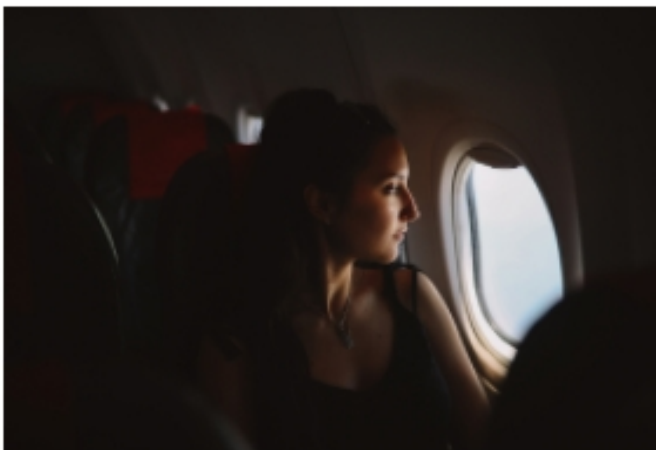




STATEMENT BY THE FRENCH MINISTER FOR TRANSPORT ON AIR TRANSPORT TAXATION: A MISLEADING CHOICE?

News / Airlines



Recently, French Minister for Transport, Clément Beaune, stated: "The choice between train and plane is biased. Historically, the plane has advantages."

SCARA representing 50% of French airlines, based in mainland France and the French overseas territories, as well as airport handling and training companies, points out that air transport :

- finances 100% of its airport and air traffic control infrastructures, without any aid, to the tune of over 3 billion euros.
- funds all airport safety and security, which should be financed by the State, via the Security and Safety Tax (T2S), to the tune of 1 billion euros a year.
- has succeeded in bringing about a technological revolution towards quieter, less polluting aircraft, by self-financing and financing soundproofing measures for local residents.
- democratized its access by offering customers ever-lower fares.
- offsets 100% of its CO2 emissions on domestic flights in France by 2024.

- carries passengers and freight to the ends of the earth with just four kilometers of runway.

SCARA also points out that air transport is taxed to finance missions that do not directly concern it:

- the global health agency UNITAID, via the so-called "Chirac" tax, for an annual amount of 200 million euros.

Agence de Financement des Infrastructures de Transport de France (French Transport Infrastructure Financing Agency) whose scope covers all projects of national interest in the transport sector (rail, sea, river and road), excluding air transport, without any explanation from the public authorities, even though it too is a strategic link in the French industry, for an annual amount of 230 million euros.

Should we consider all these taxes as historical advantages? If the choice "between train and plane is biased", in what sense is it biased?

Despite the taxes to which it is subject, air transport is a much less expensive means of transport than rail transport, which, despite abysmal state subsidies, is an expensive means of transport for passengers. Should we continue to tax air transport, when other means of transport, sometimes in competition with air transport, benefit from State financial aid and tax exemptions?



The Syndicat des Compagnies Aériennes Autonomes (SCARA) is a trade association whose mission is to promote and defend air transport in France and its plurality. SCARA represents 50% of French airlines, based in mainland France and the French overseas territories, as well as airport handling and training companies.

SCARA has initiated numerous actions in favor of air transport in France, and is at the origin of

structuring advances for the entire industry at national level. SCARA also stimulates reflection on the sector's main issues through the publication of studies and discussion papers.

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