



Ban Private Jets. End Luxury Emissions.



The super-rich are super-polluting – this costs the rest of us and burns up our planet. While many of us struggle with the cost of living crisis, pri-

vate jet use has increased by about a fifth since the start of the pandemic.¹ They're the pinnacle of climate injustice, and yet they go largely untaxed and unregulated.

PRIVATE JETS ARE THE MOST CLIMATE-WRECKING FORM OF TRANSPORT:

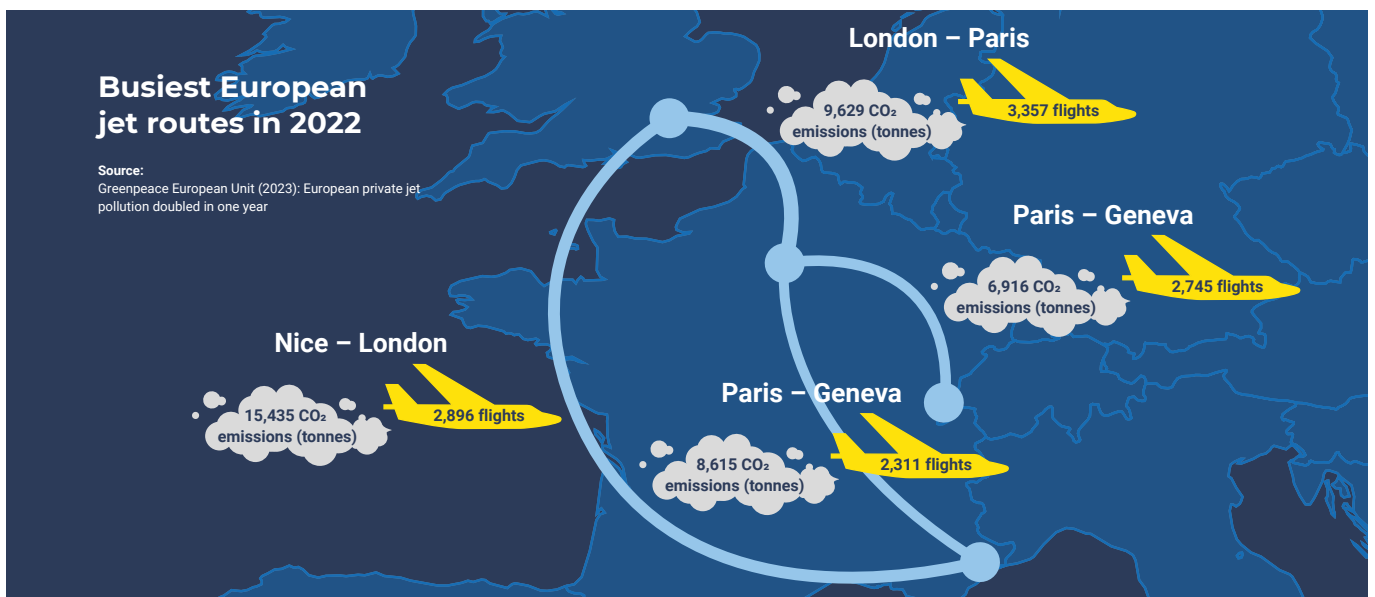
Private jets produce as much as 20 to 30 times more emissions per passenger^a than economy class flights.² Those again are many times more polluting than train travel, especially considering the non-CO₂ effects of flights.^b

The average carbon emission of a European private jet

flight in 2022 was 5.9 tonnes – that's like driving from Paris to Rome sixteen times.³

In 2022, 55% of European private jet flights were for distances of less than 750 km and could have easily been done by train.³

What's more, many flights are for pleasure rather than business: The Côte d'Azur is one of the most popular destinations.^{2,7}



PRIVATE JET USE HAS INCREASED DRAMATICALLY IN RECENT YEARS:

In 2022, private jet flights in Europe increased by a staggering 64% compared to the previous year: From 350,078 flights in 2021 to 572,806 in 2022.³

Emissions from private jets in Europe increased by nearly a third (31%) between 2005 and 2019, rising faster than commercial aviation emissions.⁴

Private jets are not a minor side issue: For example, one in ten planes departing UK airports is now a private aircraft.²

LET'S PRIORITIZE THE GOOD LIFE FOR ALL OVER THE LUXURY EXCESSES OF THE FEW:

A private jet can emit the equivalent^c of two tonnes of CO₂ in just one hour² - that is double the YEARLY average CO₂ emissions of one person living in Africa.⁵

Elon Musk took one private jet flight about every other day in 2022, producing 2,112 tons of carbon dioxide emissions. Bill Gates emitted 3,058 tonnes, Mark Zuckerberg 2,371 tonnes.⁶

DESPITE THEIR EXTREME WEALTH, PRIVATE JET OWNERS LARGELY POLLUTE FOR FREE:

The average private jet owner is worth €1.3 billion⁷, but they pay almost nothing for the pollution they cause and the publicly funded infrastructure they use.

Compared to the overall cost of a luxury private flight, their tax load is much lighter than that of an economy class passenger.^{2,7} Here's an example from the UK:

In the UK, a passenger duty set at just ten times the rate for domestic and European flights could raise £1.64 billion per year – that's enough to cover the annual maintenance cost of Britain's entire rail network.²

Charging VAT and jet fuel taxes^d could raise millions more to fund a fair transport system for everybody.^{2,4}

In fact, the flight industry as a whole gets a free ride on public money: In 2022, European governments lost out on €34.2 billion in aviation taxes. This is enough money to build 1,400 km of high-speed rail infrastructure.¹⁶

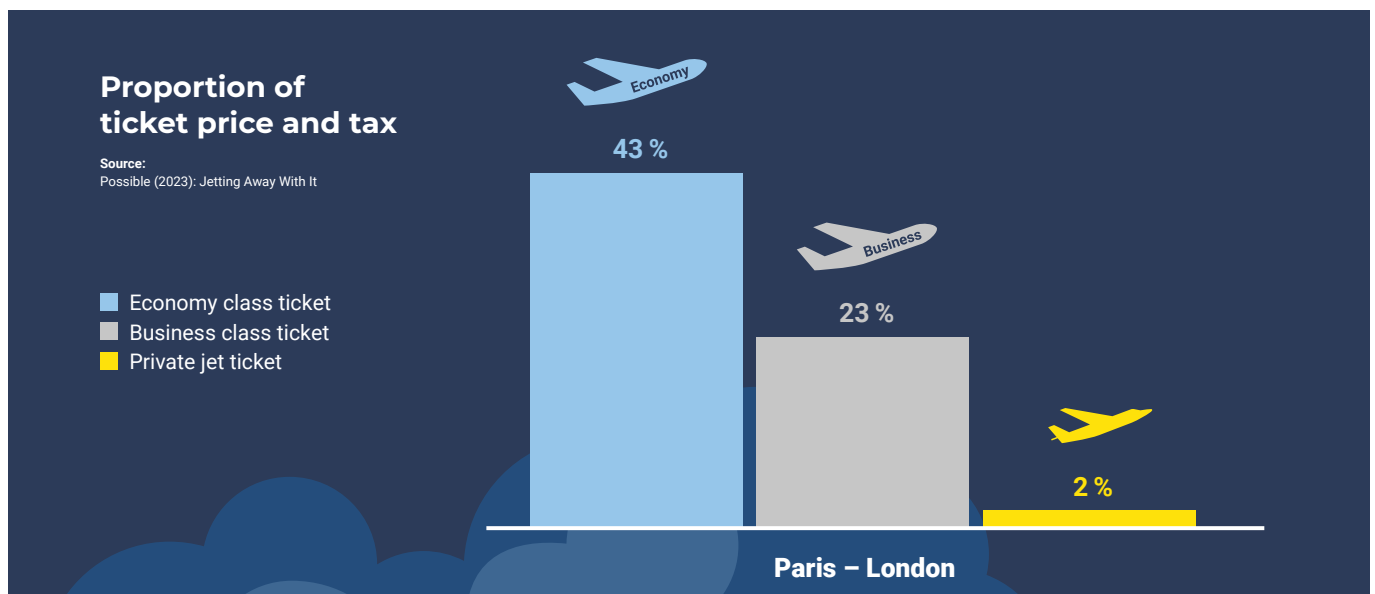
NO MORE EXCEPTIONS FOR THE SUPER-RICH:

Private jets literally cost the earth, but they are only partly covered by key EU legislation that tries to tackle emissions, such as the Emissions Trading System⁸, Energy Taxation Directive⁹ and the Air Services Regulation.¹⁰

PRIVATE JET FLIGHTS ARE BULLSHIT FLIGHTS - FLIGHTS THAT ARE UNNECESSARY, FRIVOLOUS AND UNFAIR:

Reducing air traffic in an equal and fair way means to distinguish between real needs versus luxury emissions.

Business flights, frequent flyer programmes and other "bullshit flights" also allow a tiny, wealthy elite to pollute at the expense of all.



PRIVATE JETS ARE THE PINNACLE OF CLIMATE INJUSTICE, BUT SO IS THE AVIATION INDUSTRY AS A WHOLE:

- **BULLSHIT FLIGHTS:**
flights that are unnecessary, frivolous and unfair, for example private jet flights, short haul flights, space flights, weekend shopping trips... Let's have a democratic debate on legitimate flights versus bullshit flights.
- **FREQUENT FLYER PROGRAMMES:**
are a marketing tool that normalises air traffic and encourages unnecessary plane use.¹² It's subsidised by the general public, whether they fly or not.^{13, 14}
- **BUSINESS CLASS:**
causes 2.6 to 4.3 times more emissions per passenger due to lower load factors. Because the seats are popular and lucrative, airlines tend to create more business seating, meaning fewer people use the plane overall.¹⁵

In 2018, just 1% of the world's population caused 50% of all emissions from flying, while about 80% of humanity has never set foot on a plane.¹¹ Most of these are people who are hit hardest by the climate breakdown.

IT'S TIME TO STOP THIS MADNESS. THE SOLUTIONS ARE EASY:

1. Ban private jets
2. Ban frequent flyer programmes
3. Tax frequent flyers

Now is a vital moment to implement this. The idea of a ban on private jets is gaining traction:

Amsterdam's Schiphol airport announced a ban on private jets in April 2023¹⁷, and Belgium has introduced new taxes on private jets as well as older, noisier commercial aircraft.¹⁸

France is expected to introduce taxes on business jets.¹⁹ In the US, there's a proposal to expand the public transport system with higher taxes on private jet fuel.²⁰

HOW TO FIGHT PRIVATE JETS:

We are part of a growing movement to ban private jets but we need more hands on deck.

Find the latest campaigns to end luxury emissions, resources to organise your own action and member organisations near you at stay-grounded.org

THE CLIMATE CLAIMS OF THE PRIVATE JET INDUSTRY²

The UK-based NGO Possible investigated the climate claims of more than 40 private jet operators, posing as a climate-conscious millionaire.

- **CARBON OFFSETTING CLAIMS:**
Most offsetting schemes overestimate the project's benefits or would have occurred anyway. Greenpeace concludes that most offsetting schemes, whether for private jets or commercial aircrafts, don't work.
- **SUSTAINABLE AVIATION FUELS (SAF):**
Private jet providers made vague and contradictory claims about the fuels' content, effect and availability. In fact, SAFs are in the very early stages of development and not actually available for most private jet flights.
- **MISLEADING CLAIMS ABOUT 'GUILT-FREE' AND 'CARBON-NEUTRAL' FLYING:**
Some operators engaged in extreme greenwashing to make private jets appear net-positive for the climate.
- **LARGER THAN NECESSARY:**
Some operators offered unnecessarily large jets for the journey, causing even higher emissions per passenger.

END NOTES & LITERATURE

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¹⁹ Limb, L. (2023): 'Another missed opportunity': EU Commissioner rules out private jet ban. Euronews.Green

²⁰ Website of Senator Ed Markey of Massachusetts (2023): Markey, Velázquez Announce Legislation to Make the Rich Pay for the Public Costs of Private Jet Pollution.

²¹ Lee, D.S. et al. (2021): The contribution of global aviation to anthropogenic climate forcing for 2000 to 2018. Atmospheric Environment Vol. 244

^a The reason for this is that private jets tend to carry very few passengers and are often empty on their return journeys. The average private jet only carries 2.5 to 2.8 people, so they use disproportionately more fuel and cause more pollution per passenger than an economy class flight.²

^b About two-thirds of aviation's climate impact results from emissions that are not carbon dioxide, such as nitrogen oxides, Water vapour and carbon monoxide. Recent studies estimate that the warming effect of high-altitude flights is 2.7 to 3 times higher than from CO₂ alone.²¹

^c The effect of emissions other than CO₂ is often calculated in CO₂ equivalents. This describes their climate effect as if they were additional CO₂.

^d Aviation fuel is still tax-exempt in the EU. Only private pleasure flights are taxed at the rate of motor fuels.⁷



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c/o Global 2000
Neustiftgasse 36
1070 Vienna, Austria
www.stay-grounded.org
info@stay-grounded.org

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