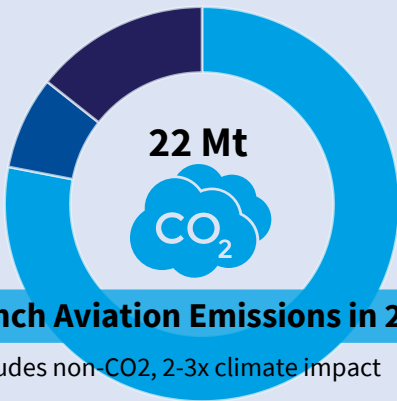
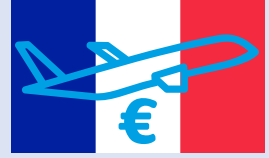


# AIRFRANCE bailout: climate conditions explained

Air France received **€7 billion state aid** as part of its rescue package, with the French Government announcing “**climate conditions**” attached to this aid. While these are a first for airline bailouts, much improvement is needed for them to be effective and to achieve the stated objective of making Air France “*the most environmentally friendly airline*” on the planet. This infographic explains the conditions in detail and how to improve them.



**French Aviation Emissions in 2018**

\*excludes non-CO<sub>2</sub>, 2-3x climate impact

- International
- Domestic, metropolitan France (exc. Corsica)
- Domestic, rest (inc. Corsica, Guyana, Réunion...)

French aviation emissions grew **71%** since 1990.



Air France's total emissions are not public. For their flights within Europe, the airline emitted 2.5 Mt of CO<sub>2</sub> in 2019. That excludes long-haul, which is responsible for the bulk of the airline's climate impact.



**Improve efficiency of the fleet** (in CO<sub>2</sub> per passenger km) by 50% by 2030 vs. 2005: this was a voluntary commitment made by Air France last year. Efficiency improvements rarely decrease emissions, as they are often cancelled out by an increase in passenger numbers.



Checking aviation's climate impact starts with **setting absolute**, not relative emission targets. Air France must commit to cuts in actual emissions, in a timeline consistent with achieving net zero emissions by 2050.



**Reduce 50% emissions from domestic flights** by 2024: no comparison year was set for this target, and it is unclear what measures will be adopted to promote rail. The current proposal limits this to where rail journeys under 2h30 exist, cutting French aviation emissions **by only 0.8%**.



This should be **expanded to where rail journeys under 5h exist**, increasing this cut to 4.5%. Domestic/ short haul flights are a small portion of emissions. Ending them will have a negligible impact on aviation emissions.



**Fuel mandate:** the proposal includes a requirement to burn a minimum of 2% alternative fuels in 2025, up from zero at present. That's similar to a policy launched earlier this year by the French Government, and lacks detail.



The type of fuel used is missing. If Air France burns 1st generation crop-based biofuels, then that will result in higher emission. Instead, it should be **required to burn new, near zero fuels** such as synthetic kerosene



The climate conditions attached to the bailout are **not legally binding**, leaving it to the good will of Air France.



Each conditions above should be **made mandatory**, with clear financial penalties for failure to comply.



**For more information:** Andrew Murphy, Aviation Manager. Transport & Environment  
andrew@transportenvironment.org - +32 (0) 485 00 12 14



**Detailed analysis:** <https://reseauactionclimat.org/publications/climat-que-vaut-le-plan-du-gouvernement-pour-laerien/> and [T&E's bailout tracker](#).