

MEDIA RELEASE

Air transport supports 12.2 million jobs and \$823 billion in European economic activity

Geneva, 2 October 2018 – Europe is benefitting from air transport connections as one billion passengers travel in the region, supporting 12.2 million jobs in aviation and related industries, and 4.1% of Europe’s economic activity. These findings are in a new report, *Aviation: Benefits Beyond Borders*, released by the Air Transport Action Group (ATAG) today.

Launching the report at the ATAG Global Sustainable Aviation Summit in Geneva, ATAG’s Executive Director, Michael Gill, said: “Let’s take a step back and think about how advances in air transport have changed the way people and businesses connect with each other – the reach we have today is extraordinary. More people in more parts of the world than ever before are taking advantage of safe, fast and efficient travel.”

“Europe has seen real benefits in embracing the role of air transport. Today, the region is the second busiest in the world, with a quarter of global passenger traffic from Europe. Passengers in the region have taken advantage of the reduction in the price of tickets over the past decades which enables more people to travel, see the world and do business outside of their own country.”

“By 2036, aviation in Europe is expected to support 18 million jobs and \$1.6 trillion in economic activity. Europe, particularly Western Europe, is one of the most established regions of the world for air transport activity; however, emerging economies in the east are contributing to the overall growth in the region. Key to this growth will be sustainable development of air transport across Europe as part of national growth plans, including improvements in infrastructure, to avoid capacity shortfalls and congestions.”

Airports Council International Europe Director General, Olivier Jankovec, said: “For several years now, the *Aviation: Benefits Beyond Borders* reports have helped explain and substantiate the crucial role of air connectivity and its interactions with the economy. The data makes clear the strategic role of aviation as a driver and facilitator of economic growth and prosperity for our continent. Along with environmental protection, such a strategic economic role must be part of the sustainability challenge that we as an industry need to address and drive forward, together with governments. This is about putting our communities and citizens at the forefront and shaping air connectivity accordingly.”

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Thomas Reynaert, Managing Director of Airlines for Europe (A4E) commented: “Despite facing a significant growth in future demand, the aviation sector has committed itself to carbon neutral growth from 2020, and to halve emissions by 2050 compared to 2005 levels. The recent agreement for a carbon offsetting and reduction scheme for international aviation (CORSIA) reached by the International Civil Aviation Organisation (ICAO) is an unprecedented, positive step towards a more sustainable industry. Europe now needs to defend CORSIA and avoid undermining global carbon-offsetting efforts. Going solo with the emissions trading scheme (ETS) for international flights would limit the capacity of EU airlines to continue delivering jobs, growth and connectivity to European citizens”, Reynaert added.

Tanja Grobotek, Director Europe Affairs of the Civil Air Navigation Services Organisation, said: “Air traffic growth in Europe is creating capacity challenges and delays. CANSO Members are working hard to improve the efficiency of European airspace through new investments, technologies and processes such as Free Route and Flexible Airspace. This must be supported by States taking a true pan-European approach to airspace management”.

Montserrat Barriga, Director General of the European Regions Airline Association said: “This report demonstrates the power of air transport as an invaluable driver of economic growth and prosperity. Aviation connects European regions, islands, citizens and industries and ERA works tirelessly, together with ATAG and other key aviation associations, to protect the industry and highlight its social and economic importance and its hugely valuable contribution to Europe.”

Airlines International Representation in Europe Director General, Sylviane Lust, commented: “The aviation sector is much more than impressive figures translating its beneficial contribution to the world’s economy. It is a vector of humanity. And this is why it will continue to grow. It is up to the industry and the regulators to frame this growth in a sustainable and responsible way. The CORSIA agreement reached at ICAO level will achieve that goal through a genuine global carbon offsetting scheme. The scheme is ambitious and efficient, was supported by the European Union which should decide now to make it its own and sole aviation CO2 mitigation instrument and allows EU airlines to remain competitive and continue to be a driving force of the European economy.”

Globally, the air transport sector 65.5 million jobs and \$2.7 trillion in economic activity, including over 10 million women and men working directly for the industry itself. Aviation carries 35% of world trade by value, but less than 1% by volume and 57% of world tourists travel to their destinations by air.

The report, which can be downloaded at www.aviationbenefits.org, was prepared by ATAG along with other aviation industry associations and builds on extensive research by Oxford Economics.

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- The Air Transport Action Group represents the entire aviation sector: airlines, airports, air traffic management organisations and the makers of aircraft and engines. It coordinates common industry positions on the sustainable future of air transport. www.atag.org

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ATAG is a coalition of organisations and companies throughout the air transport industry that drive the sustainable development of the air transport sector. Funding members include ACI, Airbus, ATR, Boeing, Bombardier, CANSO, CFM, Embraer, Honeywell Aerospace, GE, IATA, Pratt & Whitney, Rolls-Royce and Safran.