stakeholders, to work with the Parliament to solve problems and find the right ways to have people connected, moving, at an affordable price, to have a fair and inclusive transport including aviation, it will be sufficient. So this is my commitment.

1-093-0000

**Giuseppe Ferrandino (S&D).** – Ho ascoltato con attenzione la Sua relazione e anche le Sue altre risposte in merito. È sempre difficile intervenire alla fine, dopo tante domande da parte dei miei colleghi, ma credo che la materia particolare molto importante merita di essere approfondita e vale la pena anche ribadire alcune questioni, in quanto il mondo dei trasporti è ancora pieno di ostacoli e barriere per i passeggeri. C'è tanto lavoro da fare.

I diversi sistemi per l'acquisto dei biglietti incompatibili tra loro, nonché i divergenti diritti dei passeggeri a seconda del mezzo di trasporto – treno, autobus, nave, aereo – devono essere assolutamente eliminati, al fine di creare un sistema omogeneo che semplifichi la vita dei viaggiatori, ma bisogna essere concreti in merito con proposte dettagliate e concrete.

La mancanza di collegamenti diretti in molte regioni periferiche, in particolare nel sud dell'Europa, impedisce scelte più ecologiche da parte dei cittadini che, a causa di tali carenze strutturali, sono obbligati ad optare per mezzi di trasporto più inquinanti e meno sicuri. Cosa farà lei per rendere più attrattivi, più funzionali e più efficienti i trasporti pubblici? Vorrei che elencasse delle iniziative concrete.

1-094-0000

**Adina-Ioana Vălean**, *Commissioner-designate*. – We need to encourage the multimodal travel for passengers also, and ticketing and digitalisation in various sectors are barriers to this modal way of passengers travelling. We need to intervene here in order to use all the innovative and modernisation tools we have to finance the deployment of new digital solutions. We have to work in the sector with stakeholders to see how to put together data and operate together on data to have open information. If we talk, for example, on exact arrival time in trains, this will create the opportunity for passengers who take multimodal tickets to rely on them. Then we have a comprehensive framework for passengers' rights, but it's sort of for each mode of transport. When a multimodal passenger travels, if the tickets are obtained separately, then it's not clear how the rights of the traveller are covered. So I think here is room to work for the multimodal travelling to see the passengers' rights better covered when they change from one mode to another.

Still, there are differences for the passengers' rights from one mode to another, and we have to carefully consider that because, for example, it's one thing when you use a bus and another when you use an airplane.

1-095-0000

**Giuseppe Ferrandino (S&D)**. – La ringrazio della Sua risposta. Ci terrei però inoltre a ricordarLe che facilitare la vita dei passeggeri e rendere i trasporti pubblici più attrattivi ha delle enormi conseguenze positive anche nel campo turistico, fondamentale per la crescita socioeconomica dell'Unione europea, in particolare del sud dell'Europa.

Le chiedo, inoltre, cosa intende fare per integrare la mappa delle reti TEN-T? Lei sa che le reti TEN-T, come anche i trasporti marittimi del resto, sono uno strumento fondamentale per implementare il turismo. Lo ha già detto il Presidente. Non pensa che la Commissione debba legare trasporti e turismo sotto lo stesso portafoglio di competenza?

1-096-0000

**Adina-Ioana Vălean**, *Commissioner-designate*. – Well, it's obvious that the European Parliament, having a committee on transport and tourism, is in a better position to address in an integrated way tourism and transport.

As I said earlier, tourism is not possible without transport and transport would be a great growth opportunity for tourism. If we want that?

I think in the future work of the Commission team, there will be a lot to be done for transport and tourism on which I think the Commissioner for Transport should commit to with the European Parliament and by developing this work and then discussing it in the College of Commissioners, I think it would be helpful to address this portfolio together with transport.

1-097-0000

**Jutta Paulus (Verts/ALE)**. – Sehr geehrte Frau Vălean! Ich finde es sehr gut, dass Sie sich sehr klar dafür ausgesprochen haben, dass die Emissionen des Schiffsverkehrs in den Emissionshandel aufgenommen werden sollen, und Sie wissen ja sicherlich auch, dass wir da jetzt sehr schnell vorangehen könnten, denn es gibt bereits ein *Impact Assessment*, das die Kommission schon einmal durchgeführt hatte. In diesem *Impact Assessment* ist mit einem EHS-Preis gearbeitet worden, der in dem aktuellen Bereich liegt – das heißt, da muss man gar nicht viel machen. Es gibt auch schon



Vorschläge, die nicht diskriminierend sind; die Frage kam ja auf, dass wir unsere heimischen Schiffseigner nicht benachteiligen wollen. Es wird also um alle Schiffe gehen, die an europäischen Häfen anlaufen. Da Schiffstransport unter EHS kostengünstig ist und die EHS-Kosten leicht einzupreisen – sprich an den Kunden weiterzugeben – sind, ist damit zu rechnen, dass eben die Schifffahrt sich in den EHS von anderen Bereichen her reinfressen und quasi deren Zertifikate mit in Anspruch nehmen wird. Es wird also nicht unbedingt zu einer Emissionsminderung kommen.

Trotzdem an Sie die Frage: Werden Sie in Ihrer Stellungname – denn Sie werden ja als Kommissarin für Verkehr gefragt –, Herrn Timmermans, wenn er sich dem EHS widmet, uneingeschränkt unterstützen?

1-098-0000

**Adina-Ioana Vălean**, *Commissioner-designate*. – What we know right now that we need to do and were asked to do, is to include maritime in a new EU ETS system. And I think this is possible, and I think we had a very good experience with the introduction of ETS for the other sectors, and we know that we have to have it very well-functioning in order to have a high price for carbon, or else it's not going to work.

It is still the primary job of Mr Timmermans to propose, as part of climate action, how it is going to work exactly, but it's of course up to us, the Commissioner and the European Parliament, to try to define it in a way in which it will work.

We recall for the other EU ETS that we need intervention to make it work, as, because of the price, it was not delivering on its purpose. So I think it's impossible at this stage to pre-empt exactly what measures are needed and how it's going to look. I'm just saying that I am committed, and we should be committed together, to introducing such an instrument for cutting emissions in maritime.

1-099-0000

**Jutta Paulus (Verts/ALE)**. – Vielen Dank für die Antwort! Sie haben es in Ihrem letzten Satz gerade aufgenommen: Wir brauchen ein Instrument, das die Emissionen tatsächlich reduziert. Sie haben in Ihrem *Mission Letter* davon gesprochen, dass Sie *Alternative Fuels* – also alternative Brennstoffe – dafür als Möglichkeit sehen. Jetzt ist aber gerade der einzige alternative Brennstoff, den Sie nennen *LNG* – *Liquefied Natural Gas*, Flüssiggas – kein Brennstoff, mit dem wir unsere Emissionen mindern.

Denn erstens ist es ja nach wie vor ein fossiler Brennstoff. Zweitens muss man in Betracht ziehen, dass die Methanemissionen, sowohl in der Vorkette als auch am Schiff selber, ihrerseits eine sehr viel größere Treibhausgaswirkung haben. Und drittens ist auch die Energieeffizienz nicht besonders gut. Deswegen meine Frage: Warum nennen Sie diesen Kraftstoff und nicht tatsächlich dekarbonisierte Kraftstoffe? Beziehungsweise wie wollen Sie die Entwicklung effizienterer Schiffe voranbringen?

1-100-0000

**Adina-Ioana Vălean**, *Commissioner-designate*. – Maritime – I would say it's a challenge to start working on maritime for me. I had a good track record in other sectors but I'm learning about maritime issues.

As a matter of principle, I think we have to look at everything and try to encourage, through incentives or other market measures, the deployment of more sustainable fuels. In maritime, I understand it's not that easy to completely change, and there is not such a wide range of solutions. But we know there are developments, and my aim – my commitment – would be to support those

which are more sustainable and viable at this stage and to encourage new technological developments, new research programmes so that we progress in that respect.

So I mentioned LNG, because I understand this would be very easy to use, and there are sustainable biofuels we can use. The important thing is to move in that direction, and I like very much the concept of a green ship, and I think we can work on this concept of a green ship from one holistic, integrated approach including fuels and other features, so that the ship of the future will be climate-proof.

1-101-0000

**Jan-Christoph Oetjen (Renew).** – I just want to wrap up on questions on the Single European Sky, which were already mentioned by our coordinator, José Ramón Bauzá Díaz, but I want to go a little bit into details. We have the possibility, in my opinion now, to grab some low-hanging fruit and to turn into legislation proposals by SESAR-EU. Do you agree on this or would you prefer to take the proposals of the Vice-President's Group and start a new procedure with a new file?

A second question, concerning drones and unmanned aerial vehicles. Do you agree that Europe becomes a forerunner in setting a legislative framework for this market in order to take benefit of first move advantage and being faster than the US, and do you commit to the timetable that is proposed?

The third question is on passenger name records. Some people proposed passenger name records for trains or for boats, and so on. I would like to have your personal view on this question – if it would be, in your opinion, good to extend passenger name records to other modes of transport.

1-102-0000

**Adina-Ioana Vălean, Commissioner-designate.** – I think the work done is excellent, and they just have to try to convince that it be adopted. We need it as soon as possible, and I trust that political developments will bring us there, in order to get a single European sky passed.

For drones, I salute the fact that we already have in place a safety framework. I think this is very important and this will be standard-setting for other regions in the world. I favour a market for this kind of devices, but not under any conditions. I think it has to be with good standards of safety and be a part of the new mobility, especially in urban areas. Services are going to be developed, so I will look carefully at what kind of products would be put on the market, and I will try to support the market because its new ideas and new business models, and as long as they are safe it is fine.

PNR goes with the security of transport and, of course, we have the PNR for aviation with the United States and Canada. I think it's going well, but it's going to be evaluated soon.

I wouldn't say I would favour a PNR for rail, for the simple fact that I think the necessities and specificities of the sector are completely different, but we need to look at thorough cooperation with stakeholders and be active and imagine more increased security and safety in trains or else people won't trust it – and it's especially the train that we need to support.

1-103-0000

**Jan-Christoph Oetjen (Renew).** – Concerning the Single European Sky, we have a very old proposal which is from 2014, so we can't take just the old text.

So I would just repeat my question, would you prefer to grab a kind of low-hanging fruit – so a single short procedure of having implemented more technical aspects coming from a SESAR joint undertaking, or would you prefer to take the Wise Persons Group proposals to have a more in-depth new discussion on how Single European Sky should be regulated?

And the second one, a follow-up question on drones: do you commit to stick to the timetable for the new legislation on drones?

1-104-0000

**Adina-Ioana Vălean**, *Commissioner-designate*. – So, now I have understood better your question on the Single European Sky. I prefer to take what is possible right now to be taken because we need to have implementation as soon as possible. I think we are losing time and we have an environmental footprint and an emissions footprint. It was no use. It is not efficient the way it works right now, so we have to take whatever we can now and reflect afterwards as much as is needed.

And on the drones: so you can imagine that these are the kind of details you know and I don't know. But as a matter of principle I would like to stick to a timetable because I think it is a positive thing to do.

1-105-0000

**Marian-Jean Marinescu (PPE)**. – Ms Vălean, thank you very much for your answers up to now. You correctly said that the social aspect is very important in the activity in all modes of transport, and there are a lot of questions regarding aviation. So, basic regulation: the European Union Aviation Safety Agency (EASA) received through basic aviation responsibilities also in this aspect: the social aspect. And I would like to ask you, if you work with EASA, to introduce rules in the certification of secondary legislation in order to introduce a social aspect that could influence safety in these certification procedures.

1-106-0000

**Adina-Ioana Vălean**, *Commissioner-designate*. – Mr Marinescu, I'm far from being an expert on aviation, as you are, or other colleagues who have asked about this theme.

It's true that EASA is in charge also of introducing social aspects, and yes, my answer to your question is that I would work with EASA to try to introduce through them routine certification for social aspects.

1-107-0000

**Marian-Jean Marinescu (PPE)**. – My second question is about money. Money is always very important. We can commit that we shall do a lot of things in transport, but neither you as Commissioner, nor Parliament, nor the Member States, nobody could do without money, and based on the CEF experience five years ago, because the European Council was very wise and cut the general budget, at that time the largest cut was in CEF, as you know very, very well.

So I have two questions:

Will you use all your power as a member of the College to veto this cut in CEF?

Will you support the position of the Parliament that now is around EUR 4 billion, even more than the amount proposed by the Commission?

1-108-0000

**Adina-Ioana Vălean**, *Commissioner-designate*. – I think any Commissioner would like to defend his budget. But in particular for the Connecting Europe Facility (CEF), I was very upset when the Council cut the envelope for CEF in the current Multiannual Financial Framework. But, in the meantime, I believe that the good work of CEF, of the projects, is accepted by Member States.

The success story is proven. That's why I believe that, this time, the CEF money will be also supported by the Council. In what measure? I would say that I will ask and defend the Parliament's position because, of course, we need more money with so many projects – and especially with

these challenges we have – to deliver sustainable and smart transport. We need all the money we can.

We also need to defend the funds in the cohesion envelope and we also need to make good use of the funds for the military mobility. But it is not all, because we have money in Horizon 2020 and will still have money in Horizon Europe and I am prepared to defend that money too because we also need that money for modernisation and also, while co-chairing in InvestEU, the money for investment for transport. I will try to make the best of those sums of money.

1-109-0000

**Présidente.** – Nous sommes arrivés au terme de la séance des questions et je m'adresse à l'ensemble des députés. Je tiens à vous remercier pour vos questions pertinentes, mais aussi et surtout parce que vous avez plus que respecté le timing: vous pouvez vous applaudir.

Avant de conclure, je voudrais bien sûr inviter Mme Vălean à faire, si elle le souhaite, une brève déclaration finale. Cette déclaration ne peut pas durer plus de cinq minutes. Madame Vălean, voulez-vous faire une déclaration?

La parole est à vous, pour cinq minutes maximum.

1-110-0000

**Adina-Ioana Vălean, Commissioner-designate.** – Thank you very much Chair, thank you very much colleagues that you beared with me today. From all your questions, all the issues raised, one thing I take and cherish, the fact that the transport sector is a family of people with interests in various topics and items, willing to work together to reach a more sustainable transport, a more inclusive transport, fair transport, smart transport, to improve the working conditions of people who are impacted by this or either those who are working either those who are using the transport.

I myself commit to this pledge but with all the questions you raised today, I understand the complexity and all the needs. The needs are extremely complex. We need to put our minds together. We need to have enough money to support so many ideas and projects and most of all we need to be smart about that. So we should not exclude anything, try to use everything to deliver an integrated comprehensive approach to the needs of the sector.

I would put rail at the centre. I'm committed to that, but this is expensive and we need to use all our smart ideas and all the efforts and measures in order to promote it as a sustainable mode of transport.

I want to support everyone who is involved in the process. No one should be left behind. We need to support the workers in all the modes. We need to support the users, people in remote areas and all this I'm totally committed to doing. But about all this, I was trying to tell you during the hearing, you are knowledgeable on the subject. I apologise if my answers were not complex enough, but you know so many details and at this stage I know so little detail, all I can promise you is that soon I'll know more and I will work with you in order to find together the right solution for all the issues and the needs of the system. Thank you very much for bearing with me and, well, I hope we will continue to work together in one way or another.

1-111-0000

**Présidente.** – Merci beaucoup, Madame Vălean. Nous arrivons au terme de l'audition. Je tiens à vous remercier, les députés, pour vos questions pertinentes. Merci, Madame Vălean, commissaire désignée aux transports, pour vos réponses ainsi que pour les réponses aux questions écrites et les orientations générales de la politique relative aux transports.

Pour les journalistes, je tiendrai un point presse, comme tous les présidents de commission, dans quelques minutes – c'est-à-dire à 16 heures – au deuxième étage, qui sera partagé avec la présidente de la commission IMCO.

Je rappelle aux coordinateurs et vice-présidents que la réunion d'évaluation se tiendra à 16 heures 30. Cette réunion se tiendra à huis clos. La séance est levée, merci.

*(L'audition est close à 15 h 43)*