

RefuelEU Aviation

On 14 July 2021, the European Commission presented the 'fit for 55' package – a set of proposals to make the EU's climate, energy, land-use, transport and taxation policies fit to reduce net greenhouse gas emissions by at least 55 % by 2030. The package includes the ReFuelEU Aviation initiative to increase the supply of sustainable aviation fuels at EU airports. Following a vote in its Committee on Transport and Tourism, Parliament is expected to vote on its position at its plenary session in July.

Background

The EU's target for 2030 of reducing greenhouse gas (GHG) emissions by at least 55 % compared with 1990 levels is enshrined in the June 2021 [European Climate Law](#). On 14 July 2021, the Commission published the [fit for 55 package](#), with legislative proposals to deliver on the targets agreed in the European Climate Law. The package includes several proposals to cut aviation sector emissions, including proposals to tighten up the EU emissions trading scheme and increase the use of alternative fuels in aviation. As the development of alternative propulsion technologies (e.g. electric aircraft) has not yet matured sufficiently to be available for commercial operations, sustainable aviation fuels are considered the quickest route to emissions reductions in the short term. The ReFuelEU Aviation sustainable air transport initiative in the 'fit for 55' package is designed to promote the production and use of such fuels.

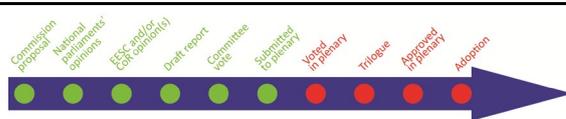
European Commission proposal

In the [draft regulation](#), the Commission proposes placing obligations over time on fuel suppliers to distribute sustainable aviation fuels (SAF), with an increasing share of SAF (including synthetic aviation fuels) in order to increase the uptake of SAF by airlines and thereby reduce emissions from aviation. The proposal would also oblige airlines to limit the uptake of jet fuel before departing from EU airports to what is needed for safe operation of flights, to prevent fuel tankering practices, with the aim of ensuring a level playing field for airlines and airports, and avoiding additional emissions caused by the extra weight of aircraft carrying excessive amounts of fuel.

European Parliament position

On 27 June 2022, Parliament's Committee on Transport and Tourism adopted its [draft report](#), which has been tabled for a vote in the July plenary session. It will then form the Parliament's position for negotiations with the Council on the final wording of the rules. The report tabled in plenary and drafted by rapporteur Søren Gade (Renew Europe, Denmark), widens the scope of the regulation to include more aircraft and airports. Proposing a more ambitious gradual increase in the share of sustainable aviation fuels to be supplied than that proposed by the Commission, the report also widens the definition of sustainable aviation fuels, to include renewable electricity and hydrogen, for instance. It maintains, however, the exclusion of food and feed crop based fuels, as proposed by the Commission. It also proposes the creation of a sustainable aviation fund to accelerate the decarbonisation of the aviation sector and support investment in sustainable aviation fuels and innovative aircraft propulsion technologies.

First-reading report: [2021/0205\(COD\)](#); Committee responsible: TRAN; Rapporteur: Søren Gade (Renew, Denmark). For further information see our 'EU legislation in progress' [briefing](#).



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