

Overview

ReFuelEU Aviation is an EU regulation to promote the use of Sustainable Aviation Fuels (SAF) as a key measure to reduce aviation emissions. It **mandates fuel providers** to meet **SAF blending targets at EU airports ("Union Airports")**, starting at 2% in 2025 and increasing to 70% by 2050. This regulation is part of the **"Fit for 55" package**, aiming to achieve the European Union's climate goals.



... are required to provide a **certain percentage** of their aviation fuel deployed at **Union Airports** as SAF, starting with **2% in 2025**, rising to 6% from 2030 and up to 70% in 2050.



... must uplift at least **90% of their annual aviation fuel required** for departures from a given Union airport directly at that airport. This is to avoid the practice of **tankering**, which leads to additional emissions.



... shall develop the appropriate **infrastructure** to store and refuel SAF. However, a **flexibility mechanism** applies for the first 10 years.

Allocation of SAF attributes

Airlines are not mandated to uplift mandated SAF volumes. For simplicity and transparency, SFC recommends for SAF volumes purchased and implemented by an airline, in line with IATA recommendation for SAF allocation to passengers:

- Airlines to **allocate** all mandated SAF uplifted volumes **across their entire networks**
- Pass on mandated SAF **to all Scope 3 users equally**, to avoid the risk of erroneous double counting
- Airlines to **report the respective blend and associated fuel emission factor** to IATA CO2 Connect for Cargo and to its clients upon request.

Aviation fuel suppliers are obligated to **submit detailed annual reports** on the quantities of fuel supplied and their SAF shares by **February 14 of the following year**. The lowered carbon impact achieved is therefore only truly transparent upon such report and can be reported accordingly by all stakeholders in Scope 1 and 3.

Flexibility mechanism

The flexibility mechanism enables fuel providers to **fulfil their SAF quotas at EU level until 2034**. The primary objective is to **facilitate the transition during the early years** and allow transport to airports where infrastructure is available, thereby also minimizing fuel transports. Aviation fuel suppliers may calculate the required minimum share of SAF as a **weighted average across all airports they supply in the EU**. As of **January 1, 2035**, all aviation fuels supplied to EU airports **must contain the requisite share of SAF**.

Sustainability criteria

The EU's **Renewable Energy Directive II (RED II)** defines certain **sustainability and GHG emission criteria for transport biofuels** that must be met in order to be applicable for ReFuelEU Aviation for all installations from 2021 onwards.

Transport Biofuels:	65%*
Transport renewable fuels of non-biological origin:	70%

*reduction compared to conventional/fossil fuel (Jet A1/A):
1.42 kgCO₂e/MJ (installations before 2021: 1.62 kgCO₂e/MJ)

The **UK SAF mandate** has already come into effect, launching **simultaneously with the EU mandate in 2025**, starting with a **2% SAF share** under a similar regulatory framework. At the same time, with the adoption of the **"CO2 Verordnung" (CO2-Regulation)**, Switzerland has put the requirements of ReFuelEU Aviation into force **retroactively from January 1, 2025**.