

19th Florence Air Forum

Financing Air Traffic Management

Is there a need for a new approach?

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27 – 28 March 2023

EUI, Florence



European University Institute

- The European University Institute (EUI) was set up in 1972 by the six founding Member States of the European Communities to provide advanced academic training to doctoral researchers and to promote research at the highest level
- It has expanded to include new Members States of the enlarged European Union and has associate links to other countries, including Switzerland, Norway and Turkey
- EUI carries out research in a European perspective in Economics, Law, History and Civilisation, and the Political and Social Sciences
- As of 1994, a 5th Faculty was added: the Robert Schuman Center for Advanced Studies
- Each year more than 100 doctoral theses are defended at the EUI

Florence School of Regulation

- A project within the Robert Schuman Centre of the European University Institute (EUI) focusing on regulatory policies, and working closely with the European Commission
- Founded in 2004 by three European regulators in the energy sector
- Enlarged in 2009 to Telecommunications and Media
- FSR-Transport began its activities in 2010 focusing originally on railway regulatory policy
- Today, we cover rail, air, urban public, intermodal and maritime transport
- Funded by donations from transport operators
- Team: Juan Montero, Matthias Finger, Teodora Serafimova, Irina Lapenkova

The Florence Policy Forums

**15TH FLORENCE AIR FORUM:
STREAMLINING ECONOMIC
REGULATION FOR AIR TRAFFIC
MANAGEMENT IN EUROPE**



**18TH FLORENCE AIR FORUM |
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SUSTAINABLE AVIATION:
IMPLICATIONS FOR
COMPETITION AND
COMPETITIVENESS**



**19TH FLORENCE AIR FORUM |
FINANCING AIR TRAFFIC
MANAGEMENT: IS THERE A NEED
FOR A NEW APPROACH?**



*Working on cross-cutting issues,
such as sustainability, digitalisation and resilience,
across all transport modes*

Context of this Forum

- ATM financing today is based on the **“user pays” principle** and grounded on the assumption of **continuously growing air traffic** in Europe
- Various forces and events are **challenging this system** (e.g., financial and banking crisis of 2008, COVID-19 pandemic, climate change)
- Context of increasing pressure to improve SES efficiency in line with **European Green Deal objectives** (ATM modernisation as the most “immediate” greening pathway for aviation)
 - Who are the actual “users”? Airlines? Providers of public interest services?
 - What are the limitations of the current financing model? Is it still fit-for-purpose?
 - Could some baseline public financing for the critical infrastructure portion of ATM be a step towards a better charging scheme?

Principles of the Day

- Forum co-organised with DG MOVE Single European Sky Unit
- 4 thematic sessions, each kick-started with short input presentations and followed by an open discussion involving **all** participants
- 30+ participants representing ANSPs, airlines, ministries and NSAs, among others
- An “Observer” (summarising policy brief) to be produced after the Forum
- **Chatham House rules**

The Sessions

- A. What have we learnt from COVID-19 about ATM financing? Is there a threshold below which ANSPs can be financially supported?
- B. How are ATM services to actors delivering services in the general interest being financed? How are these financed in other network industries?
- C. Could part of ATM be financed publicly and if so under what conditions?
- D. Is there a need for a change in approach?

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