



EU Aviation Policy and SAF: ReFuelEU Aviation

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Brussels, 9 July 2024

ReFuelEU Aviation in the EU political priorities



ReFuelEU Aviation

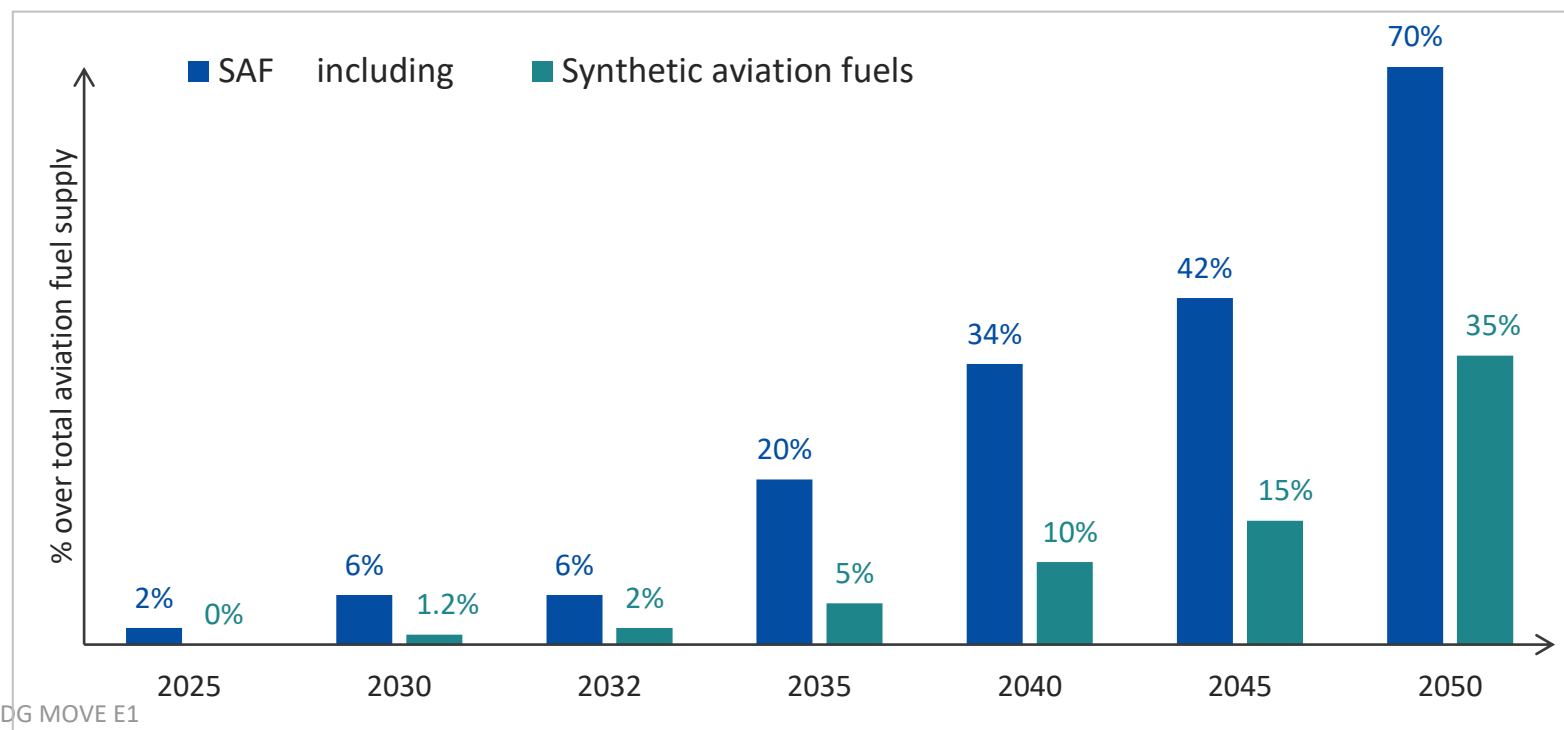
Key policy design considerations

- SAF feasible to scale, but requires significant investments
 - Overall transport targets did not bring SAF
 - Highly integrated aviation internal market
- **Regulatory framework** accompanied by support measures:
- ✓ **Uniform:** a regulation that avoids different national measures
 - ✓ **Robust:** volumetric mandates that are easy to implement and monitor
 - ✓ **Long-term:** mandates for 2025-2050 to provide certainty to the new market
 - ✓ **Flexible:** transition periods, annual reporting by EASA, periodical reviews by the Commission



Key policy design features

- **Twin objectives:**
 - Ramp up of SAF deployment 
 - Level playing field through EU uniform rules 
- **Supply obligation:** aviation fuel suppliers to supply SAF-blends at EU airports:



Expected impacts



Reduction of CO₂ emissions by more than **60%**



Reduced costs of local air pollution around airports



Moderate ticket price increase 1% in 2030, 5% in 2040, 8% in 2050



Net creation of **200,000+ jobs** and **100+ SAF plants**



Improved EU **energy security** due to energy diversification



Aviation of tomorrow



Comprehensive approach



Support measures



Collaboration

Cross-sectoral collaboration

Renewable and Low Carbon Fuels Industrial Alliance (RLCF)

Global collaboration at ICAO

Long-Term Aspirational Goal, CAAF/3 Global Framework



Production

Financing to de-risk SAF production

Horizon Europe, Innovation Fund, InvestEU, Global Gateway

New SAF pathways and new plants

EU SAF Clearing House, Net Zero Industry Act, ACT-SAF



Uptake

Financing to narrow the price gap

20 million SAF Allowances and zero rating ETS, energy taxation

Enhancing transparency

Flight Emissions Label, EU taxonomy



Thank you for your attention!



Implementation and review

