

**Priority question for written answer P-000089/2024/rev.1
to the Commission**

Rule 138

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Subject: Sustainable aviation fuels availability and possible solutions in relation to book and claim system

1. If the Commission is confident that the EU will be able to supply the 2 % of sustainable aviation fuels (SAF) required from 2025 and the 6 % required from 2030, how will it ensure that fuel suppliers do not pass on the cost of potential fines to air operators when they do not comply with the minimum share requirement?
2. Considering that the SAF flexibility mechanism currently only provides flexibility to fuel suppliers and not to air operators, has the Commission investigated the potential competition issues in SAF supply and pricing, and has it looked into how the book and claim system could help?
3. With its SAF Grand Challenge and Inflation Reduction Act, the United States is scaling up its SAF production infrastructure significantly. To lower the price of SAF and allow air carriers to purchase SAF directly from any European fuel supplier above the ReFuelEU blending mandate levels, has the Commission taken into account the additional capacity that the US could provide through a book and claim system for air operators?

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