

**Question for written answer E-001879/2024
to the Commission**
Rule 144
Jan-Christoph Oetjen (Renew)

Subject: 'Book and claim' mechanism for sustainable aviation fuel in Regulation (EU) 2023/2405 (ReFuelEU Aviation): Part 2/2

While the Commission's report is still pending, the advisory consultancy Guidehouse organised two stakeholder workshops in November 2023 and March 2024 to gather input. In parallel, stakeholders from the EU and international aviation ecosystems, and beyond – including aircraft operators from various market segments, airports and airport regions, aerospace manufacturers, e-fuel producers and logistics service providers – have repeatedly expressed their support for the introduction of a book and claim system to prevent structural imbalances, and to reduce costs in the EU's SAF market.

In the meantime, the long-anticipated report by Mario Draghi on EU competitiveness recognises the persistent price gap between SAF and conventional aircraft fuel, which hampers the decarbonisation of aviation. At international level, the International Civil Aviation Organization (ICAO), as part of its conclusions on its third Conference on Aviation and Alternative Fuels, has also announced that it will conduct a study on the book and claim concept¹.

How will the Commission ensure it uses the current momentum to develop a working book and claim mechanism in the EU that could lead the way for the ICAO, while supporting a strong EU SAF market, strengthening our industrial base in SAF production, diversifying energy supply chains and ensuring the EU's overall energy sovereignty?

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¹ See ICAO Global Framework for SAF, LCAF and other Aviation Cleaner Energies, published on 24.11.2023.