

Question for written answer E-003920/2019
to the Commission
Rule 138
Dino Giarrusso (NI)

Subject: Disproportionately high air fares

Under Regulation (EEC) No 2408/1992 and its successor Regulation (EC) No 1008/2008, both of which deal with liberalisation of air transport services, Member States are still able to impose public service obligations under certain conditions. Furthermore, the aforementioned regulation recognises that enterprises holding a Community licence have the right to establish, at their own discretion, air transport services on routes deemed to be more economically attractive.

In specific and limited cases or where certain social and economic conditions exist, every Member State has the option of imposing public service obligations needed to ensure adequate air transport services to certain regions.

Financial assistance is only granted in cases where other forms of transport cannot guarantee that those routes will be serviced at least twice a day without interruption. The Member State concerned identifies the scheduled air services for which public service obligations may be imposed. Where the route is vital for the economic and social development of a region, these scheduled air services must connect airports in peripheral regions with another airport.

In view of this, can the Commission answer the following questions:

1. Is it possible to introduce measures guaranteeing the right to mobility without adding to financial burdens?
2. Could this increase be regarded as abusive?