

(English version)

**Question for written answer E-001394/26
to the Commission
Yannis Maniatis (S&D)
(7 April 2026)**

Subject: Aviation fuel supply problems

One of the most significant consequences of the war in Iran is the disruption to fuel supply chains — affecting aviation fuel in particular.

Already in the very first days of the war, fuel prices were soaring, with many airlines hiking up fares. In addition, there have also been significant problems affecting the supply of aviation fuel, forcing many airlines to cancel thousands of flights. Although at first these problems mainly affected countries in Asia, as the war went on, Europe began to experience its first problems as well, with at least six Italian airports facing significant shortages.

Given that we are at the start of the tourist season, when air transport — particularly in Europe — is expected to increase significantly, can the Commission say:

1. Is there a supply problem in Europe and what measures does it intend to take to ensure that there is no shortage in the coming months?
2. Has it calculated the possible impact on tourism resulting from increases in the cost of flight tickets or flight restrictions, particularly for countries such as Greece, which is heavily dependent on aviation-based tourism?
3. What measures does it intend to take to address the economic impact on the tourism sector?

Submitted: 7.4.2026

**Answer given by Commissioner Tzitzikostas on behalf of the European Commission
(12 June 2026)**

1. As of today, there is no fuel shortage in the EU and the market is currently stable. The Commission is conducting an EU wide assessment concerning any potential supply issues, preparing for possible coordinated emergency stock releases in the Oil Coordination Group, and maximising EU refinery output, as outlined in the communication AccelerateEU⁽¹⁾. That communication also provides regulatory flexibility for airlines to manage any potential localised supply tightness without disrupting flight schedules.
2. Impacts on tourism resulting from increased cost of flight tickets or flight restrictions have thus far been limited. The Commission is monitoring the situation together with Member States, international organisations and industry associations. Southern Europe could benefit from a tourism substitution effect, with European travelers replacing long-haul travel with internal short-haul trips. Such intra-European travel can involve lower spending and shorter stays.
3. The Commission has been in contact with Member States to discuss and coordinate an approach to address the situation. A coordinated network of Member States representatives is being set-up, as well as a crisis coordination industry group which will meet as required. Both groups together with the Commission will also aim to assess the impact on the tourism sector and possible measures to be taken, if needed.

⁽¹⁾ https://energy.ec.europa.eu/strategy/accelerateeu-strengthen-eu-energy-resilience_en.