



# 3rd ECAC Sustainable Aviation Fuels (SAF) workshop

## Status of the ReFuelEU Aviation regulatory proposal

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# EU strategy on SAF

- ReFuelEU Aviation Regulation
- Support to research & development (Horizon 2020),
- Funding industrial scale-up (Innovation Fund and Breakthrough Energy Catalyst)
- Stakeholders collaboration (Renewable and Low-Carbon Fuels Value Chain Industrial Alliance)

# ReFuelEU Aviation

Overview and main design features  
of Commission proposal

# Objectives of the proposal



Foster **ramp-up SAF production** and its **availability to airlines to decarbonise aviation**



Guarantee a **level playing field in aviation** through progressive supply and uptake of SAF in departing flights from EU airports through a **harmonised approach**



# Design (1/3)



**Ramp-up:** binding EU-wide SAF targets

Total shares in the fuel mix (in %)	2025	2030	2035	2040	2045	2050
Sustainable Aviation Fuels (SAF) target	2	5	20	32	38	63
Synthetic aviation fuels <i>sub-target</i>	-	0.7	5	8	11	28



**Eligible SAF:** Renewable Energy Directive-compliant fuels:

- biofuels produced from waste oils and fats
- advanced biofuels
- synthetic aviation fuels (Power-to-Liquid)

# Design (2/3)



## Regulation applies to:

- All aircraft operators (passenger and cargo) departing from EU airports (above a *de minimis* movements threshold)
- EU airports excluding small and Outermost Regions' airports (above a *de minimis* traffic threshold)
- All aviation fuel suppliers supplying fuels at EU airports.

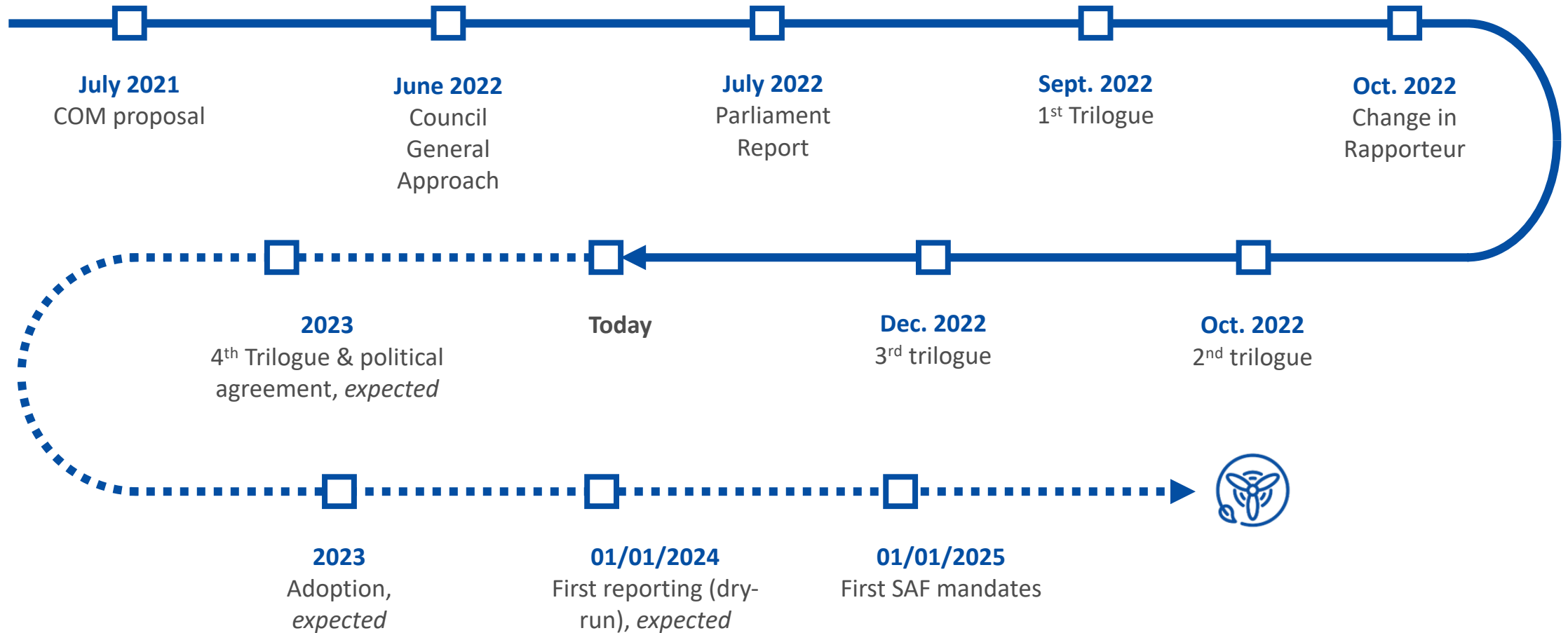
# Design (3/3)



## Obligations:

- Fuel suppliers to supply SAF in increasing amounts over time in all covered EU airport (& transitional period 2025-29)
- Airlines to uplift fuel at EU airports without tankering
- Reporting obligations for fuel suppliers and airlines
- Airports to guarantee access to necessary refueling infrastructure

# State of play



# Level of ambition

## Council:

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:

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

- EU targets only

# Scope of eligible fuels

Feedstock		Commission	Council	European Parliament
Biofuels	Annex IX RED	Biofuels produced from feedstock listed in RED Annex IX Parts A and B		
	Food & feed	Excluded		
	Other	Excluded	Included with cap of 3% over total	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 derivatives
Synthetic fuels		Synthetic fuels produced from renewable H2		
		Excluded	Synthetic ( <i>fossil and non-fossil</i> ) low-carbon fuels produced from low-carbon hydrogen with 70% GHG savings*	Renewable electricity Renewable hydrogen
Recycled carbon fuels		Excluded	(a) Industrial waste gases (b) Non-recoverable waste plastics	(a) Industrial waste gases

\* Possibility to count to the target

# Anti-tankering

## Commission

**Obligation on airlines** to uplift the fuel available at all Union 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*.

# Other amendments



- Lowering **passenger and cargo thresholds** for airports and aircraft operators
- Extending the transition period until end 2034 and introducing **flexibility mechanism** (book and claim)
- **Revenues from fines**: national earmarking vs European SAF Fund
- Increased reporting, e.g. **non-CO2** (i.e. aromatics & naphthalenes, sulphur)
- Introducing **environmental label**
- **Infrastructure for zero-emission aircraft**

# Thank you!