

(English version)

**Priority question for written answer P-002091/26
to the Commission
Jeannette Baljeu (Renew)
(20 May 2026)**

Subject: SAF, energy security, and stalled investments under the ReFuelEU Aviation Regulation

The closure of the Strait of Hormuz has exposed the EU's jet fuel vulnerability, with 40% of kerosene imports passing through this chokepoint ⁽¹⁾ and the Airports Council International Europe warning of a shortage within weeks ⁽²⁾. Domestic sustainable aviation fuel (SAF) production is therefore an energy security necessity. Yet the ReFuelEU Aviation Regulation ⁽³⁾ risks missing its targets: 6% SAF by 2030 and 20% by 2035. With three to four years between the final investment decision (FID) and operational production, decisions not taken before 2027 will not deliver capacity in time. FIDs are stalling due to uncertainty over the enforcement of penalties under Article 12 of the regulation ⁽⁴⁾, the 2027 review, and the announced revision of renewable hydrogen production criteria ⁽⁵⁾.

1. Will the Commission ensure consistent enforcement of Article 12 penalties across Member States and confirm that the 2027 review will not weaken SAF mandates?
2. With over 40 eSAF projects awaiting FID and the double-sided auction still not launched, what will the Commission propose to Member States ahead of the Transport Council on 26 June, including on the design and allocation of aviation allowance revenues?
3. How will the Commission ensure that the review of renewable hydrogen production criteria does not undermine eSAF projects approaching FID or the global level playing field for EU carriers?

Submitted: 20.5.2026

**Answer given by Mr Tzitzikostas on behalf of the European Commission
(29 June 2026)**

1. Ensuring the effective and uniform application of Regulation (EU) 2023/2405 (ReFuelEU Aviation) ⁽¹⁾ across the Union is a priority for the Commission. The Commission is therefore closely monitoring the implementation of the national penalty systems and is taking action where necessary ⁽²⁾. This is precisely to help ensure consistent enforcement across Member States and to preserve a level playing field in the internal market. The review of ReFuelEU Aviation is expected in 2027 and will assess the implementation of the first two years of the EU's Sustainable Aviation Fuel (SAF) mandate. It will take the form of a report looking at various elements, such as the state of SAF market, impacts of the SAF mandate on the competitiveness and internal market, and the effectiveness and enforcement of the regulation.
2. In the Sustainable Transport Investment Plan (STIP) ⁽³⁾, the Commission is encouraging Member States to make use of aviation ETS ⁽⁴⁾ revenues to support aviation decarbonisation projects, including the scale-up of Electro-Sustainable Aviation Fuel (eSAF). This includes support for projects progressing towards final investment decision. Furthermore, eight Member States joined the eSAF Early Movers Coalition and two of them are actively preparing first double-sided auctions for eSAF.
3. The decision to revise the production criteria for renewable hydrogen was taken in view of the delay in the ramp up of the hydrogen market. To minimise the risk of delays in ongoing projects, that revision will be targeted. The assessment of options is still ongoing. For the preparation of the revision, the Commission will further draw on the expertise of the Expert Group on Renewable and Low-Carbon Fuels. The draft will be published for feedback, which will provide all stakeholders with the opportunity to comment.

¹ Commission calculation based on Kpler and Eurostat; AccelerateEU communication, COM(2026)0370.

² <https://www.ft.com/content/801e46c7-cfb7-43c3-99bd-6a5ca971ceff?syn-25a6b1a6=1>.

³ Regulation (EU) 2023/2405 of the European Parliament and of the Council of 18 October 2023 on ensuring a level playing field for sustainable air transport, OJ L, 2023/2405, 31.10.2023, ELI: <http://data.europa.eu/eli/reg/2023/2405/oj>.

⁴ <https://www.politico.eu/article/eu-backs-off-penalties-for-failing-to-supply-green-aviation-fuel/>.

⁵ AccelerateEU communication, COM(2026)0370.

⁽¹⁾ <https://eur-lex.europa.eu/eli/reg/2023/2405/2023-10-31>.

⁽²⁾ In June 2026, the Commission launched infringement procedures against 13 Member States for failing to establish national rules on penalties for breaches of ReFuelEU Aviation, https://ec.europa.eu/commission/presscorner/detail/en/inf_26_1084.

⁽³⁾ https://transport.ec.europa.eu/news-events/news/commission-unveils-sustainable-transport-investment-plan-strategic-approach-boost-renewable-and-low-2025-11-05_en.

⁽⁴⁾ Emissions Trading System.