

EN
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Answer given by Ms Roswall
on behalf of the European Commission
(1.9.2025)

The Commission recalls that, before the project referred to by the Honourable Member receives green light, the competent authorities in Spain are expected to fulfil all the relevant requirements laid down in EU environmental legislation, in particular those enshrined in the Habitats¹ and Birds² Directives, and the Environmental Impact Assessment Directive³. In this regard, in order to clarify the baseline for the assessment of any new project, the competent authorities need to complete the implementation of the measures necessary to put an end to an ongoing infringement case⁴ regarding the inadequate protection of the Natura 2000 site *Delta del Llobregat*⁵.

The latest amendment to the European Emissions Trading System (ETS)⁶, promotes cost-effective and economically efficient greenhouse gas emissions reductions. Aviation carbon dioxide emissions (CO₂) have been covered by the ETS since 2012. However, with the exception of the COVID pandemic, aviation emissions have continued to rise. Today, aviation is one of the last sectors with rising emissions in Europe. Following the proposed expansion of Barcelona-El Prat airport, the cap on emissions set by the ETS will remain at the same level. The CO₂ emissions from those flights leaving Barcelona El-Prat for a destination under the scope of the EU ETS will continue to be covered by the EU ETS carbon price⁷.

¹ Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora, OJ L 206, 22.7.1992, p. 7–50.

² Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds, OJ L 20, 26.1.2010, p. 7–25.

³ Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment (codification), (OJ L 26, 28.1.2012, p. 1–21, as amended by Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014, OJ L 124, 25.4.2014, p. 1–18.

⁴ Ref. INFR(2020)4133: [https://ec.europa.eu/implementing-eu-law/search-infringement-decisions/?langCode=EN&version=v1&typeOfSearch=byDecision&refId=INFR\(2020\)4133&page=1&size=10&order=desc&sortColumns=decisionDate](https://ec.europa.eu/implementing-eu-law/search-infringement-decisions/?langCode=EN&version=v1&typeOfSearch=byDecision&refId=INFR(2020)4133&page=1&size=10&order=desc&sortColumns=decisionDate).

⁵ Code ES0000146.

⁶ Directive (EU) 2023/958 of the European Parliament and of the Council of 10 May 2023 amending Directive 2003/87/EC as regards aviation's contribution to the Union's economy-wide emission reduction target and the appropriate implementation of a global market-based measure, OJ L 130, 16.5.2023, p. 115–133.

⁷ The ETS Directive currently covers flights within the European Economic Area, as well as departing flights to Switzerland and the United Kingdom.