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**AMENDMENTS: 12**

**Jutta Paulus**

Ensuring a level playing field for sustainable air transport

**Proposal for a regulation** COM(2021)0561 - C9-0332/2021 – 2021/0205(COD)

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**Amendment 1**  
**Izaskun Bilbao Barandica**

**Proposal for a regulation**  
**Recital 1**

*Text proposed by the Commission*

(1) Over the past decades, air transport has played a crucial role in the Union's economy and in the everyday lives of Union citizens, as one of the best performing and most dynamic sectors of the Union economy. It has been a strong driver for economic growth, jobs, trade and tourism, as well as for connectivity and mobility for businesses and citizens alike, ***particularly within the Union aviation internal market.*** Growth in air transport services has significantly contributed to improving connectivity within the Union and with third countries, and has been a significant enabler of the Union economy.

*Amendment*

(1) Over the past decades, air transport has played a crucial role in the Union's economy and in the everyday lives of Union citizens, as one of the best performing and most dynamic sectors of the Union economy. It has been a strong driver for economic growth, jobs, trade and tourism, as well as for connectivity and mobility for businesses and citizens alike. ***The transport sector has contributed to foster cohesion, reduce regional disparities and improve connectivity and access to the Union internal market for all regions.*** Growth in air transport services has significantly contributed to improving connectivity within the Union and with third countries, and has been a significant enabler of the Union economy.

Or. en

**Amendment 2**  
**Izaskun Bilbao Barandica**

**Proposal for a regulation**  
**Recital 8**

*Text proposed by the Commission*

(8) Sustainable aviation fuels are liquid, drop-in fuels, fully fungible with conventional aviation fuel and compatible with existing aircraft engines. Several production pathways of sustainable aviation fuels have been certified at global level for use in civil or military aviation. Sustainable aviation fuels are

*Amendment*

(8) Sustainable aviation fuels are liquid, drop-in fuels, fully fungible with conventional aviation fuel and compatible with existing aircraft engines. Several production pathways of sustainable aviation fuels have been certified at global level for use in civil or military aviation. Sustainable aviation fuels are

technologically ready to play an important role in reducing emissions from air transport already in the very short term. They are expected to account for a major part of the aviation fuel mix in the medium and long term. Further, with the support of appropriate international fuel standards, sustainable aviation fuels might contribute to lowering the aromatic content of the final fuel used by an operator, thus helping to reduce other non-CO<sub>2</sub> emissions. Other alternatives to power aircraft, such as electricity or liquid hydrogen are expected to progressively contribute to the decarbonisation of air transport, beginning with short-haul flights.

technologically ready to play an important role in reducing emissions from air transport already in the very short term. They are expected to account for a major part of the aviation fuel mix in the medium and long term. Further, with the support of appropriate international fuel standards, sustainable aviation fuels might contribute to lowering the aromatic content of the final fuel used by an operator, thus helping to reduce other non-CO<sub>2</sub> emissions. Other alternatives to power aircraft, such as electricity or liquid hydrogen, ***thus maintaining technological neutrality***, are expected to progressively contribute to the decarbonisation of air transport, beginning with short-haul flights.

Or. en

### **Amendment 3** **Izaskun Bilbao Barandica**

#### **Proposal for a regulation** **Recital 10**

##### *Text proposed by the Commission*

(10) At global level, sustainable aviation fuels are regulated at ICAO. In particular, ICAO establishes detailed requirements on the sustainability, traceability and accounting of sustainable aviation fuels for use on flights covered by the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). While incentives are set in CORSIA and sustainable aviation fuels are considered an integral pillar of the work on the feasibility of a Long-Term Aspiration Goal for international aviation, there is currently no mandatory scheme on the use of sustainable aviation fuels for international flights. Comprehensive multilateral or bilateral air transport agreements between the EU or its Member States, and third countries generally include provisions on

##### *Amendment*

(10) At global level, sustainable aviation fuels are regulated at ICAO. In particular, ICAO establishes detailed requirements on the sustainability, traceability and accounting of sustainable aviation fuels for use on flights covered by the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). While incentives are set in CORSIA and sustainable aviation fuels are considered an integral pillar of the work on the feasibility of a Long-Term Aspiration Goal for international aviation, there is currently no mandatory scheme on the use of sustainable aviation fuels for international flights. ***The measures agreed in this regulation should be raised in ICAO for global implementation*** Comprehensive multilateral or bilateral air transport

environmental protection. However, for the time being, such provisions do not impose on contracting parties any binding requirements on the use of sustainable aviation fuels.

agreements between the EU or its Member States, and third countries generally include provisions on environmental protection. However, for the time being, such provisions do not impose on contracting parties any binding requirements on the use of sustainable aviation fuels.

Or. en

**Amendment 4**  
**Izaskun Bilbao Barandica**

**Proposal for a regulation**  
**Recital 10 a (new)**

*Text proposed by the Commission*

*Amendment*

***(10 a) The Union should take a global lead in the shift towards the use of sustainable fuels and it would be desirable to propose incentives for those actors that exceed the targets proposed in this Regulation.***

Or. en

**Amendment 5**  
**Izaskun Bilbao Barandica**

**Proposal for a regulation**  
**Recital 22**

*Text proposed by the Commission*

*Amendment*

(22) Airports covered by this Regulation should ensure that all the necessary infrastructure is provided for delivery, storage and refuelling of sustainable aviation fuel, so as not to constitute an obstacle with respect to the uptake of such sustainable aviation fuel. If necessary, the Agency should be able to require a Union airport to provide information on the infrastructure available allowing for seamless distribution and refuelling of

(22) Airports covered by this Regulation should ensure that all the necessary infrastructure is provided for delivery, storage and refuelling of sustainable aviation fuel, so as not to constitute an obstacle with respect to the uptake of such sustainable aviation fuel. ***Airports should also take the necessary measures for the deployment of alternative fuels infrastructure for hydrogen and electric recharging for aircrafts.*** If necessary, the

aircraft operators with sustainable aviation fuels. The role of the Agency should allow airports and airlines to have a common focal point, in the event where technical clarification is necessary on the availability of fuel infrastructure.

Agency should be able to require a Union airport to provide information on the infrastructure available allowing for seamless distribution and refuelling of aircraft operators with sustainable aviation fuels. The role of the Agency should allow airports and airlines to have a common focal point, in the event where technical clarification is necessary on the availability of fuel infrastructure.

Or. en

**Amendment 6**  
**Izaskun Bilbao Barandica**

**Proposal for a regulation**  
**Recital 28 a (new)**

*Text proposed by the Commission*

*Amendment*

***(28 a) The revenues generated from the payment of penalties should be used to promote the distribution and use of sustainable aviation fuels, research and innovation in the aviation industry, accelerate the decarbonisation of the aviation sector, support investment in innovative technologies and infrastructure for the production, uptake and deployment of sustainable aviation fuels and other low-carbon fuels. For this purpose these revenues should be allocated to the Sustainable Aviation[Fuels] Fund ('the Fund').***

Or. en

**Amendment 7**  
**Izaskun Bilbao Barandica**

**Proposal for a regulation**  
**Article 3 – paragraph 1 – indent 5**

*Text proposed by the Commission*

*Amendment*

— ‘sustainable aviation fuels’ (‘SAF’)

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means **drop-in** aviation fuels that are either synthetic aviation fuels, advanced biofuels as defined in Article 2, second paragraph, point 34 of Directive (EU) 2018/2001, or biofuels produced from the feedstock listed in Part B of Annex IX to that Directive, which comply with the sustainability and greenhouse gas emissions criteria laid down in Article 29(2) to (7) of that Directive and are certified in accordance with Article 30 of this Directive;

means aviation fuels that are either synthetic aviation fuels, advanced biofuels as defined in Article 2, second paragraph, point 34 of Directive (EU) 2018/2001, or biofuels produced from the feedstock listed in Part B of Annex IX to that Directive, which comply with the sustainability and greenhouse gas emissions criteria laid down in Article 29(2) to (7) of that Directive and are certified in accordance with Article 30 of this Directive;

Or. en

## **Amendment 8** **Izaskun Bilbao Barandica**

### **Proposal for a regulation** **Article 3 – paragraph 1 – indent 8**

#### *Text proposed by the Commission*

— ‘synthetic aviation fuels’ means fuels that are renewable fuels of non-biological origin, as defined in Article 2, second paragraph, point 36 of Directive (EU) 2018/2001, used in aviation;

#### *Amendment*

— ‘synthetic aviation fuels’ means **liquid or gaseous** fuels that are renewable fuels of non-biological origin, as defined in Article 2, second paragraph, point 36 of Directive (EU) 2018/2001, **or electricity or hydrogen** used in aviation;

Or. en

## **Amendment 9** **Izaskun Bilbao Barandica**

### **Proposal for a regulation** **Article 6 – paragraph 1**

#### *Text proposed by the Commission*

Union airports shall take necessary measures to facilitate the access of aircraft operators to aviation fuels containing shares of sustainable aviation fuels in accordance with Annex I and, shall provide the infrastructure necessary for the delivery, storage and uplifting of such

#### *Amendment*

Union airports shall take necessary measures to facilitate the access of aircraft operators to aviation fuels containing shares of sustainable aviation fuels in accordance with Annex I and, shall provide the infrastructure necessary for the delivery, storage and uplifting of such fuels **as well as for hydrogen and electric**

fuels.

*recharging/refuelling of aircrafts, in accordance with [Article 13 of Regulation on the deployment of alternative fuels infrastructure].*

Or. en

**Amendment 10**  
**Izaskun Bilbao Barandica**

**Proposal for a regulation**  
**Article 11 – paragraph 7**

*Text proposed by the Commission*

(7) Member States shall have the necessary legal and administrative framework in place at national level to ensure the fulfilment of the obligations and the collection of the administrative fines. Member States shall transfer the amount collected through those administrative fines as contribution to the *InvestEU Green Transition Investment Facility, as a top-up to the EU guarantee.*

*Amendment*

(7) Member States shall have the necessary legal and administrative framework in place at national level to ensure the fulfilment of the obligations and the collection of the administrative fines. Member States shall transfer the amount collected through those administrative fines as contribution to the *Sustainable Aviation [Fuels] Fund, established under Article 11a.*

Or. en

*Justification*

*It is important that any revenue will be used specifically to make the aviation sector more sustainable. Therefore, a dedicated Fund has to be established.*

**Amendment 11**  
**Izaskun Bilbao Barandica**

**Proposal for a regulation**  
**Article 11 a (new)**

*Text proposed by the Commission*

*Amendment*

*Article 11 a*

*Sustainable Aviation [Fuels] Fund*  
*1. A Sustainable Aviation [Fuels] Fund ('the Fund') shall be established for the*

*period from 2023 to 2050 to accelerate the decarbonisation of the aviation sector without hampering its highly integrated internal market, and in particular to support investment in innovative technologies and infrastructure for the production, uptake and deployment of sustainable aviation fuels and other low-carbon fuels, such as liquid hydrogen and electricity, including the development, testing and deployment of innovative aircraft technologies that have the potential to achieve significant emission reductions, and to support redeployment, re-skilling and up-skilling of workers, with a special focus on women to promote their incorporation into the aeronautics industry and related sectors. All investment supported by the Fund shall be made public and shall be consistent with the aims of this Regulation.*

*2. The Fund shall be managed centrally through a Union body whose governance structure and decision making process shall be transparent and inclusive, in particular in the setting of priority areas, criteria and grant allocation procedures. Relevant stakeholders shall have an appropriate consultative role. All information on the investments and all other relevant information on the functioning of the Fund shall be made available to the public.*

Or. en

#### *Justification*

*It is important that any revenue will be used specifically to make the aviation sector more sustainable. Therefore, a dedicated Fund has to be established.*

**Amendment 12**  
**Izaskun Bilbao Barandica**

**Proposal for a regulation**  
**Article 12 – paragraph 1 – introductory part**

*Text proposed by the Commission*

The Agency shall publish every year a technical report on the basis of the yearly reports referred to in Articles 7 and 9. That report shall contain at least the following information:

*Amendment*

**By 31 December** the Agency shall publish every year a technical report on the basis of the yearly reports referred to in Articles 7 and 9. That report shall contain at least the following information:

Or. en