



AIRLINES FOR EUROPE

Sustainable Fuels for Aviation in Europe
Brussels, 27 November 2019

A4E Airlines >70% European air traffic



A4E is asking the EU to focus on effective measures to reduce carbon emissions from aviation and to support the industry's efforts to move away from fossil fuels

Our asks:

1. A Single European Sky, (SES) resulting in more direct flight routings and up to 10% reduction in CO2 emissions
2. Aircraft fuel efficiency levels in Europe have improved by 2% per year. Further progress can be achieved if current R&D initiatives, such as electric and hybrid engine technologies, and sustainable alternative fuels were better funded - and if the right political decisions were taken
1. Full implementation of the global aviation emissions offsetting system, CORSIA, while avoiding regulatory overlaps with EU measures and potential double burden
2. Investment in the development and delivery of more efficient air traffic management (ATM)

Our priorities

Sustainability

Mobility in the air

Mobility on the ground

Consumers

Airport charges and investment

A4E sustainability commitments to climate action

A4E support move to low or zero carbon economy, by reducing dependency on fossil fuels

ICAO to discuss CO2 targets by 2022

EU airlines have already saved 20 million tons of CO2 emissions since 2014 through operational and technical measures

Need effective implementation of CORSIA.

A4E's contribution to the climate effort

- ✈ Radical fleet renewal: Over €170 bln in greener aircraft technologies over the next 10 years.
- ✈ Improvement of operational efficiencies.
- ✈ Maximisation of load factors.
- ✈ Use of sustainable aviation fuels, either waste-based or synthetic.



Lessons from SAFs

- ✈ A long-term policy framework (>10 years).
- ✈ Focus on feedstock availability and development in Europe and worldwide → feedstock security of supply needed for long-term production.
- ✈ Production pathways for SAFs already exists and can be developed, but more support for R&D programs is needed to expand the feedstock base to market introduction.
- ✈ REDII national implementation not optimising the European potential.

A dedicated industrial policy for SAFs in Europe

- Driving the creation of additional SAFs production capacity in Europe (access to finance, loans, grants to facilitate scaling-up of plants.)
- Stimulating the production and availability of raw materials, including imports.
- Developing hydrogen, CCS, renewable electricity for electrofuels
- R&D programs e.g. to expand the feedstock base to market introduction.
- Support mechanisms to cover additional costs for products delivered into market
- An EU Regulation built on clear objectives, containing an aviation-specific robust Life Cycle Assessment (LCA)/validation methodology and that is neutral towards conversion technology and raw materials.



Policy considerations

- Differentiated approach per transport mode - each sector has specific challenges and requirements. Successful deployment of SAFs is conditioned to prioritization of feedstocks, stronger incentives for air transport.
- A worldwide approach to e.g. sustainability criteria.
- “Blending mandate”, at national or European levels should only be considered once supply volumes have reached significant levels.

Thank You