

(English version)

Question for written answer E-002078/26
to the Commission
Valérie Devaux (Renew)
(20 May 2026)

Subject: Inclusion of the alcohol-to-jet sector in the ReFuelEU Aviation Regulation

The ReFuelEU Aviation Regulation sets targets for the gradual uptake of sustainable aviation fuels (SAF). Considerable volumes will be required to decarbonise the aviation sector and enable it to become less dependent on fossil kerosene.

At this stage, the main SAF production pathway in the EU is hydroprocessed esters and fatty acids. However, given the limited availability of raw materials, the targets set cannot be achieved through that pathway alone. Meanwhile, electro-sustainable aviation fuel is still very expensive.

The alcohol-to-jet (AtJ) sector, which uses bioethanol in particular, has great potential for SAF production. Against this backdrop, deploying an AtJ sector would be an important tool for decarbonising air transport, while also generating income for the agricultural sector. It would also help strengthen European energy sovereignty.

In the context of the revision of the ReFuelEU Aviation Regulation, does the Commission intend to propose a specific sub-target for AtJ technology, as well as to propose expanding the list of raw materials eligible for SAF production, as is already the case in certain non-EU countries?

Submitted: 20.5.2026

Answer given by Mr Tzitzikostas on behalf of the European Commission
(1 July 2026)

The Commission supports that deploying diverse technology pathways is essential to meet ReFuelEU Aviation (RFEUA) ⁽¹⁾ targets and reduce reliance on fossil kerosene. For instance, the alcohol-to-jet pathway using bioethanol derived from agricultural waste — listed in Part A of Annex IX of the Renewable Energy Directive ⁽²⁾ — is recognised as an advanced biofuel under the EU sustainability framework.

Nonetheless, RFEUA remains technologically neutral regarding production pathways. Instead of setting technology-specific sub-targets, it prioritises the total available volumes of sustainable aviation fuels (SAF).

Furthermore, to incentivise such pathways, the EU Emissions Trading System Directive ⁽³⁾ provides enhanced financial support by covering a larger share of the price premium for advanced bio-SAF.

Regarding the expansion of eligible raw materials, ensuring a sustainable feedstock supply is instrumental for the bio-SAF ramp-up. Delegated Directive (EU) 2024/1405 ⁽⁴⁾ has already enlarged the eligible list to include intermediate crops and crops grown on severely degraded land.

The Commission is also reviewing Implementing Regulation (EU) 2022/996 ⁽⁵⁾ to assess if certification rules should be modified. While biofuels produced from food and feed crop are excluded to count for RFEUA mandates — due to indirect land-use change risks — the eligible feedstock list under RFEUA is not static, it evolves dynamically with the reviews of Annex IX of the Renewable Energy Directive to integrate new sustainable inputs.

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

⁽²⁾ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A02018L2001-20240716>.

⁽³⁾ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex%3A32023L0958>.

⁽⁴⁾ https://eur-lex.europa.eu/eli/dir_del/2024/1405/oj/eng.

⁽⁵⁾ https://eur-lex.europa.eu/eli/reg_impl/2022/996/oj/eng.