

EN

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Answer given by Mr Tzitzikostas
on behalf of the European Commission
(22.7.2026)

1. While fuel prices have risen in Europe, European carriers have been less impacted than US or Asian carriers due to their fuel hedging policies on at least parts of their supply. Consequently, the effect on airlines' operating costs is mitigated to some extent, which reduces the likelihood of adverse impacts on the continuity of air connections and the provision of air transport services.

2. As announced in the AccelerateEU Communication¹, the Commission issued, on 8 May 2026, guidance on the flexibilities offered by EU aviation legislation to ensure a coordinated response across Member States. This covers amongst other travellers and passenger rights² where the guidance recalls the strong protection granted under EU law, including concerning the rules on price transparency.

If the situation worsens and existing flexibilities no longer suffice, the Commission would consider possible responses and, if appropriate, propose targeted amendments to the legislative framework where justified.

To strengthen preparedness, and as announced in the AccelerateEU Communication the Commission established a fuel observatory to monitor EU production, imports, exports and fuel stocks. This has improved visibility over supply and demand, helps detect shortages, track stock levels and supports targeted action such as alternative sourcing or coordinated stock releases in the EU.

3. Based, on these measures, the fuel supply situation is also discussed with the Member State authorities on a recurring basis with the Oil Coordination Group.

Furthermore, the Commission is monitoring daily the situation and is working closely with Member States, including through regular meetings with aviation directors and national transport contact points.

¹ https://energy.ec.europa.eu/publications/accelerateeu-energy-union-affordable-and-secure-energy-through-accelerated-action_en.

² <http://data.europa.eu/eli/reg/2004/261/oj>.