

**Question for written answer E-003722/2023
to the Commission**

Rule 138

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Subject: Fret SNCF – Consequences of transferring certain shipments from rail to road

Following the Commission's in-depth investigation into Fret SNCF, the French Government has presented a 'discontinuity' plan for the company.

Many rail freight stakeholders have expressed doubts about the ability of Fret SNCF's competitors to absorb all the trains to be handed over.

A study published on 19 December 2023 by the Alliance écologique et sociale highlights the risk involved in transferring some shipments from rail to road. According to the various scenarios, there would be between 299 408 and 524 865 additional heavy goods vehicles on the roads each year. This equates to between 231 254 and 464 438 additional tonnes of CO₂. Furthermore, the 23 services account for 47 % of all freight transported by Fret SNCF.

1. Is the Commission fully aware of the high risk involved in moving certain shipments to roads, particularly in terms of heavy goods traffic?
2. Has it calculated the additional CO₂ emissions this modal shift could generate?
3. Given that almost half of the goods carried by Fret SNCF would have to be handed over to its competitors, what is its opinion of the financial viability of the new entity?

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