

(English version)

**Priority question for written answer P-001671/26
to the Commission
Borja Giménez Larraz (PPE)
(23 April 2026)**

Subject: Tourism in Europe hit by airline capacity cuts due to the kerosene crisis

Even with the possibility of the EU releasing its emergency kerosene stocks, Lufthansa has cancelled 20 000 short-haul flights until October and has closed its subsidiary CityLine as a result of fuel prices doubling due to the conflict with Iran. This is compounded by cutbacks, warnings and price hikes from other airlines.

The Commission has committed to coordinating with Member States, suppliers and the aviation industry to secure an alternative kerosene supply and optimise its distribution. However, it does not specify instruments, time frames or mechanisms for if the situation deteriorates, nor does it address the impact on tourism.

These events are taking place in the run-up to high season in the Member States most at risk. Tourism is crucial for the EU economy: in Spain, it accounted for 12.6% of GDP and 12.3% of employment in 2024 (INE, Spain's National Statistics Institute), and more than 82% of its international tourists arrived by air that year.

In view of the above:

1. Has the Commission quantified the impact that airline capacity cuts will have on tourism, especially in the Member States most dependent on the industry?
2. What measures will it activate if the crisis escalates in stages: joint purchases of kerosene, specific strategic reserves or sectoral support?

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**Answer given by Mr Tzitzikostas on behalf of the European Commission
(19 May 2026)**

1. Feedback from different sources indicate that the overall impact on tourism volumes is currently limited. Travellers are adapting rather than cancelling, shifting towards short-haul, perceived safer and more affordable destinations, with shorter booking windows and increased last-minute behaviour.

According to the European Travel Commission ⁽¹⁾, 82% of Europeans plan to travel during spring and summer 2026, the highest level recorded since 2020. Intra-European travel remains dominant, with stronger demand for Southern and Mediterranean destinations in 2026. At the same time, operators may be affected by lower spending per trip, reduced aviation reliability, and increased administrative and cost pressures linked to cancellations and rerouting.

2. The Commission is closely monitoring the situation and has stepped up coordination with Member States and stakeholders. The Commission has already adopted the communication AccelerateEU ⁽²⁾ which addresses the EU's rising energy costs amid volatile fossil fuel markets and aims to accelerate the clean energy transition and strengthen energy resilience. On this basis jet fuel stocks are going to be closely monitored and if there is need for additional measures the Commission will intervene accordingly.

In addition, a guidance note was issued, to clarify the application of relevant EU rules, including on passenger rights and pricing transparency, and to support a coordinated response to potential fuel-related disruptions ⁽³⁾.

Finally, to support preparedness of the tourism sector, the Commission is establishing a dedicated Tourism Crisis Coordination Network to facilitate structured information exchange and coordination across the ecosystem.

⁽¹⁾ https://etc-corporate.org/uploads/2026/04/2026-ETC_MSIET_Results_Wave_24.pdf.

⁽²⁾ https://energy.ec.europa.eu/publications/accelerateeu-energy-union-affordable-and-secure-energy-through-accelerated-action_en.
https://energy.ec.europa.eu/strategy/accelerateeu-strengthen-eu-energy-resilience_en.

⁽³⁾ https://transport.ec.europa.eu/document/download/b56be573-f60a-4790-af8d-47c3bb5283b0_en?filename=Middle_East_crisis_guidance.pdf.