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Executive Vice-President for a European Green Deal

**Ms. Adina Vălean**

Commissioner for Transport

**Addressing the environmental impact of private jet travels at EU level**

*Joint letter on behalf of AT, FR, and NL*

With the Fit for 55 Package, the European Union has set itself ambitious standards in order to reach the climate goal of reducing emissions by at least 55% by 2030. In line with the European Green Deal and the Paris Agreement, we have agreed upon our common obligation to achieve the net-zero target by 2050 at the latest and to make the EU climate-neutral by then. To that end, we have to strengthen our common efforts to adequately address all relevant aspects that negatively affect the global climate. This requires concerted and comprehensive action at European level following a holistic approach that takes appropriate account of all sources of greenhouse gas emission.

Aviation is a fast-growing source of greenhouse gas emissions. Hence, decarbonisation of aviation certainly constitutes one of the most challenging tasks ahead of us. We fully support the initiatives adopted at EU level in this regard within the framework of the Fit for 55 Package, especially the imminent finalization of the RefueEU Aviation Regulation, which will create legal certainty for fuel suppliers and foster production of Sustainable Aviation Fuels (SAF).

In addition to these important initiatives at EU level, several Member States are ambitious to take further measures to address the growing environmental impact of air traffic, or have already implemented such measures. We are firmly convinced that we need to step up our common efforts, both at European and national level and in close cooperation with all stakeholders involved, to further boost the transformational change of the aviation industry towards climate-neutrality as well as towards social and economic sustainability. With regard to the latter, we believe that the planned revision of Regulation 1008/2008 on air services can be a great opportunity to enable progress on various key topics, including reflections on the true cost of flying, certain pricing practices as well as clarifications of the social rules applicable to aircrews in today's increasingly complex work environment.

With this letter, and taking up recent initiatives carried out in the course of the informal meeting of transport ministers in October 2022, we would especially like to raise awareness at the political level of the environmental impact of private jet travels including business aviation as well as luxury travels for leisure. This form of air travel has an excessive per capita carbon footprint and is therefore rightfully subject to increased criticism. In view of this, recent calls for action such as establishing bans on private jet travel are understandable and need to be addressed appropriately.

Against this background, we call for the European Commission to draw greater attention to this issue, also in the context of upcoming legislative initiatives, and in particular to assess the possibility of imposing stronger regulation on private jet travel, as well as to make efforts to advance the discussion on what effective contribution the business aviation branch could make to climate protection and sustainable transformation. We would therefore like to ask what measures are currently being considered by the European Commission to address this issue at EU level.

Finally, we would like to thank you for your continued efforts and very much look forward to future discussions in this matter.

**For Austria:**

**Leonore Gewessler**

**Bundesministerin für Klimaschutz, Umwelt, Energie, Mobilität, Innovation und Technologie**

**For France:**

**Clément Beaune**

**Ministre délégué auprès du ministre de la Transition écologique et de la Cohésion des territoires  
chargé des Transports**

**For The Netherlands:**

**Mark Harbers**

**Minister van Infrastructuur en Waterstaat**