

(English version)

**Question for written answer E-000740/25  
to the Commission  
Cynthia Ní Mhurchú (Renew)  
(18 February 2025)**

**Subject:** Strategic importance of aviation and inclusion of sustainable aviation fuels in the Clean Industrial Deal

A competitive and sustainable European aviation sector requires clear political recognition and a supportive regulatory framework.

The priority now is to accelerate investment in sustainable aviation fuel (SAF) production and close the price gap. Boosting investment in next-generation SAF — such as eSAF and power-to-liquid (PtL) fuels — is critical to meeting the 2030 mandates under ReFuelEU.

Europe can lead this transition and ensure the aviation sector's competitiveness by accelerating these investments through a dedicated EU aviation industrial strategy.

A strong policy signal is essential to encourage Member States, businesses and investors to support the sector's transition. The Clean Industrial Deal represents a crucial opportunity to reinforce this recognition and provide the necessary incentives for SAF production and aviation decarbonisation.

Can the Commission clarify:

1. What concrete actions it is taking to acknowledge the strategic importance of the aviation sector in the EU and secure its competitiveness?
2. Whether it intends to include aviation and SAF in the Clean Industrial Deal to provide a clear political signal to Member States, businesses and SAF investors that the sector is a priority for the EU and worth investing in?

Submitted: 18.2.2025

**Answer given by Mr Tzitzikostas on behalf of the European Commission  
(6 April 2025)**

As highlighted in the recently published report of the Commission on the ReFuelEU Aviation SAF flexibility mechanism <sup>(1)</sup>, the regulatory certainty provided by Regulation (EU) 2023/2405 <sup>(2)</sup> (ReFuelEU Aviation) coupled with the incentives and financial support provided under Directive 2003/87/EC <sup>(3)</sup> (EU Emissions Trading System) have led the aviation fuel industry to ramp-up the production capacity of sustainable aviation fuels (SAF) in the EU, at least for aviation biofuels.

The Commission is aware that aviation fuel producers have not yet launched the required investments for the upscaling of synthetic aviation fuel production plants which are crucial to achieve the decarbonisation goals of the aviation sector.

As announced under the Clean Industrial Deal <sup>(4)</sup>, the Commission will come forward with a Sustainable Transport Investment Plan (STIP) later in 2025, outlining a strategic approach to scale-up and priorities investments in transport decarbonisation solutions, including SAF.

Moreover, the launch of the Hydrogen Mechanism under the European Hydrogen Bank in the second quarter of 2025 will mobilise and connect offtakers and suppliers, linking participants with financing and de-risking instruments to facilitate aggregation of offtakers' demand for hydrogen and hydrogen-derived fuels in hard-to-decarbonise industrial sectors and transport, e.g. in the maritime and aviation sector.

In parallel, the Commission will continue to monitor developments in the sustainable aviation fuel sector and particularly the development of synthetic aviation fuels production projects across the EU.

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<sup>(1)</sup> <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=COM%3A2025%3A59%3AFIN&qid=1740729099091>

<sup>(2)</sup> <https://eur-lex.europa.eu/eli/reg/2023/2405/oj/eng>

<sup>(3)</sup> <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A02003L0087-20240301>

<sup>(4)</sup> [https://commission.europa.eu/topics/eu-competitiveness/clean-industrial-deal\\_en](https://commission.europa.eu/topics/eu-competitiveness/clean-industrial-deal_en)