

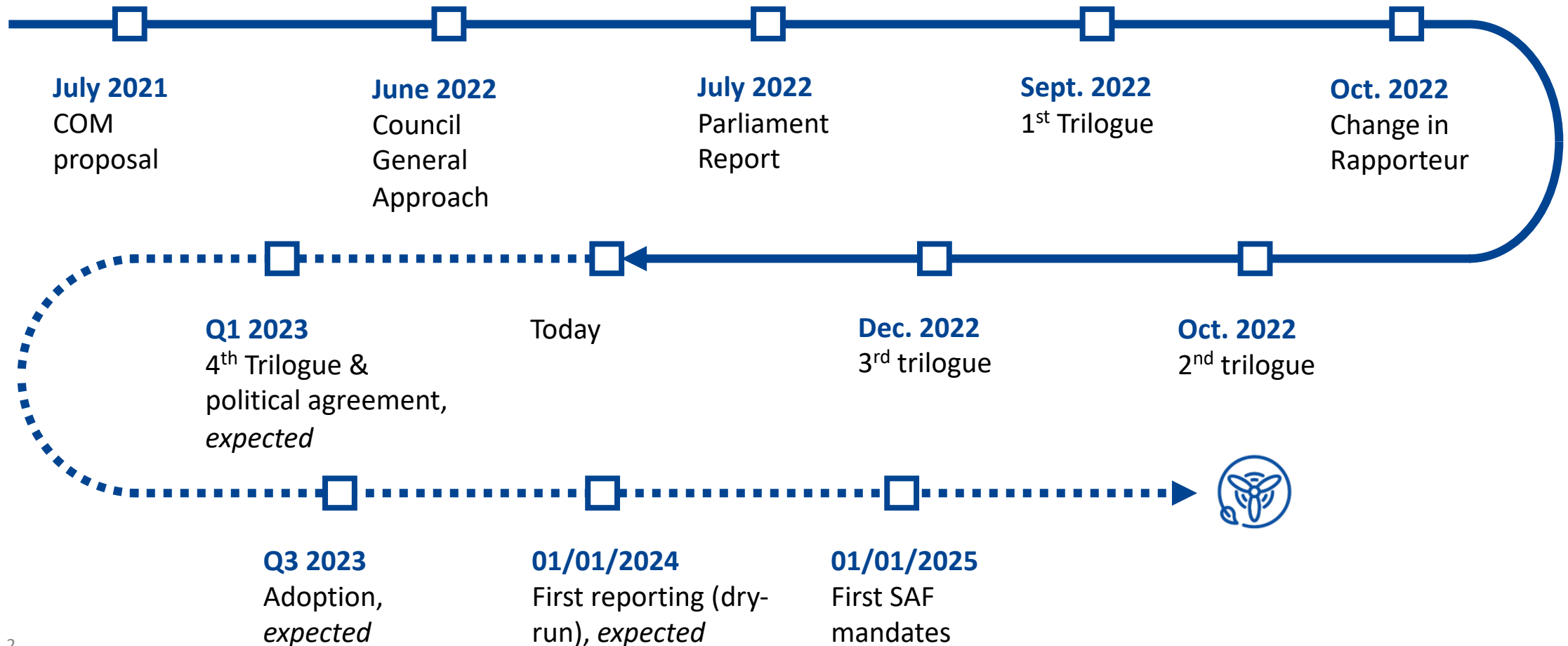


Fit for 55
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ReFuelEU Aviation. State of play



ReFuelEU Aviation. Level of ambition

Ramp-up: ambitious binding SAF targets on fuel suppliers in EU airports:

- **Council amendments to the Commission proposal:**

Total shares in the fuel mix (in %)	2025	2030	2035	2040	2045	2050
SAF	2	5 → 6	20	32	38	63
Synthetic fuels sub-target	-	0.7	5	8	11	28

- MS flexibility to introduce higher targets for synthetic fuels at national level.
- EU targets can be topped-up by up to 1% by end 2029, up to +3% by end 2034, unlimited at airports operating mainly domestic flights (pax threshold).

- **European Parliament amendments to the Commission proposal:**

Total shares in the fuel mix (in %)	2025	2030	2035	2040	2045	2050
SAF	2	5 → 6	20	32 → 37	38 → 54	63 → 85
Synthetic fuels sub-target	0 → 0.04	0.7 → 2	5	8 → 13	11 → 27	28 → 50

- Synthetic fuels sub-target includes renewable hydrogen and renewable electricity to power future aircraft.

SAF definition. Eligible fuels

	COM proposal	Council	European Parliament
Annex IX biofuels	Biofuels produced from feedstock listed in RED Annex IX Parts A and B		
Other biofuels	Excluded	Included with cap of 3%, except for food and feed crops	Included with a phase-out by end-2034 except for (a) Intermediate crops (b) PFAD (c) Palm and soy derived materials (d) Soap stock and its derivate (unless included in Annex IX) Excluded food and feed crops.
Synthetic fuels	Synthetic fuels produced from renewable H2	Synthetic fuels produced from renewable H2 + Synthetic (fossil and non-fossil) low-carbon fuels produced from low-carbon hydrogen with 70% GHG savings	Synthetic fuels produced from renewable H2 + Renewable hydrogen Renewable electricity
Recycled carbon fuels	Excluded	(a) Industrial waste gases (b) Non-recoverable waste plastics	(a) Industrial waste gases

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Obligations

- **Fuel suppliers** to supply SAF in increasing amounts over time in covered EU airport:
 - excludes outermost and small airports
 - 10 years transitional period
- **Aircraft operators** to uplift fuel at EU airports without « tankering » practices (unless justified exemption):
 - Excludes small operators
- **Union airports** to facilitate SAF supply.
- Reporting
 - for fuel suppliers and airlines on fuels supply and uptake;

Anti-tankering

COM

Obligation on airlines to uplift the fuel available at EU airports. At least 90% of the yearly fuel needed to operate all flights per EU airport must be uplifted.

Council

- Possible limited **exemptions** for **economic and operational tankering**
- For flights (<1.200km) in cases of serious and recurrent difficulties to refuel:
 - Affecting their operations, notably turnaround times; or
 - Leading to significantly higher prices compared to fuel prices at other airports.

European Parliament

- Airlines are not subject to enforcement of the anti-tankering obligation in case of *force majeure*.

ReFuelEU Aviation. New elements

- Discussion on elements not in the Commission proposal:
 - Opt-in for airports and aircraft operators (Council, Parliament)
 - Setting up an EU label (Parliament)
 - Setting up book and claim system (Parliament)
 - Incorporating zero-emission infrastructure at airports (Parliament)
 - Reporting on nonCO₂ (Council, Parliament)
 - Earmarking of revenues at national (Council) vs a new EU Fund (Parliament)

ETS aviation and CORSIA

- Implementation of ICAO's CORSIA through the EU ETS Directive
- EU ETS for intra-European flights (including to UK and CH): CORSIA for extra-European
 - Maintains EU ETS ambition, general EU ETS linear reduction factor applies
 - Implementing CORSIA for EU-based airlines, for flights to/from third countries participating in CORSIA
 - Ensuring level playing field and maintaining competitiveness of EU airlines: same conditions on same routes

20 million ETS allowances reserved to covering some or all of the price gap between conventional fossil fuel and sustainable aviation fuels, to accelerate deployment of alternative fuels



Thank you

