



**2016/2062(INI)**

29.9.2016

## **AVIS**

de la commission de l'environnement, de la santé publique et de la sécurité alimentaire

à l'intention de la commission des transports et du tourisme

sur une stratégie de l'aviation pour l'Europe  
(2016/2062(INI))

Rapporteur pour avis: Tibor Szanyi

PA\_NonLeg

## SUGGESTIONS

La commission de l'environnement, de la santé publique et de la sécurité alimentaire invite la commission des transports et du tourisme, compétente au fond, à incorporer dans la proposition de résolution qu'elle adoptera les suggestions suivantes:

1. Welcomes the fact that the Commission's Aviation Strategy proposal highlights the aviation sector's significant contribution to the EU by bringing economic, social, technological and connectivity benefits; stresses that Europe should play a leading role in international aviation and be a global reference model for sustainable aviation, and that further ambitious, sustainable steps are needed and that these must take into account environmental, climate, health and employment aspects in order to combine ecology with the economy, the environment with finance, and a long-term vision with short-term political interests;
2. Notes that sustainable development of the sector is essential in order to avoid aggravating environmental impacts such as climate change, stratospheric ozone depletion, air pollution and noise; notes that although today's aircraft produce less emissions than their equivalent 30 years ago, aircraft sold on the global market must be regulated by global minimum environmental standards; welcomes in this regard the new International Civil Aviation Organisation (ICAO) international noise standard that applies to new types of large aircraft from 2017;
3. Expresses concern that CO<sub>2</sub> emissions from international aviation are projected to be seven times higher in 2050 than in 1990, despite improved combustion efficiency and action already taken to achieve carbon neutral growth from 2020, such as improvements in efficiency and the development of alternative fuels and lighter aircraft; welcomes all technological efforts made through R&D activities such as additional standards for aircraft CO<sub>2</sub> emissions and emissions of aircraft engine particulate matter;
4. Stresses the importance of securing a number of ratifications necessary for the Paris Agreement to enter into force; urges the Member States in this context to also ratify the Agreement immediately; recalls that transport is the second biggest GHG-emitting sector, and regrets that international aviation is not explicitly mentioned in the Paris Agreement, as all economic sectors must contribute to the low-carbon transition; notes that the Agreement's temperature limit and reference to anthropogenic emissions, however, require ambitious emission reduction efforts from the aviation sector; notes that if the future growth of the world aviation sector is not matched with environmental sustainability and global mitigation efforts, these goals cannot be achieved;
5. Calls for the establishment later this year at ICAO of a fair and robust global market-based measure (GMBM), to be implemented at international level from 2020 onwards; expresses its deep disappointment at the current proposal discussed at ICAO; stresses that the GMBG must fully reflect the goals of the Paris Agreement if the aviation sector is to make a fair and effective contribution to the 2030 climate targets and the objectives of the Paris Agreement, to be implemented at international level from 2020 onwards and reviewed at fixed intervals in order to optimise their efficiency;
6. Calls for the EU Emissions Trading System (ETS) to be improved; recalls that any

amendment of the existing legislation on including aviation in the EU ETS can only be considered if the GBMB is ambitious, and that in any case intra-European flights will continue to be covered by the EU ETS; calls for aviation provisions within the EU ETS to be maintained and strengthened as an essential part of the measures to achieve the EU's goal of reducing emissions by at least 40 % by 2030; notes that although emissions from flights within the EU are included in the ETS, they increased by 3 % in 2014 compared with the preceding year and by a further 3.6 % in 2015 compared with 2014;

7. Calls for ending such exemptions, starting with intra-EU flights, recognising that fuel tax and VAT exemptions for aviation disincentivises efficiency and distorts the internal market; regrets that the CO2 efficiency standard under consideration by the ICAO will fail to reduce emissions below business-as-usual levels; calls for measures to be adopted at EU level to go beyond the global standard;
8. Notes that the success of sustainable aviation is intrinsically linked to continued support for strong research programmes such as Clean Sky and SESAR; welcomes the decision to extend the legal mandate of the SESAR Joint Undertaking and the Clean Sky 2, given their significant contribution to making European aviation safer and environmentally sustainable, by potentially reducing CO2 emissions by up to 50 million tonnes through the SESAR project, for example; further notes that significant investments in new and innovative technologies, such as in aircraft design, alternative fuels, including second-generation biofuels, and digital technologies, are needed for sustainable aviation, and calls on the Commission to place research high on the political agenda;
9. Acknowledges that there are still several short-haul flights flying with obsolete technologies that produce high emissions; calls for measures to encourage a shift to more environmentally friendly regional modes of transport, such as the train; underlines, in this context, the importance of also integrating different sustainable modes of transport;
10. Acknowledges, in line with the Riga Declaration<sup>1</sup>, the major potential of developing drone technology and the market for civil drones rapidly with a view to making existing services and applications more climate- and environment-friendly, more sustainable, safer and cheaper; notes that smart techniques in agriculture – such as remotely piloted aircraft systems (RPAS) – can provide countless and diverse services and can contribute to enhanced resource efficiency and productivity, as well as greater environmental sustainability; acknowledges its potential beneficial effects on the environment, soil compaction and the mitigation of climate change; urges that an EU framework be set up for electric, remotely piloted aircraft systems and for drone operation; underlines the importance of unlocking the potential of drones, and stresses that the correct balance must be struck between aspects such as safety and security, legal certainty, and privacy and data protection;
11. Calls for requirements for RPAS to be included in aviation law, while respecting the requirements on the safety and privacy of citizens and property; notes that in order to unleash the full potential of RPAS technology, beyond-visual-line-of-sight (BVLOS) operation in rural areas must be permitted; calls for no weight limitations to be set, as

---

<sup>1</sup> Directorate-General for Mobility and Transport EC. (March 6, 2015) Riga Declaration. On remotely piloted aircraft. 'Framing the future of aviation'. <http://ec.europa.eu/transport/modes/air/news/doc/2015-03-06-drones/2015-03-06-riga-declaration-drones.pdf>

RPAS can replace larger transit vehicles and carry greater payloads over longer distances with less power;

12. Calls for the best emission-reducing practices within the sector to be collected and disseminated; bearing in mind that high environmental standards must be preserved and enhanced over time in order to ensure that aviation develops sustainably, stresses the urgency and importance of establishing programmes and further incentives for development of the sector and job creation related to research, efficiency, energy sustainability, environmental impact reduction and technological innovation, focusing on global measures to tackle the climate impact of aviation, including the EU's and Member States' circular-economy objectives;
13. Stresses the importance of non-CO2 climate impacts of aviation and the scope for reducing them and aviation's other environmental impacts by improving performance of air traffic management, including gate-to-gate management; calls in this regard for continued efforts to reduce the fragmentation of European airspace and to strengthen the Single European Sky;
14. Understands the need to optimise regulation and to improve infrastructure and capacity both at airports and in the air; stresses that, if unaddressed, these issues will stunt the growth of EU aviation, especially as a result of the costs of fragmentation; draws attention, meanwhile, to the need for strong environmental and consumer protection, with clear rules on passenger rights and their protection, in order to provide citizens with safer, shorter, cleaner and cheaper flights and more choice;
15. Calls for the current review of the European Aviation Safety Authority (EASA) to expand the agency's role in environmental affairs, including by granting the EU greater flexibility in adopting environmental standards.

**RÉSULTAT DU VOTE FINAL  
EN COMMISSION SAISIE POUR AVIS**

|   |   |
|---|---|
| <b>Date de l'adoption</b>   | 29.9.2016   |
| <b>Résultat du vote final</b>   | +: 53<br>-: 2<br>0: 7   |
| <b>Membres présents au moment du vote final</b>                       | Marco Affronte, Margrete Auken, Pilar Ayuso, Zoltán Balczó, Catherine Bearder, Ivo Belet, Simona Bonafè, Biljana Borzan, Lynn Boylan, Soledad Cabezón Ruiz, Nessa Childers, Birgit Collin-Langen, Miriam Dalli, Seb Dance, Angélique Delahaye, Jørn Dohrmann, Stefan Eck, Eleonora Evi, José Inácio Faria, Elisabetta Gardini, Jens Gieseke, Julie Girling, Sylvie Goddyn, Matthias Groote, Andrzej Grzyb, Anneli Jäätteenmäki, Jean-François Jalkh, Benedek Jávor, Josu Juaristi Abaunz, Giovanni La Via, Peter Liese, Norbert Lins, Susanne Melior, Massimo Paolucci, Piernicola Pedicini, Bolesław G. Piecha, Pavel Poc, Frédérique Ries, Michèle Rivasi, Daciana Octavia Sârbu, Annie Schreijer-Pierik, Dubravka Šuica, Tibor Szanyi, Claudiu Ciprian Tănăsescu, Nils Torvalds, Jadwiga Wiśniewska, Damiano Zoffoli |
| <b>Suppléants présents au moment du vote final</b>                    | Nikos Androulakis, Paul Brannen, Mark Demesmaeker, Christofer Fjellner, Karol Karski, Elisabeth Köstinger, Merja Kyllönen, Alessandra Mussolini, James Nicholson, Gabriele Preuß, Bart Staes, Carlos Zorrinho, Elżbieta Katarzyna Łukacijewska  |
| <b>Suppléants (art. 200, par. 2) présents au moment du vote final</b> | Pál Csáky, Iveta Grigule  |