

(English version)

**Question for written answer E-001879/24
to the Commission
Jan-Christoph Oetjen (Renew)
(30 September 2024)**

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 Organisation (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 concept ⁽¹⁾.

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?

Submitted: 30.9.2024

**Answer given by Mr Hoekstra on behalf of the European Commission
(5 November 2024)**

The Commission is aware of its obligation under Article 15(2) of Regulation (EU) 2023/2405 (ReFuelEU Aviation) ⁽¹⁾ and aims to publish its report in the shortest time possible.

The Commission agrees that its publication would be timely to feed into the work being conducted by the International Civil Aviation Organisation (ICAO).

The report will address important issues involving the entire value chain of the aviation fuels ecosystem. In preparing this report, the Commission conducted an extensive stakeholder consultation process which highlighted, among other things, the high complexity of the issues at stake.

The outcome of the consultation also showed very diverging views and expectations from economic operators regarding the benefits and risks associated with the set up or recognition of a system of tradability of sustainable aviation fuel (SAF) incorporating elements of a book and claim system, sometimes even within the same stakeholder group.

The assessment of any possible improvements or additional measures to the SAF flexibility mechanism will be made against the objectives of the regulation and more specifically against the main objective of the SAF flexibility mechanism to allow a lead-time of 10 years to the SAF industry and all relevant stakeholders to make the necessary technological and logistical investments to ensure compliance with the supply of the minimum shares of SAF at all EU airports as of 2035 ⁽²⁾.

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

⁽¹⁾ <https://eur-lex.europa.eu/eli/reg/2023/2405/oj>

⁽²⁾ As described in Recital 45 of ReFuelEU Aviation.