



SUSTAINABLE & SMART **MOBILITY STRATEGY**

ReFuelEU Aviation

**Sustainable Aviation
Fuels**



Objectives of ReFuelEU Aviation

- To ensure a **well-functioning aviation market** while **accelerating decarbonisation** with a gradual ramp-up of SAF
 1. Ensure that aviation-specific policy can **ramp-up production** and make **SAF available to airlines** at competitive prices
 2. Guarantee a **level playing field in the aviation sector** allowing for gradual and fair uptake of SAF by all airlines at EU airports

Design of the proposed Regulation (1/2)

1. Ambitious binding SAF targets focusing on innovative, sustainable and scalable fuel technologies:

Total shares in the fuel mix (in %)	2025	2030	2035	2040	2045	2050
SAF ramp up:	2	5	20	32	38	63
Of which: sub-mandate on e-fuels	-	0.7	5	8	11	28

- Eligible SAF: biofuels produced from Parts A (advanced biofuels) and Part B of RED Annex IX and synthetic aviation fuels (drop-in RFNBOs). Feedstock competing with food & feed sectors are excluded.

2. Maintain a **level playing field** in air transport market:

- Ensure harmonised targets across the EU.
- Ensure the transition to SAF is embraced by all airlines operating from EU airports;
- Avoid unsustainable or distortive practices such as fuel tankering.

Design of ReFuelEU Aviation (2/2)

- **A Regulation that applies to:**
 - All air operators flying from EU airports (some exemptions for very low traffic airlines);
 - All EU airports (very small airports exempted);
 - All aviation fuel suppliers distributing fuel at EU airports.
- **The proposed measures include:**
 - Obligation on fuel suppliers to distribute SAF in increasing amounts over time;
 - Obligation on airlines to uplift (SAF-blended) aviation fuel at EU airports (anti-tankering measure);
 - Reporting obligations for fuel suppliers and airlines.
- **Enforcement:**
 - Effective, proportionate and dissuasive penalties to ensure enforcement of obligations on airlines and fuel suppliers. Member States enforce penalties, following methodology prescribed in Regulation.

Process towards adoption

- Commission proposal for a Regulation was adopted on 14 July 2021
- Council of the EU has started working on amendments under Slovenian Presidency.
- European Parliament is expected to deliver its report early 2022.
- Possible landing zone for adoption of the Regulation could be mid- or H2 2022.

Supporting measures:

- **Intensify European efforts at ICAO level** to raise global ambition on SAF use;
- Creation of the **Renewable and Low-Carbon Fuels Value Chain Industrial Alliance**;
 - Consultation ongoing until 30 November
- Mutual reinforcement with other **FF55 initiatives**: ETD, ETS, RED.



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