



2021/0207(COD)

17.1.2022

*****I**

DRAFT REPORT

on the proposal for a directive of the European Parliament and of the Council amending Directive 2003/87/EC as regards aviation's contribution to the Union's economy-wide emission reduction target and appropriately implementing a global market-based measure
(COM(2021)0552 – C9-0319/2021 – 2021/0207(COD))

Committee on the Environment, Public Health and Food Safety

Rapporteur: Sunčana Glavak

Symbols for procedures

- * Consultation procedure
- *** Consent procedure
- ***I Ordinary legislative procedure (first reading)
- ***II Ordinary legislative procedure (second reading)
- ***III Ordinary legislative procedure (third reading)

(The type of procedure depends on the legal basis proposed by the draft act.)

Amendments to a draft act

Amendments by Parliament set out in two columns

Deletions are indicated in ***bold italics*** in the left-hand column. Replacements are indicated in ***bold italics*** in both columns. New text is indicated in ***bold italics*** in the right-hand column.

The first and second lines of the header of each amendment identify the relevant part of the draft act under consideration. If an amendment pertains to an existing act that the draft act is seeking to amend, the amendment heading includes a third line identifying the existing act and a fourth line identifying the provision in that act that Parliament wishes to amend.

Amendments by Parliament in the form of a consolidated text

New text is highlighted in ***bold italics***. Deletions are indicated using either the ***■*** symbol or strikeout. Replacements are indicated by highlighting the new text in ***bold italics*** and by deleting or striking out the text that has been replaced.

By way of exception, purely technical changes made by the drafting departments in preparing the final text are not highlighted.

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DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION

on the proposal for a directive of the European Parliament and of the Council amending Directive 2003/87/EC as regards aviation's contribution to the Union's economy-wide emission reduction target and appropriately implementing a global market-based measure

(COM(2021)0552 – C9-0319/2021 – 2021/0207(COD))

(Ordinary legislative procedure: first reading)

The European Parliament,

- having regard to the Commission proposal to Parliament and the Council (COM(2021)0552),
 - having regard to Article 294(2) and Article 192(1) of the Treaty on the Functioning of the European Union, pursuant to which the Commission submitted the proposal to Parliament (C9-0319/2021),
 - having regard to Article 294(3) of the Treaty on the Functioning of the European Union,
 - having regard to the reasoned opinion submitted, within the framework of Protocol No 2 on the application of the principles of subsidiarity and proportionality, by Seanad Éireann, asserting that the draft legislative act does not comply with the principle of subsidiarity,
 - having regard to the opinion of the European Economic and Social Committee of 8 December 2021¹,
 - having regard to the opinion of the Committee of the Regions of ...²,
 - having regard to Rule 59 of its Rules of Procedure,
 - having regard to the opinion of the Committee on Industry, Research and Energy and the Committee on Transport and Tourism,
 - having regard to the report of the Committee on the Environment, Public Health and Food Safety (A9-0000/2022),
1. Adopts its position at first reading hereinafter set out;
 2. Calls on the Commission to refer the matter to Parliament again if it replaces, substantially amends or intends to substantially amend its proposal;
 3. Instructs its President to forward its position to the Council, the Commission and the

¹ [OJ C 0, 0.0.0000, p. 0. / Not yet published in the Official Journal].

² [OJ C 0, 0.0.0000, p. 0. / Not yet published in the Official Journal].

national parliaments.

Amendment 1

Proposal for a directive Recital 2

Text proposed by the Commission

(2) The Paris Agreement, adopted in December 2015 under the United Nations Framework Convention on Climate Change (UNFCCC) entered into force in November 2016 (“the Paris Agreement”)¹². The parties to the Paris Agreement have agreed to hold the increase in the global average temperature well below 2 °C above pre-industrial levels and to pursue efforts to limit the temperature increase to 1,5 °C above pre-industrial levels. In order to achieve the objectives of the Paris Agreement, all sectors of the economy need to contribute to achieving emission reductions, including international aviation.

¹² Paris Agreement (OJ L 282, 19.10.2016, p. 4).

Amendment

(2) ***Protection of the environment is one of the most important challenges facing the Union and the rest of the world.*** The Paris Agreement, adopted in December 2015 under the United Nations Framework Convention on Climate Change (UNFCCC) entered into force in November 2016 (“the Paris Agreement”)¹². The parties to the Paris Agreement have agreed to hold the increase in the global average temperature well below 2 °C above pre-industrial levels and to pursue efforts to limit the temperature increase to 1,5 °C above pre-industrial levels, ***as reiterated in the conclusions of the 2021 United Nations Climate Change Conference (COP26) held in Glasgow from 31 October to 13 November 2021.*** In order to achieve the objectives of the Paris Agreement, all sectors of the economy need to contribute ***adequately*** to achieving emission reductions, including international aviation.

¹² Paris Agreement (OJ L 282, 19.10.2016, p. 4).

Or. en

Amendment 2

Proposal for a directive Recital 2 a (new)

Text proposed by the Commission

Amendment

(2a) ***The need for action to be taken to reduce emissions is becoming increasingly urgent, given that the Intergovernmental Panel on Climate Change (IPCC), in its report of 7 August***

2021 entitled 'Climate change 2021: The Physical Science Basis', provides new estimates of the chances of crossing the global warming level of 1,5°C in the coming decades, and finds that unless there are immediate, rapid and large-scale reductions in greenhouse gas emissions, limiting warming to close to 1,5°C or even 2°C will be beyond reach.

Or. en

Amendment 3

Proposal for a directive Recital 6

Text proposed by the Commission

(6) The Union ***undertook*** to reduce ***its*** economy-wide net greenhouse gas emissions by at least 55 % below 1990 levels by 2030 in the updated nationally determined reduction commitment of the Union and its Member States submitted to the UNFCCC Secretariat on 17 December 2020¹⁶.

¹⁶

https://www4.unfccc.int/sites/ndcstaging/PublishedDocuments/European%20Union%20First/EU_NDC_Submission_December%202020.pdf

Amendment

(6) The Union ***and the Member States, acting jointly, committed*** to reduce ***their*** economy-wide net greenhouse gas emissions by at least 55 % below 1990 levels by 2030 in the updated nationally determined reduction commitment of the Union and its Member States submitted to the UNFCCC Secretariat on 17 December 2020¹⁶.

¹⁶

https://www4.unfccc.int/sites/ndcstaging/PublishedDocuments/European%20Union%20First/EU_NDC_Submission_December%202020.pdf

Or. en

Amendment 4

Proposal for a directive Recital 7 a (new)

Text proposed by the Commission

Amendment

(7a) ***As indicated in the 2018 IPCC report entitled 'Global Warming of 1.5°C - An IPCC Special Report on the impacts of global warming of 1.5°C above pre-***

industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty', aviation accounts for 2-3 % of global emissions.

Or. en

Amendment 5

Proposal for a directive Recital 8

Text proposed by the Commission

(8) This amendment to Directive 2003/87/EC aims at the implementation for aviation of the Union's contributions under the Paris Agreement, and of the regulatory framework to achieve the binding Union 2030 climate target of a domestic reduction of net greenhouse gas emissions by at least 55 % compared to 1990 levels by 2030 set out in Regulation (EU) 2021/

Amendment

(8) This amendment to Directive 2003/87/EC aims at the implementation for aviation of the Union's contributions under the Paris Agreement, and of the regulatory framework to achieve the binding Union 2030 climate target of a domestic reduction of net greenhouse gas emissions by at least 55 % compared to 1990 levels by 2030 set out in Regulation (EU) **2021/1119 of the European Parliament and of the Council^{1a}**.

^{1a} Regulation (EU) 2021/1119 of the European Parliament and of the Council of 30 June 2021 establishing the framework for achieving climate neutrality and amending Regulations (EC) No 401/2009 and (EU) 2018/1999 ('European Climate Law')(OJ L 243, 9.7.2021, p. 1).

Or. en

Amendment 6

Proposal for a directive Recital 13

Text proposed by the Commission

(13) Increased auctioning from the year

Amendment

(13) Increased auctioning from the year

after the entry into force of this amendment to Directive 2003/87/EC should be the rule for the aviation sector allocation of allowances, taking into account the sector's ability to pass on the increased cost of CO₂.

after the entry into force of this amendment to Directive 2003/87/EC should be the rule for the aviation sector allocation of allowances, ***leading to a gradual phase-out of free-allowances by 2026***, taking into account the sector's ability to pass on the increased cost of CO₂.

Or. en

Amendment 7

Proposal for a directive Recital 13 a (new)

Text proposed by the Commission

Amendment

(13a) The additional allowances generated through the accelerated phasing-out of free allocations for the aviation sector should be used to avoid the application of the cross-sectoral correction factor.

Or. en

Amendment 8

Proposal for a directive Recital 17

Text proposed by the Commission

Amendment

(17) For CORSIA implementation on flights other than flights departing from an aerodrome located in the EEA and arriving at an aerodrome located in the EEA, in Switzerland or in the United Kingdom, surrender obligations should be decreased for Union-based aircraft operators operating these flights. Aircraft operators' surrender obligations for these flights should be decreased to only their share of collective international aviation emissions above collective 2019 levels, in respect of emissions during **2021-23**, and above collective 2019-20 levels for subsequent years of CORSIA application.

(17) For CORSIA implementation on flights other than flights departing from an aerodrome located in the EEA and arriving at an aerodrome located in the EEA, in Switzerland or in the United Kingdom, surrender obligations should be decreased for Union-based aircraft operators operating these flights. Aircraft operators' surrender obligations for these flights should be decreased to only their share of collective international aviation emissions above collective 2019 levels, in respect of emissions during ***the pilot phase from 2021 to 2023 as agreed by ICAO on 30 June 2020***, and above collective 2019-20 levels for subsequent years of CORSIA

application.

Or. en

Amendment 9

Proposal for a directive Recital 19

Text proposed by the Commission

(19) As CORSIA implementation and enforcement for aircraft operators based outside the Union is ***meant to belong*** solely ***to*** the home country of these aircraft operators, implementing CORSIA for flights other than flights departing from an aerodrome located in the EEA and arriving at an aerodrome located in the EEA, in Switzerland or in the United Kingdom means exempting aircraft operators based outside the Union from the EU ETS obligations for these flights.

Amendment

(19) As CORSIA implementation and enforcement for aircraft operators based outside the Union is ***a matter*** solely ***for*** the home country of these aircraft operators, implementing CORSIA for flights other than flights departing from an aerodrome located in the EEA and arriving at an aerodrome located in the EEA, in Switzerland or in the United Kingdom means exempting aircraft operators based outside the Union from the EU ETS obligations for these flights.

Or. en

Amendment 10

Proposal for a directive Recital 20

Text proposed by the Commission

(20) To ensure equal treatment on routes, flights to and from ***countries that are*** not implementing CORSIA should be exempt from EU ETS or CORSIA obligations. To incentivise full implementation of CORSIA starting in 2027, the exemption should only apply to emissions up to 31 December 2026.

Amendment

(20) To ensure equal treatment on routes, flights to and from ***an aerodrome located outside the EEA, the United Kingdom and Switzerland, and which is located in a country that is*** not implementing CORSIA, should be exempt from EU ETS or CORSIA obligations. To incentivise full implementation of CORSIA starting in 2027, the exemption should only apply to emissions up to 31 December 2026.

Or. en

Amendment 11

Proposal for a directive Recital 20 a (new)

Text proposed by the Commission

Amendment

(20a) To ensure that CORSIA leads to a single global reduction scheme for tackling carbon emissions from aviation by the second and mandatory phase of the ICAO scheme in 2027, the Union has consistently argued in support of robust implementing rules and governance and adequate participation in CORSIA's voluntary and mandatory phases. In the event that the ICAO global market-based measure is insufficient to achieve the Union's climate objectives and commitments under the Paris Agreement, other carbon mitigation options should be put in place.

Or. en

Amendment 12

Proposal for a directive Recital 20 b (new)

Text proposed by the Commission

Amendment

(20b) The Union should do its utmost to strengthen CORSIA's provisions and support the adoption of a long-term goal to reduce global aviation emissions, while safeguarding the Union's competence regarding Directive 2003/87/EC, as confirmed by the Court of Justice^{1a}

^{1a} Judgment of 21 December 2011, *Air Transport Association of America and Others v Secretary of State for Energy and Climate Change*, C-366/10, EU:C:2011:864.

Or. en

Amendment 13

Proposal for a directive Recital 20 c (new)

Text proposed by the Commission

Amendment

(20c) It is essential to underline the importance of transparency in the process of assessing the impact of CORSIA on the global reduction of CO₂ emissions and its role in achieving the goals in the Paris Agreement.

Or. en

Amendment 14

Proposal for a directive Recital 26 a (new)

Text proposed by the Commission

Amendment

(26a) A significant part of the Innovation Fund should support innovation in the aviation sector, in particular projects related to the development and implementation of new technologies and designs aiming to reduce greenhouse gas emissions from the aviation sector, particularly in the areas of clean and sustainable aviation fuels and operational, aeronautics, airframe and engine innovation.

Or. en

Amendment 15

Proposal for a directive Recital 26 b (new)

Text proposed by the Commission

Amendment

(26b) Given that this Directive will generate additional compliance costs for the aviation sector, compensatory actions should be taken in order to prevent an increase in the total level of the regulatory

burden. The Commission should therefore, where appropriate and before the entry into force of this Directive, present legislative proposals to counterbalance the regulatory burden resulting from this Directive, through the amendment or repeal of provisions in other Union legislation that generate compliance costs in the affected sector. In doing so, the Commission should concentrate on regulatory measures and provisions that constitute obstacles for the green transition and hinder the development and introduction of technologies which enable the creation of processes and products that pollute less with a view to achieving climate neutrality.

Or. en

Amendment 16

Proposal for a directive

Article 1 – paragraph 1 – point 2 – point a

Directive 2003/87/EC

Article 3d – paragraph 1

Text proposed by the Commission

1. In 2024, **25%** of the quantity of allowances in respect of which free allocation would have taken place as published in accordance with Article 3c shall be auctioned.’

Amendment

1. In 2024, **33,3%** of the quantity of allowances in respect of which free allocation would have taken place as published in accordance with Article 3c shall be auctioned.

Or. en

Justification

Increased auctioning of allowances for aviation to 33,3%

Amendment 17

Proposal for a directive

Article 1 – paragraph 1 – point 2 – point b

Directive 2003/87/EC

Article 3d – paragraph 1a

Text proposed by the Commission

Amendment

1a. In 2025, **50%** of the quantity of allowances in respect of which free allocation would have taken place in that year, calculated from the publication in accordance with Article 3c shall be auctioned.

1a. In 2025, **66,6%** of the quantity of allowances in respect of which free allocation would have taken place in that year, calculated from the publication in accordance with Article 3c shall be auctioned.

Or. en

Justification

Increased auctioning of allowances for aviation to 66,6%

Amendment 18

Proposal for a directive

Article 1 – paragraph 1 – point 2 – point b

Directive 2003/87/EC

Article 3d – paragraph 1b

Text proposed by the Commission

Amendment

1b. In 2026, 75% of the quantity of allowances in respect of which free allocation would have taken place in that year, calculated from the publication in accordance with Article 3c shall be auctioned.

deleted

Or. en

Amendment 19

Proposal for a directive

Article 1 – paragraph 1 – point 2 – point b

Directive 2003/87/EC

Article 3d – paragraph 1c

Text proposed by the Commission

Amendment

1c. As from 1 January **2027**, all of the quantity of allowances in respect of which free allocation would have taken place in that year shall be auctioned,

1c. As from 1 January **2026**, all of the quantity of allowances in respect of which free allocation would have taken place in that year shall be auctioned,

Or. en

Justification

Transition to full auctioning as from 2026

Amendment 20

Proposal for a directive

Article 1 – paragraph 1 – point 2 – point b

Directive 2003/87/EC

Article 3d – paragraph 1c a (new)

Text proposed by the Commission

Amendment

1ca. By way of derogation from paragraphs 1 and 1a of this Article, 12 million allowances [the difference between the allowances auctioned under the phase-out requirements set out in those paragraphs and the phase-out requirements proposed by the Commission] shall only be auctioned after the application of Article 10a(5ba), to the extent such allowances are still available.

Or. en

Justification

By accelerating the phase-out of free allocation for the aviation sector by one year, from 2027 to 2026, around 12 million additional allowances would be auctioned in the period up to 2030 addition compared to the Commission proposal. The ETS aviation and ETS Rapporteurs propose to make these additional allowances available instead towards the avoidance of the Cross-Sectoral Correction Factor. For this purpose, around 120 million allowances would be required in total until 2030.

Amendment 21

Proposal for a directive

Article 1 – paragraph 1 – point 4 a (new)

Directive 2003/87/EC

Article 10 – paragraph 3 – subparagraph 3

Present text

Amendment

(4a) In Article 10(3), the third subparagraph is replaced by the

Member States shall inform the Commission **as to** the use of revenues and the actions taken pursuant to this paragraph in **their** reports **submitted under Decision No 280/2004/EC**.

following :

"Member States shall **report to** the Commission **on** the use of revenues and **on** the actions taken pursuant to this paragraph in **the** reports **they submit in accordance with Regulation (EU) 2018/1999**. **The Commission shall subsequently make that information publicly available each year within a reasonable timeframe.**"

Or. en

(<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A02003L0087-20210101&qid=1641400487702>)

Justification

Publication of use of revenues from Member States

Amendment 22

Proposal for a directive

Article 1 – paragraph 1 – point 4 b (new)

Directive 2003/87/EC

Article 10 a – paragraph 8 – subparagraph 2 a (new)

Present text

Amendment

(4b) In Article 10a (8), the following subparagraph 2a is inserted :

"A significant amount of the Innovation Fund shall be earmarked for projects to support innovation and new technologies in the aviation sector, in particular those related to operational, aeronautics, airframe and engine innovation, and clean and sustainable aviation fuels, to reduce greenhouse gas emissions".

Or. en

(<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A02003L0087-20210101&qid=1641400487702>)

Justification

It is important to ensure that the aviation sector gets support through the Innovation Fund in order to help reduce the sectors emissions.

Amendment 23

Proposal for a directive

Article 1 – paragraph 1 – point 6 a (new)

Directive 2003/87/EC

Article 14 – paragraph 3 a (new)

Present text

Amendment

(6a) In Article 14, the following paragraph is inserted :

3a. All emissions data related to aircraft operators communicated to Member States and the Commission in accordance with Article 7 of Commission Delegated Regulation (EU) 2019/1603 shall be reported and published by the Commission, per aircraft operator in a user-friendly manner. The data for each year shall be published without delay. Those data shall include at least the following:

- (a) emissions data broken down by aircraft operator;***
- (b) the amount of offsetting, calculated in accordance with Article 12(7);***
- (c) the amount and type of eligible fuels used to comply with part or all of their offsetting;***
- (d) the amount and type of carbon credits used to comply with part or all of their offsetting."***

Or. en

(<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A02003L0087-20210101&qid=1641400487702>)

Justification

In the interest of more transparency the Member States and the European Commission should publish their emissions data per airline.

Amendment 24

Proposal for a directive

Article 1 – paragraph 1 – point 9

Directive 2003/87/EC

Article 25a – paragraph 3

Text proposed by the Commission

3. The Commission shall adopt an implementing act listing countries other than EEA countries, Switzerland and the United Kingdom, which are considered to be applying CORSIA for the purposes of this Directive, with a baseline of 2019 for 2021 to 2023 and a baseline 2019-2020 for each year **thereafter**. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 22a(2).

Amendment

3. The Commission shall adopt an implementing act listing countries other than EEA countries, Switzerland and the United Kingdom, which are considered to be applying CORSIA for the purposes of this Directive, with a baseline of 2019 for 2021 to 2023 and a baseline 2019-2020 for each year **from 2024**. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 22a(2).

Or. en

Justification

Clarification of the Commission text

Amendment 25

Proposal for a directive

Article 1 – paragraph 1 – point 9

Directive 2003/87/EC

Article 25a – paragraph 6

Text proposed by the Commission

6. In respect of emissions from flights to and from Least Developed Countries and Small Island Developing States as defined by the United Nations, other than those listed in the implementing act adopted pursuant to paragraph 3, aircraft operators shall not be required to cancel units.

Amendment

6. In respect of emissions from flights to and from Least Developed Countries and Small Island Developing States as defined by the United Nations, other than those ***countries whose GDP per capita equals or exceeds the Union average and those countries*** listed in the implementing act adopted pursuant to paragraph 3, aircraft operators shall not be required to cancel units.

Or. en

Justification

This amendment corrects an error in the Commission proposal and aligns it with Article 11a(2b) and recital 21.

EXPLANATORY STATEMENT

This new legislative proposal of the European Commission is part of the Fit for 55 package and should have a direct impact on reducing emissions. Climate change presents a global challenge and it has already affected the lives of people on all continents. It is very clear that global action and global cooperation is needed to mitigate the effects of climate change. The Rapporteur fully supports the Union's fight against climate change and its commitment to reduce economy-wide net greenhouse gas emissions by at least 55 % below 1990 levels by 2030 and climate neutrality by 2050.

Aviation is one of the fastest-growing sources of greenhouse gas emissions. Aviation accounts for 2-3 % of global CO₂ emissions and long-term projections of aviation activity predict major increases in traffic. Before the COVID-19 crisis, the International Civil Aviation Organization (ICAO) forecasted that by 2050 international aviation emissions could triple compared with 2015. At EU-level, aviation made up 3.7% of total CO₂ emissions. Until 2019, aviation emissions continued to increase steadily until the beginning of the COVID-19 crisis. The Rapporteur believes that concrete and appropriate measures are needed to reduce aviation emissions in order to be in line with the Union's Climate law and its commitments under the Paris Agreement.

For the Rapporteur the following elements are of the main concern:

EU ETS/CORSIA scope

The Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) is a global market-based measure with the aim of limiting emissions from international aviation that was agreed on by the International Civil Aviation Organisation (ICAO) in 2016. CORSIA is designed to run until 2035, starting with a pilot phase from 2021 to 2023, followed by its first phase from 2024 to 2026, both phases are voluntary. A mandatory phase will take place from 2027 onwards. All EU countries decided to take part in the CORSIA voluntary phase from its start on the 1 January 2021.

The European Union is a global leader in the fight against climate change. The Rapporteur points out that the Paris Agreement climate commitments and environmental ambitions cannot be achieved by Europe acting alone. Concrete action and cooperation on a global level are

necessary, therefore the EU will continue to lead by example in order to tackle climate change, in line with the EU Climate law.

The EU ETS scope for the aviation sector was originally supposed to cover all flights, extra and intra-EEA flights. The EU decided to maintain the geographic scope of the EU ETS limited to intra-EEA flights, also known as the Stop-the-clock measure in an effort to support the setting-up of an international system and to allow ICAO to present a global scheme to reduce emissions. The Stop-the-clock measure is set to expire on the 31 December 2023.

The Commission's proposal regarding the scope of EU ETS and CORSIA is to maintain the current EU ETS coverage (intra-EEA flights, including departing flights to Switzerland and to the UK) and to apply CORSIA's offsetting approach for flights that are currently not covered by the EU ETS (flights to/from other third countries which participate in the scheme).

The Rapporteur decided to keep the scope as proposed by the Commission. The Rapporteur emphasizes the need for a stronger CORSIA fit for purpose, which has to be part of the solution and help to fulfil the Union's commitments under the Paris Agreement. Therefore, it is important to achieve the highest possible number of participating countries and to ensure that CORSIA is implemented in those countries by 2027 at the latest, to increase transparency and an overall good cooperation with third countries in that context. Having in mind the transparency aspect within the proposal, the Rapporteur indicates that the Member States and the European Commission should publish their emissions data per airline in a user-friendly manner.

Phase out of the free allowances

The Commission proposal foresees a phasing out over 3 years, with a transition to full auctioning in 2027. The Rapporteur proposes to accelerate the phase-out of free allowances by one year and to transition to full auctioning by 2026. The accelerated phase-out of free allocation for the aviation sector by one year, from 2027 to 2026, will generate additional allowances to be auctioned in the period up to 2030 addition compared to the Commission proposal. The Rapporteur proposes to make these additional allowances available towards the avoidance of the cross-sectoral correction factor.

Innovation Fund

The Rapporteur believes the aviation industry has only a limited number of options to reduce

their emissions and therefore underlines the importance of innovation in the sector. The Rapporteur proposes to earmark a significant amount of the Innovation Fund for projects to support innovation and new technologies in the aviation sector, stressing the area of sustainable aviation fuels. The Rapporteur believes it is important to consider instruments to help foster innovation and manufacturing inside the EU and to create a business ecosystem that would attract investment and result in new jobs. This presents an opportunity for the EU to set the foundation for innovation breakthroughs in the global aviation industry.

Impact on consumers and industry

The Rapporteur underlines the need to keep the possible new burdens for consumers and industry to a minimum level and proportionate. Therefore, it is necessary to ensure a level playing field for airlines on the same routes, in terms of their obligations.