

Joint Letter calling for ambitious sub-quotas in the ReFuelEU Aviation

Dear Swedish Council Presidency,
 Dear Permanent Representatives,
 Dear Commissioner Vălean,
 Dear Rapporteur Bauzá Díaz and Shadow Rapporteurs,
 Dear Chair of the EP Transport Committee,

The European aviation sector is a cornerstone of our economic strength and a backbone of the transport sector. Air transport is becoming increasingly important, but it must also become increasingly clean. Therefore, the switch from fossil jet fuel to sustainable alternatives is all the more important to achieve the EU climate target of -55% by 2030 and climate neutrality by 2050. **Sustainable Aviation Fuels, including both aviation biofuels as well as synthetic aviation fuels, are indispensable in reaching these goals.**

Ahead of the upcoming trilogue on the ReFuelEU Aviation, the signing associations, representing fuel suppliers, fuel producers and technology providers along the value chains of sustainable biofuels, hydrogen and synthetic fuels, want to **strongly express their support for ambitious targets of 6% SAF and thereof 2% synthetic aviation fuels in 2030, scaling up to 85% SAF and thereof 50% synthetic aviation fuels in 2050, which mirror the EU's climate protection efforts, as proposed by the European Parliament.**

How quickly the further development of a SAF industry and the production ramp-up will be rolled out depends strongly on the political will. **Because the industry is waiting in the wings.** Statements and predictions from companies producing SAF and eFuels show that the current quotas are already achievable, meaning higher quotas would incentivize additional investments on the supply side of these fuels. Higher quotas would also reflect already existing national ambitions, such as in Germany, where the use of alternative fuels in aviation is mandated from 2026. Many airlines have own initiatives in place and set themselves high targets, showing the sector's willingness to actively contribute to the path to defossilization. By allocating 20 million free certificates to cover price differences between conventional and climate-friendly fuels within the framework of the EU Emissions Trading System for aviation, co-legislators have already set up a first support mechanism to mitigate the cost effects of increased blending. Such support mechanisms should be continued and intensified to maintain the global competitiveness of European airlines and hubs. Broadening the definition of SAF in line with the REDII sustainability and GHG reduction criteria would further support this objective by allowing more options. **All that is left to do: introduce ambitious targets to provide the necessary planning and investment security.**

Signatories:



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