

**Question for written answer E-003014/2026
to the Commission**

Rule 144

Jonas Sjöstedt (The Left), Hanna Gedin (The Left)

Subject: EU taxonomy and private jets

The General Court of the European Union ruled in June 2026 that the manufacture of private jets cannot be excluded from a list of activities deemed to be environmentally sustainable, annulling the Commission's 2023 decision to exclude aircraft for private or commercial business aviation from the sustainable finance taxonomy list, based on CO₂ emissions per passenger kilometre compared with other modes of transport. The General Court stated that the Commission could not base its assessment on the criterion of the CO₂ footprint per passenger kilometre, as this is not provided for in the Taxonomy Regulation and relates to the operation of aircraft rather than their manufacture.

1. Does the Commission intend to appeal this ruling?
2. Is the Commission planning to update the Taxonomy Regulation to enable assessments to also be based on the operation of private jets, such as the CO₂ footprint per passenger kilometre?
3. What other alternatives does the Commission have to close the loophole in the Taxonomy Regulation which has now been created through this ruling?

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