

**Intervention Opening Panel – SUSTAF**  
**Peter Bombay – Representative of the EU to ICAO**

Good morning,

I would like to start with a more political statement, which is essentially an optimistic one.

- We all like aviation, and we all want it to grow
- If we want to make this possible, in an environmentally sustainable way, we will need a comprehensive approach with a basket of measures. One important part of this basket is alternative fuel.
- But to ensure that alternative fuels can play their role, we need to avoid two traps:
  - Avoid that aviation becomes the sector which gets involved in the battle 'for the last drop of alcohol' as the sector will pay a terrible economic price
  - Avoid, to put it brutally "that aviation gets accused of putting the food of a poor child in its tanks"
  - It makes me happy that we seem to manage well in avoiding both traps, because of the ever faster traction which sustainable alternative fuel is getting (and of which this Conference is proof).

Indeed, if I look at the results / discussions during the first workshop here in ICAO, or even the 2010 Conference in Brazil, it is good to see that things go even faster than we could ever have foreseen in the past. This is hopeful.

Subsequently, I would like to give you a broad overview of some key evolutions in Europe.

1. As you know Europe has clear and very ambitious goals for the reduction of greenhouse gas emissions, also in the context of global aviation. The Transport White Paper, adopted recently by the European Commission, stresses the need to reduce transport emissions by 60% by 2050. It is against this background that biofuels got a very prominent role in the new Transport White paper with a target of getting a market share for biofuels in aviation of not less than 40% by 2050.

2. The EU is also the first world region with legally defined sustainability criteria for biofuels in the Renewable Energies Directive.

3. The European Commission's SWAFEA (Sustainable Way for Alternative Fuel and Energy in Aviation) study confirms the need for swift deployment actions in order to reach the goals. It highlights the need for a strategic approach, including on funding/financing adequate refinery capacity and on assuring the availability of sufficient quantities of sustainable feedstock and reliable supply chains. Further R&D is recommended to explore new pathways for cheaper chemical processes and different sources (lignocelluloses, waste, fats and oils, alcohols etc).

4. The aviation sector requests policy support to launch the deployment of biofuels and further research and development to make them cheaper and ensure sustainability.

I am happy to report that in the meantime a number of national and local projects on aviation biofuels are emerging in Europe. It has become clear that cooperation of the aviation with the energy/biofuel sector and policy makers is needed. This is important for the aviation sector: of course as 'aviators' we focus on sustainable fuel for our sector, but in reality biofuels forms a global sector covering global energy needs. This by the way is also the reason why our sustainability criteria are for biofuels in general and not for aviation biofuels in particular.

5. This is also the reason why we think that aviation can use only 2<sup>nd</sup> generation biofuels and more advanced fuels, which are for several reasons still waiting for scaling-up and industrialization. A key question in this respect is how to ensure the availability of sufficient quantities of sustainable feedstock, whereby also within Europe the economic viability remains a major difficulty to be addressed. By the way, our Emission Trading Scheme - The ETS - offers an economic incentive to use biofuels in aviation: indeed, for biofuels no CO<sub>2</sub> allowances need to be rendered.

6. Another development is the biofuels flight path. In order to promote and accelerate the deployment of advanced biofuels, a "European Biofuels Flightpath" was launched in June 2011 by Commissioner Oettinger with the objective to achieve a considerable amount of aviation biofuels in Europe in the coming years. This initiative is part of the implementation of the Bio-Energy Partnership Initiative of the SET-Plan. Currently, with a core team of industrial players, the European Commission's Directorate General for Energy, in cooperation with the Directorate Generals for Transport and for Research, are launching activities to develop the roadmap in more detail, as a potential "lead market" to spearhead the development and use of advanced biofuels which are also considered a more sustainable future for (long distance) road transport.

Ladies and gentlemen,

As you have heard from my colleagues from other parts of the world, a lot is happening on the sustainable biofuels front. I hope that I have shown that it is also the case for Europe.

I am confident that in the coming three days, we will all learn a lot more of all that is happening.

Thank you!