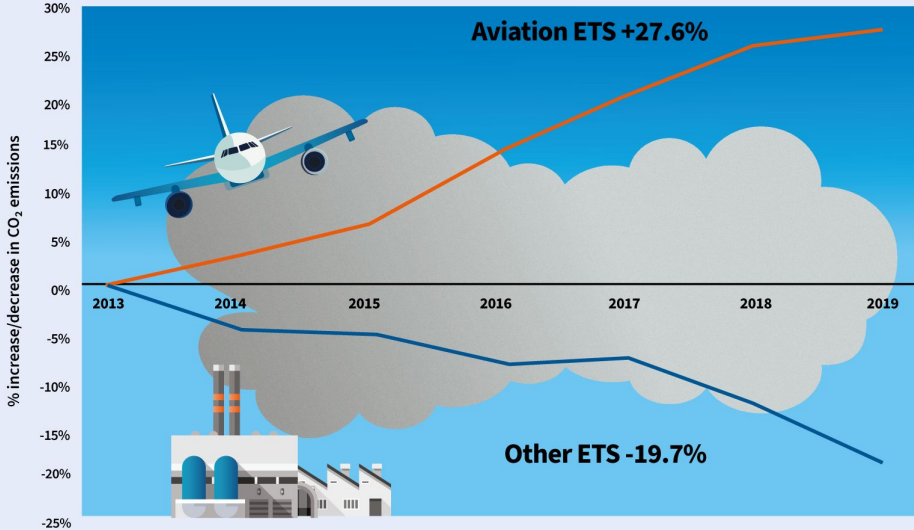


Aviation & Fit for 55

Getting fuels policy right for aviation

Aviation's climate impact

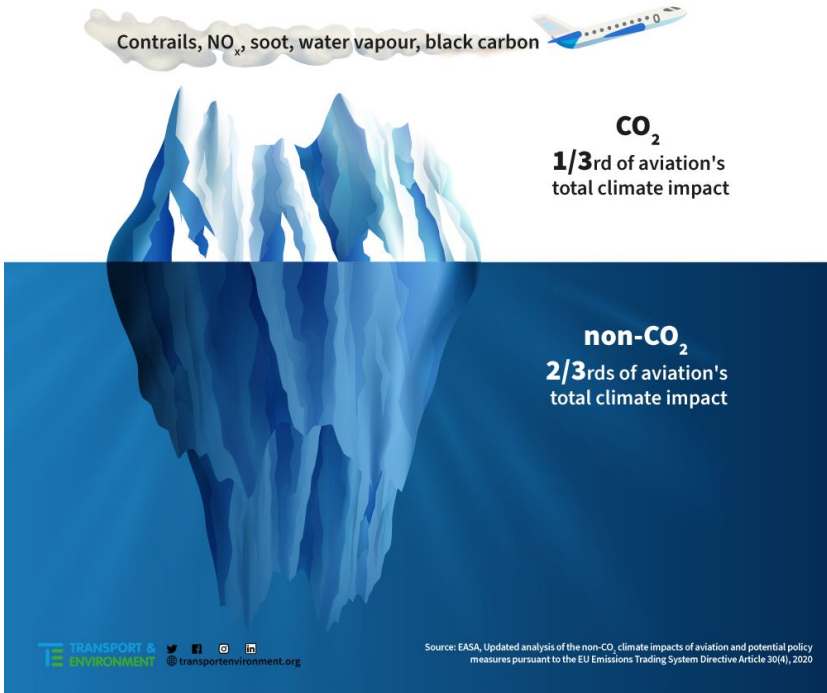
Aviation emissions have grown 28% in Europe since 2013



Note: Emissions of bankrupt airlines that were not reported for 2019 were approximated based on 2018 emissions and number of months in operation. This assumption adds approximately 1% to the verified reported emissions.

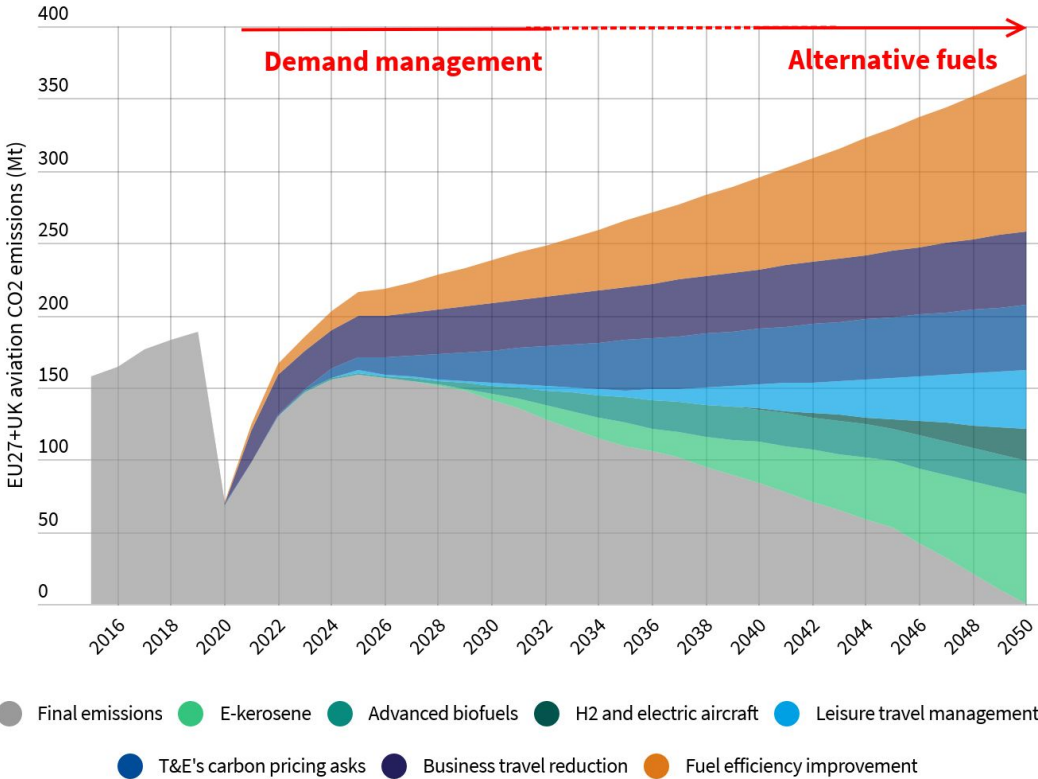
Source: European Commission, 2020

Non-CO₂: the hidden side of aviation's total climate impact



Source: EASA, Updated analysis of the non-CO₂ climate impacts of aviation and potential policy measures pursuant to the EU Emissions Trading System Directive Article 30(4), 2020

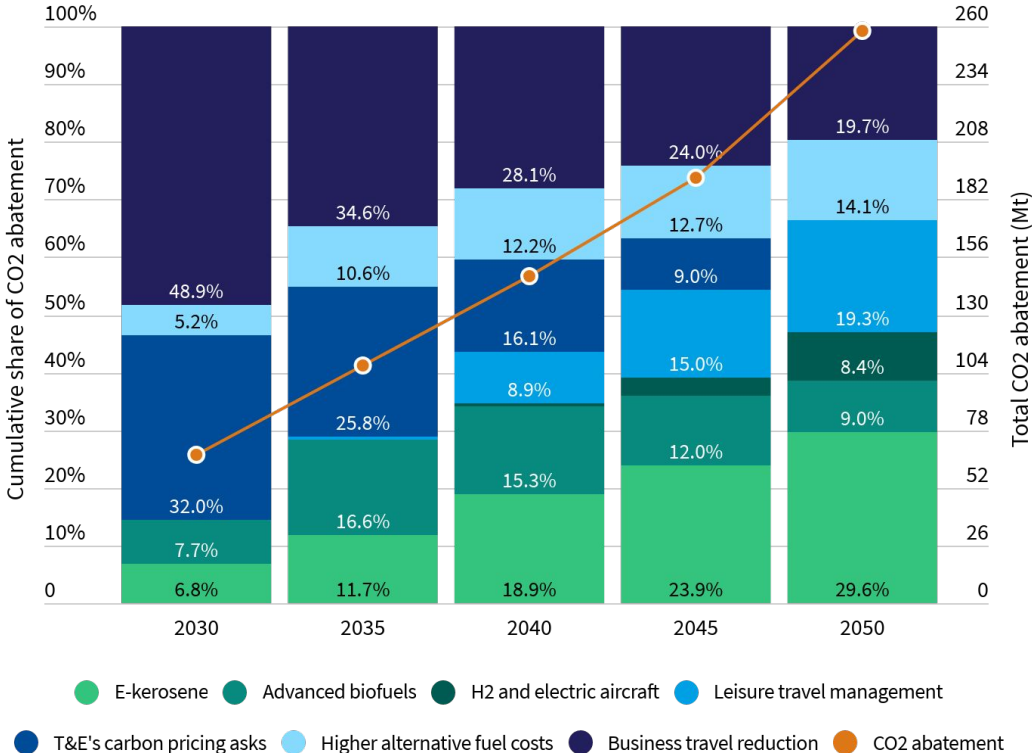
Decarbonisation roadmap results



Measure	CO ₂ abatement vs. baseline - 2050
Business travel cap	50.7 MtCO ₂ (19.7%)
Carbon pricing*	45.2 MtCO ₂ (17.5%)
Leisure travel cap	40.8 MtCO ₂ (15.8%)
H ₂ & electric aircraft	21.7 MtCO ₂ (8.4%)
Advanced biofuels	23.1 MtCO ₂ (9.0%)
PtL	76.3 MtCO ₂ (29.6%)



Share of CO₂ between 2030 and 2050



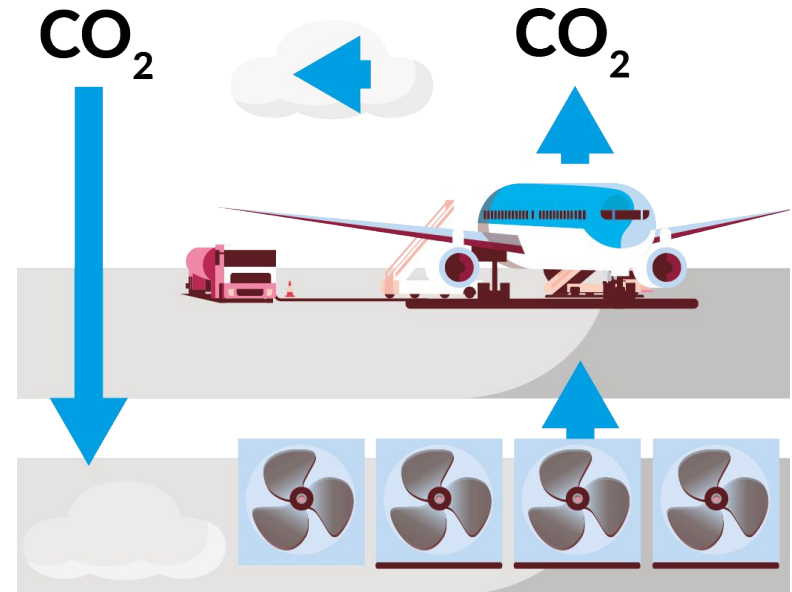
Demand management is essential for CO₂ reductions in this decade



ReFuelEU: supporting the right fuel

Commission proposal:

- The regulation mandates the use of advanced biofuels and e-kerosene
- Excludes the use of food and feed crop-based biofuels,
- The mandate applies to all fuel sold in Union airports , therefore covering all flights including long-haul departing flights.
- The Regulation includes a financial penalty for non-compliance.



ReFuelEU: T&E recommendations

- Increase e-kerosene target and reduce biofuel targets: while keeping out unsustainable feedstocks
- Resist industry pressure for higher targets
- Incorporate measures to address the non-CO2 effects of aviation