

**Question for written answer E-001732/2024
to the Commission**
Rule 144
Mathilde Androuët (PFE)

Subject: Are measures that make flying less accessible justified by a hypothetical benefit for the climate?

According to the European Commission, fares for flights within the EU were on average 20 to 30 % higher last summer than before the COVID-19 pandemic¹. This price hike calls into question how accessible flying is as a means of transport, especially in the coming years with the reform of the EU emissions trading system², included in the Fit for 55 package³, and the announced reform of the Energy Taxation Directive⁴.

Airlines for Europe indicates that compliance with these new rules could cost European airlines 13 to 14 times more in 2030 than in 2019⁵. However, according to calculations by the Intergovernmental Panel on Climate Change (IPCC), flights departing from Europe account for 0.3 % of global greenhouse gas emissions, with approximately half being generated by flights within the EU⁶. While taxing this sector would prevent a 0.002 °C increase in temperature in 2100, it would bring about very damaging indirect consequences (job losses and relocation).

Does the Commission consider that this hypothetical and derisory ‘benefit for the climate’ justifies the adoption of self-punitive social and economic measures?

Submitted: 17.9.2024

¹ Airline fares in EU 20-30 % higher this summer than in 2019 – *The Brussels Times* – 10 November 2023.

² Fit for 55: European Parliament adopts key laws to reach the 2030 climate target – European Parliament press release – 18 April 2024.

³ Fit for 55 package: Council reaches general approaches relating to emissions reductions and their social impacts – Ministry of the Ecological Transition and Territorial Cohesion – 29 June 2022.

⁴ Belgium issues ultimatum over energy tax reform – *Euronews* – 22 April 2024.

⁵ The European Green Deal and the Fit For 55 Package – *AirlinesForEurope* – 11 December 2023.

⁶ IPCC, 6th Assessment Report, Summary for Policymakers, p. 28.