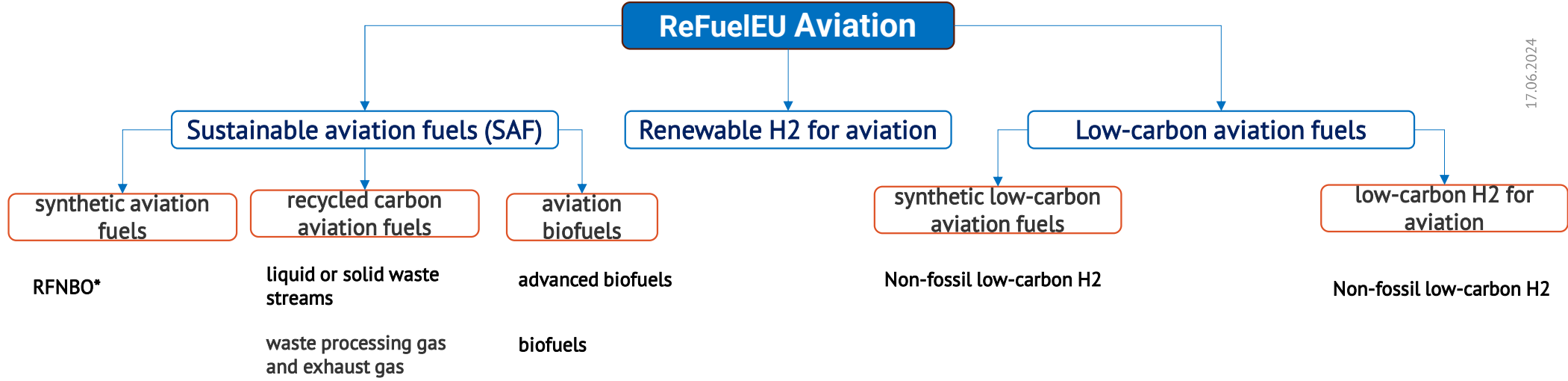


SAF Regulation in the EU

ReFuelEU Aviation



17.06.2024

Regulation

- RED II
- RED III
- DA about Additionality
- DA about GHG Methodology

- RED II
- RED III
- DA about GHG Methodology

- Hydrogen Package (Trilog)
- DA about H2 production (2025)
- Methodology for GHG emission savings (2025)

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Aviation

Fuel Producer



Legal acts

Compliance with requirements for RFNBO production:

- RED II & RED III
- Delegated Acts.

Obligations

- Certification of e-fuels as RFNBO
- Compliance with the international fuel quality standards (ASTM and others).

Fuel Supplier



Compliance with obligations under:

- ReFuelEU Aviation Regulation.

- The minimum shares of SAF in the aviation fuel;
- Reporting about SAF characteristics;
- Development of production and supply capacity for the SAF industry during a lead-time of 10 years (2025-2035).

EU SAF quotas for fuel suppliers



Years

2025 2030 2032 2035 2040 2045 2050

Share of SAF

2% 6% 6% 20% 34% 42% 70%

Share of synthetic aviation fuels

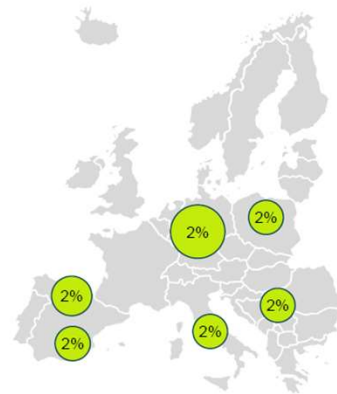
0% 1,2%* 2%* 5% 10% 15% 35%

* Average share of 1.2% for the period 2030 - 2031 and average share of 2% for the period 2032-2034

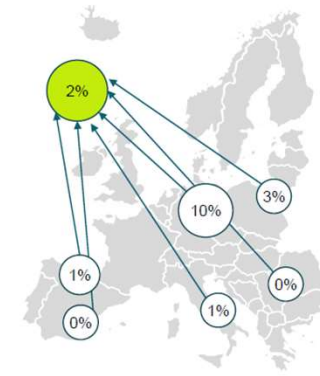
How can fuel suppliers perform SAF quotas?

SAF Flexibility Mechanism:

- from 1 January 2025 until 31 December 2034;
- a fuel supplier may supply the minimum shares of SAF as a weighted average over all the aviation fuel it supplied across EU airports for that reporting period.
- by 1 July 2024 the European Commission shall define the details of the SAF flexibility mechanism.

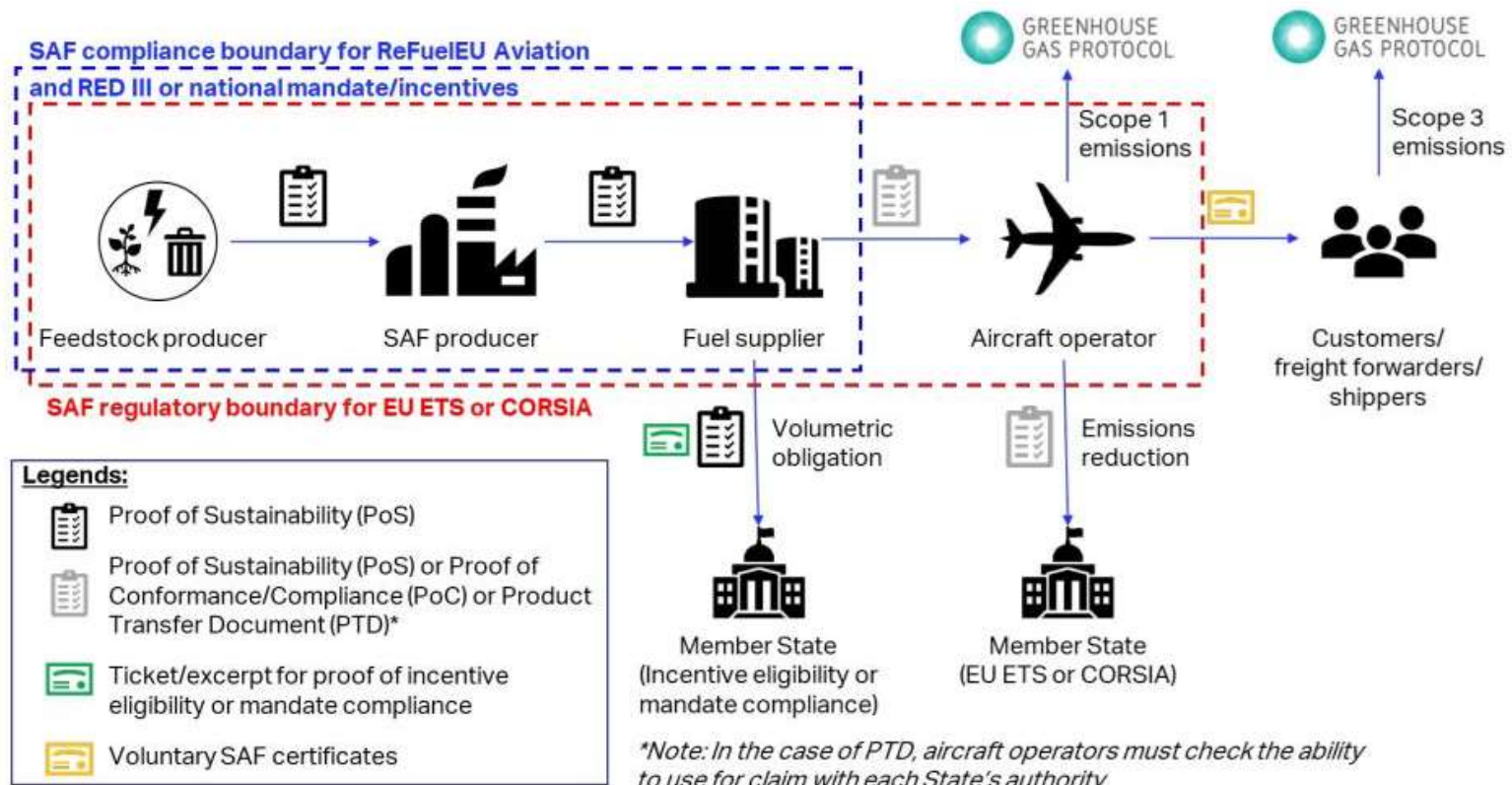


SAF obligation of a fuel supplier **without** the flexibility mechanism



SAF obligation of a fuel supplier **with** the flexibility mechanism

SAF accounting



Source: IATA Sustainability & Economics

ReFuelEU Aviation



Obligations for aircraft operators



Aircraft Operators departing from airports in the EU are obliged to refuel **at least 90%** of their yearly required aviation fuel within the EU.

ReFuelEU Aviation



Obligations for EU airports



EU Airports with passenger traffic above 800,000 passengers or freight traffic above 100,000 tons per year must make the refueling of SAF possible.

ReFuelEU Aviation

The EU states shall lay down the rules on penalties applicable to violations of ReFueling Aviation:



Penalties for Aviation Fuel Suppliers:

not less than 2 x the difference between the yearly average price of synthetic aviation fuel and conventional aviation fuel per tonne by the quantity of the aviation fuel not complying with the minimum shares.



Aircraft Operators: not less than 2 x the yearly average price of aviation fuel per tonne by the total yearly non-tanked quantity.



EU Airports: fines shall be defined by the EU countries.