

Question for written answer E-001577/2015
to the Commission
Rule 130
Claudia Schmidt (PPE)

Subject: EU support for airport infrastructure

EU support for air transport between 2000 and 2013 amounted to EUR 4.5 billion, with funding coming from the European Regional Development Fund and the TEN-V programmes. EUR 1.2 billion were spent on airport infrastructure. A special report by the European Court of Auditors revealed that problems with this funding had multiplied in Spain, Poland, Italy, Greece, Estonia and many other Member States. In many cases too many airports received support, or regional airports granted assistance were too close to large super-regional airports; in a disproportionately high number of cases, projects were delayed by over 20 months and there were considerable cost overruns.

Do ex ante and ex post evaluations and/or checks exist? If so, who conducts them and what justification is provided for the projects going ahead regardless?

What are the consequences of these unjustified projects and support, given that we live in times of very limited budgetary resources?

Does the Commission plan to introduce criteria (needs analysis, analysis of the geographical location, etc...) for future projects before they can go ahead?