

**Question for written answer E-012151/2013  
to the Commission  
Rule 117  
Robert Goebbels (S&D)**

Subject: Tax on fuel

In its answer to my Question E-006381/2013, the Commission avoided directly addressing the questions I asked, as it usually does.

While it is true that the Grand Duchy of Luxembourg taxes fuel 'below the level in neighbouring countries', and that the many drivers who pass through Luxembourg in transit take full advantage of the situation to fill up with petrol or diesel more cheaply, it is not clear how increasing fuel prices in the Luxembourg alone could affect the EU's overall CO<sub>2</sub> emissions. Were prices in Luxembourg higher than those in Belgium, for example, 'tank tourists' would move on to the Belgian border region. Many drivers in Luxembourg would probably fill up in Belgium.

1. Is the Commission not taking an overly hypothetical view of how drivers tend to behave?
2. How could increasing fuel taxes, as recommended by the Commission, increase 'incentives to use public transport', particularly for the millions of tourists who pass through Luxembourg each year on their way to southern Europe? What about hauliers? How can hauliers be encouraged to transport freight via public transport, when rail lines crossing Luxembourg only serve certain specific parts of southern Europe?