

**Question for written answer E-004593/2025/rev.1
to the Commission**
Rule 144
Jonas Sjöstedt (The Left)

Subject: Rail travel as an option for EU staff on official business

As part of its efforts to reduce CO₂ emissions and promote sustainable transport options, the EU has committed to making rail a first choice for travel. The Commission's own guidelines on staff travel recommend that 'overnight trains should be considered as greener alternatives to short-haul flights' and that 'greener alternatives should be favoured when the time spent on the train is reasonable for the purpose of the mission'. Nevertheless, it seems that in other EU institutions rail travel is often not accepted as an alternative for longer journeys, even when the journey time is reasonable and the stay is longer than a few days. It is crucial for the EU's credibility when it comes to climate policy that all EU institutions apply the same sustainable travel policy, as set out in the Commission's guidelines, to reduce emissions caused by travel on official business.

1. Why are trains not considered to be an official option for longer official business journeys in Commission agencies, such as the European Environment Agency (EEA), even though it would be possible to travel smoothly by rail, for example between Copenhagen and Brussels?
2. What does the Commission think about the fact that the EEA does not offer rail as an official alternative for missions, even though many members of staff prefer to travel by train?

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