

Coalition for Solidarity Levies for Premium Flyers

Eight countries have launched a new coalition to work towards a better contribution of the aviation sector to climate and development finance, with a special focus on premium flyers.

Launched at the United Nations' 4th International Conference on Financing for Development (FFD4) in Sevilla, Spain, in June 2025, the coalition will examine how best to tax premium classes of commercial flights and private jets, and how all or parts of the proceeds can be invested into resilient investments and fair transitions.

Who is in the coalition?

France, Kenya, Spain, Antigua & Barbuda, Benin, Sierra Leone, Somalia and Djibouti are in the coalition, with the European Commission and the Global Solidarity Levies Task Force providing technical support.

At the 2nd Africa Climate Summit in September 2025, Djibouti became the 8th member of the coalition.



The coalition seeks to:

- ◆ Expand its membership by COP30
- ◆ Agree the technical parameters for the levies
- ◆ Agree how the revenues will be invested

"We are not delivering in terms of financing... To go further, we have to mobilise global solidarity levies... now on aviation there is a huge step forward... I urge all possible countries to join this international framework because it is absolutely key."



President of France
Emmanuel Macron

"Innovative sources of finance, such as on aviation, are not new. Different countries have had such levies. What we need here is political will. We cannot keep talking about change without implementing it. The world is watching and expecting real outcomes."



President of Kenya
William Ruto

"Spain will join the coalition to work towards a better contribution of premium flyers... multilateralism is alive."



Prime Minister of Spain
Pedro Sánchez

Why levies?

The development and climate finance gap is widening, while international public finance is not increasing enough or even decreasing. Many countries are increasingly suffering from the debt burden. Levies have the potential of mobilizing additional, debt-free financing, while also improving tax justice and creating predictable sources of funding for global challenges.



Which aviation levies?

The coalition will work to increase the number of countries applying **flight ticket levies, including on premium travels, and to tax private jets** based on best practices, while ensuring **upward harmonization and greater progressivity** in countries which already have such levies in place. It will also work on principles for the use of the proceeds. While the Coalition will agree on key principles for the design of the levies and the use of the proceeds, implementation of the tax mechanism and the collection of the revenue would remain in the hands of every government, where needed with technical support.

In parallel, the countries may explore options for a generalized taxation at international level, building on current discussions at the International Civil Aviation Organization (ICAO) in respect of the Chicago Convention.

What for?

The coalition aims to improve domestic revenue mobilization of developing countries and support international solidarity, in particular with regard to climate change mitigation and adaptation, pandemics and other development challenges. The exact mechanisms and distribution methods are currently being discussed, with the help of experts.



Why aviation?

Aviation levies are tried and tested. At least **52 countries** have an aviation tax.

Research shows that 3 out of 4 people in 13 countries believe wealthier air travellers should pay more tax due to their outsized impact to climate change.

Aviation is one of the largest polluting sectors of the global economy, contributing to 2.5% of global energy-related CO2 emissions and 4% of global warming.

Aviation emissions are projected to grow rapidly, by an estimated **300% by 2050** due to rising air travel demand.



Wealth and Aviation: In Numbers

1% of the world's population is responsible for more than

50% of the global climate emissions from aviation.



Per passenger, a private jet flight from London to Paris is



6x more polluting than a commercial flight



12x more polluting than a car



180x more polluting than a train

1hr

Flying in a private jet for a single hour can release more CO₂ than the average person produces in a year.

Carbon Pricing on Fuel

Kerosene remains generally exempt from all duties and taxes. In the G20 it is the least taxed fuel.

Carbon Price per Tonne (G20)



Kerosene

€9



Diesel

€79



Gasoline

€68

How governments can participate

All governments are invited to formally join the coalition between now and COP30. The coalition will make progress to achieve its objectives by COP30 through working groups, in particular establishing best practice on aviation levies, securing agreement on the use of the revenues and engaging with industry. While some meetings will be open to all, the negotiations will be limited to the members of the Coalition.

Key Milestones

- **2nd Africa Climate Summit**
8-10 September, Addis Ababa
- **UN General Assembly and New York Climate Week**
21-28 September, New York
- **UN Secretary General High Level Climate Summit**
24 September
- **ICAO General Assembly**
23 September - 3 October, Montreal
- **World Bank and IMF Annual Meetings**
13-18 October, Washington DC
- **COP30 Leaders' Summit**
6-7 November, Belém
- **COP30**
10-21 November, Belém



At COP28, the leaders of Kenya, France and Barbados launched the Global Solidarity Levies Task Force. By COP30, the aim is to bring together a coalition of the willing ready to implement one or more of solidarity levies and use the proceeds for climate and development at home and globally. The Task Force is now supported by close to 20 countries. The Task Force provides technical and secretariat support to the coalition on premium aviation.

Key Partners



Have a question?

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