

European countries sign breakthrough “Toulouse Declaration¹” with aviation driving sector’s decarbonisation plans forward

- First-ever public-private initiative supporting aviation’s decarbonization goals signed by over 35 European countries and 146 industry stakeholder groups in Toulouse, including the five leading European aviation associations² represented through Destination 2050
- Declaration fully aligns with the sector’s collective European and global initiative to achieve net zero CO₂ emissions by 2050³
- Destination 2050 partners reiterate their call for a structured dialogue between policy-makers and industry via an “EU Pact for Aviation Decarbonisation”, with concrete policy as well as financial measures to support aviation’s green transformation
- Paves the way for the UN’s ICAO to deliver on strengthened climate goals at 2022 Assembly

Toulouse / Brussels, 04 February 2022 - The Destination 2050 associations and their members today endorsed the “Toulouse Declaration” – the first-ever public-private initiative setting a joint vision and supporting European aviation’s goal to reach net zero CO₂ emissions by 2050. This is also the first joint initiative of its kind globally, aligning all European stakeholders on the principles and actions needed to decarbonise and transform its aviation sector, representing a true breakthrough.

The Destination 2050 decarbonisation roadmap was launched in 2021 by Europe’s five leading aviation associations, representing airlines, airports, aerospace manufacturers and air navigation service providers. It lays out a joint industry long-term vision with the same net zero CO₂ emissions objective, consistent with the EU’s long-term climate goals and the Paris Agreement.

Next step: An EU Pact for Aviation Decarbonisation

The Destination 2050 partners now expect the Toulouse Declaration to be translated into a structured dialogue and concrete policy action. Industry is already transitioning to a decarbonised future through improvements in aircraft and engine technologies, the development of sustainable aviation fuels, improvements in air traffic management and aircraft operations, as well as through efficient economic measures. An effective policy, regulatory and financial framework is needed at European and national level to support and accelerate this transformation.

The Destination 2050 partners therefore call on the European Commission and EU Member States who have signed today’s Declaration to develop and support as a next step an **EU Pact for Aviation Decarbonisation**. In this Pact, Member States and the Commission

¹ [EU Declaration on the Future Sustainability and Decarbonisation of Aviation](#)

² Airlines for Europe (A4E), Airports Council International Europe (ACI EUROPE); European Aeronautics, Space, Defence and Security Industries Association (ASD); European Regions Airline Association (ERA); Civil Air Navigation Services Organisation (CANSO)

³ See [Destination 2050](#) and [Waypoint 2050](#)

should commit to a structured dialogue with industry to review and complement the [Fit for 55 legislative package](#) with concrete and timely supportive measures, including:

- Public and private funding to channel investments, R&D and innovation into decarbonization and a more sustainable aviation ecosystem - including through European partnerships such as the Alliance for Zero Emission Aviation, Alliance for Renewable and Low Carbon Fuels Value Chain, Clean Aviation, Clean Hydrogen and SESAR Joint Undertakings - and by including relevant aviation activities into the EU taxonomy for sustainable finance;
- Initiatives and incentives for:
 - Earmarking of revenues from ETS to support concrete decarbonization activities within the civil aviation sector;
 - More sustainable airport infrastructure, operations and related services including through *Airport Carbon Accreditation*;
 - Public incentives for the deployment of sustainable aviation fuels;
 - Fleet renewal coupled with aircraft retirement, and for bringing zero-emission aircraft to the market by 2035 - including through the supply of green hydrogen and electricity (and its deployment via related airport infrastructure);
 - A more sustainable, network-centric, modern and digital Air Traffic Management system through the Single European Sky and SESAR.

Beyond Europe: Stepping up global ambition & action

The Declaration's supporters have also committed to working with the UN's ICAO towards the adoption of an ambitious "long-term aspirational goal" (LTAG) for aviation which is consistent with efforts to reach net zero CO₂ in 2050. The adoption of such a goal would take place during ICAO's 41st Assembly in September 2022.

Aviation is a global business, and a strong global framework should be established and put into action to enable aviation's decarbonisation to happen on an international scale, matching Europe's ambition while at the same time preserving a level playing field and international competitiveness.

For more information, visit www.destination2050.eu

###ENDS###

About Destination 2050

Europe's aviation sector is collectively on board to lead the way in reducing aviation CO₂ emissions by 2030 and 2050 - making flying more sustainable for the long term. In February 2021, Europe's airlines, airports, aerospace manufacturers and air navigation service providers laid out a joint long-term vision along with concrete solutions to the complex challenge of reaching Net Zero CO₂ emissions from all flights departing the EU, UK and EFTA by 2050. The independent report by the Royal Netherlands Aerospace Centre (NLR) and SEO Amsterdam Economics shows how a combination of actions from all stakeholders - including the EU and national governments - in four key areas could achieve substantial CO₂ emissions reductions in line with EU climate goals. These include: Improvements in aircraft and engine technologies (including hybrid, electric and hydrogen propulsion), using sustainable aviation fuels (SAFs) both for fixed- and rotary-wing platforms, implementing economic measures and improvements in air traffic management (ATM) and aircraft operations. For more information, visit <http://www.destination2050.eu/>



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Airlines for Europe (A4E) - Launched in 2016, Airlines for Europe (A4E) is Europe's largest airline association, based in Brussels. The organisation advocates on behalf of its members to help shape European aviation policy to the benefit of consumers, ensuring a continued safe and competitive air transport market. A4E is one of the initiators of European aviation's **Destination 2050** decarbonisation roadmap, with a pledge to reach net zero CO2 emissions from all flights within and departing Europe by 2050. In 2019, A4E members carried more than 720 million passengers via a modern fleet of over 3,000 aircraft – accounting for more than 70 per cent of the continent's journeys. Members with air cargo and mail activities transport more than 5 million tons of goods each year to more than 360 destinations either by freighters or passenger aircraft. Current members include Aegean, airBaltic, Air France-KLM Group, Cargolux, easyJet, Finnair, Icelandair, International Airlines Group (IAG), Jet2.com, Lufthansa Group, Norwegian, Ryanair

Holdings, Smartwings, TAP Air Portugal, TUI and Volotea. Follow us on Twitter [@A4Europe](#).

ACI EUROPE (Airport Council International) is the European region of Airports Council International (ACI), the only worldwide professional association of airport operators. ACI EUROPE represents over 500 airports in 55 countries. Our members facilitate over 90% of commercial air traffic in Europe. Air transport supports 13.5 million jobs, generating €886 billion in European economic activity (4.4% of GDP). In response to the Climate Emergency, in June 2019 our members committed to achieving Net Zero carbon emissions for operations under their control by 2050, without offsetting.

ASD is the voice of European Aeronautics, Space, Defence and Security Industries, actively promoting and supporting the competitive development of the sector by advocating common positions towards European Institutions and International organisations.

CANSO – the Civil Air Navigation Services Organisation – is the global voice of air traffic management worldwide. CANSO Members support almost 90 percent of world air traffic. Members share information and develop new policies, with the ultimate aim of improving air navigation services on the ground and in the air. CANSO represents its Members' views in major regulatory and industry forums, including at ICAO, where it has official Observer status. CANSO has an extensive network of Associate Members drawn from across the aviation industry. For more, visit www.canso.org.

Founded in 1980, **European Regions Airline Association (ERA)** is a non-profit trade association representing over 60 airlines and around 150 companies involved in European air transport and is the only association representing the entire spectrum of companies involved in European aviation. The association promotes the interests of European airlines by lobbying European regulatory bodies on policy matters, promoting the social and economic importance of air transport and its environmental commitments.