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ReFuelEU Aviation: EU Commission is initiating what is already legally or factually anchored in some member states

The EU Commission submitted the ReFuelEU Aviation regulation draft intending to boost the ramp-up of sustainable aviation fuels (SAF) for European aviation. The key instrument is a gradually increasing quota on SAF. With that, the EU Commission follows the examples of several member states who see a SAF-quota as a crucial step towards sustainable aviation.

We consider the Commission's proposal for an SAF quota of 2% in 2025, which will rise above 5% in 2030 to 63% in 2050, to be appropriate to achieve the reduction targets for global aviation in 2050. With the intention to implement a sub-quota for RNFBOs of 0.7% in 2030, which is meant to increase to 28% by 2050, the Commission is placing an important emphasis on pushing the ramp-up of PtL- or PBtL-technology in particular.

aireg, the Aviation Initiative for Renewable Energy in Germany, already presented a **Roadmap for the Production and Introduction of Sustainable Aviation Fuels** at the end of 2020. The roadmap contains regulatory measures and proposes the implementation of a **SAF-quota** based on all sustainable feedstocks (biogenous and RNFBO). aireg members are currently working on behalf of the Federal Ministry of Transport to prepare the establishment of a PtL-research and -demonstration platform including a 10,000-ton production plant.

Melanie Form, member of the board and managing director, commented: “Europe is taking the initiative to help SAF achieve a market breakthrough on the entire range of raw materials. It would be wrong just to wait for significant quantities exceeding several hundred thousand tons of PtL-kerosene. In 2-3 years, there will be significant quantities (more than 2-3 million tons) of advanced sustainable biofuels (HEFA, BtL, PBtL etc.) available. These not only reduce CO₂ emissions by up to 80% but also non-CO₂-emissions by at least 50%. Therefore, we welcome the EU-Commission’s draft to introduce a higher general SAF-quota including a sub-quota for PtL- and PBtL-fuels. The RED II must be expanded within the “Part B of Annex IX” to include additional feedstock options to make use of the whole range of biofuels to further sustainably reduce the GHG emissions of global aviation.”

About aireg e.V.:

aireg - Aviation Initiative for Renewable Energy in Germany e.V. was founded in 2011 as an association of companies and organizations from industry, research and science. As a non-profit initiative, aireg is committed to the availability and use of renewable energies in aviation in order to achieve the ambitious CO₂ reduction targets of the aviation industry. The members come from all areas of the value chain of renewable energies for aviation: This ranges from research at universities and large research institutions, plant manufacturers and operators, biorefineries, the petroleum industry, engine and aircraft manufacturers, government organizations, non-governmental organizations and airports to airlines. The industrial members cover a broad international spectrum from start-ups to large corporations.

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