

SEPTEMBER 2021

SAF BLENDING MANDATE UNDER THE REFUEL EU AVIATION

BACKGROUND

✈ The use of sustainable aviation fuels (SAFs) is generally considered as one of the most realistic and effective means to reduce aviation emissions in the next decades and as a long-term solution for decarbonising long-haul flights, where alternatives to liquid fuel will not be available within a foreseeable timeframe.

✈ SAFs can reduce greenhouse gas (GHG) emissions in aviation by up to 85% compared to conventional jet fuels and have the advantage of being “drop-in fuels” compatible with current aircraft engine technologies.

✈ SAFs include bio-based drop-in fuels (HEFA) 3 and renewable fuels of non-biological origin (RFNBOs) such as electrofuels/power-to-liquid (PtL).

✈ There are currently eight biobased drop-in fuel production pathways certified for use in civil aviation, in addition to electro-fuels.

Did you know?

European airlines are fully committed to decarbonising air transport and are accelerating their efforts to make Europe the world’s first carbon neutral continent by 2050 through both the reduction of CO2 emissions in absolute terms and through CO2 mitigation.

More at destination2050.eu

Infobox



SAFs currently cost 3 to 5 times the price of conventional jet fuels. The ReFuel Regulation will aim to tackle the barriers to insufficient SAF production (merely 100,000 tons are produced in Europe), their high price and insufficient incentives for their use.

A4E Recommendations

A dedicated, innovative aviation fuels industrial strategy, including financing and legislation, is urgently needed.

Policies need to guarantee the integrity of the single aviation market.

To address the price difference with fossil fuels and boost the emissions reduction of SAFs, financial measures are required.

Measures should ensure a prioritisation of feedstock for SAF production vis-à-vis other transport modes which have more alternatives to decarbonise.

It needs to be coupled with a transparent monitoring and accounting framework as done for renewable electricity.

To ensure full compliance with the ETS and CORSIA, the future rules need to align with REDIII and ICAO rules on criteria for eligibility.

What are the core principles for the development and deployment of SAFs in Europe?

- 1 Prioritise aviation over sectors which have other technological alternatives.
- 2 Establish a coherent and stable policy framework.
- 3 Do not compromise on the sustainability of SAFs.
- 4 Prevent carbon leakage and market distortions.
- 5 Enable the purchasing of SAF attributes and ensure that only airlines that have purchased such attributes can claim the associated emission reductions.
- 6 Prioritise the use of regional feedstock / raw materials and European production.

For more information:

Laurent Donceel - A4E Senior Policy Director (laurent.donceel@a4e.eu)

Visit our website: a4e.eu