



RLCF Alliance

Welcome to the 4th RLCF Alliance General Assembly

Moderated by:
Marinda Hall



Programme



10:15 - 10:30	Opening Remarks Introducing the Sustainable Transport Investment Plan (STIP)
10:30 - 11:30	High-Level Panel Implementing STIP: Challenges and Opportunities
11:30 - 11:45	<i>Networking Break</i>
11:45 - 13:00	Collaborative Workshops (break-out rooms) Finance Maritime Aviation Fuel Producers
13:00 - 14:00	<i>Networking Lunch</i>



14:00 - 14:45	Innovative Pathways Showcasing RLCF projects
14:45 - 15:15	Fuelling Investments Outlooks by Vice-Chairs of the P&MG
15:15 - 15:45	<i>Networking Break</i>
15:45 - 16:15	Presentation of the RLCF Alliance Labelling Scheme
16:15 - 16:45	Updates on Taskforces
16:45 - 17:00	Closing Remarks

Project promoters are present in the venue throughout the day, offering participants the opportunity to connect, exchange and learn more about ongoing RLCF projects.

Opening Remarks

Introducing the Sustainable Transport Investment Plan (STIP)



Magda KOPCZYŃSKA
*Director-General,
DG MOVE*

High-Level Panel:

Implementing STIP – Challenges & Opportunities



Merete GODVIN JENSEN
*Deputy Permanent
Secretary of State,
Ministry of Transport of
DENMARK*



Richard FORSON
*President and CEO,
CARGOLUX*



Laura PIOVESAN
*Director-General,
Head of Projects
Directorate
EIB GROUP*



Michele FRANCONI
*Chief Energy Transition
Officer,
MSC GROUP*



Floor VOGELS
*Chief of Staff,
SKYNRG*



Magda KOPCZYŃSKA
*Director-General,
DG MOVE*

FINANCE

*Double Auctions & Contracts for Difference
in action*

[RES3]

MARITIME

Tripartite Agreement

[03 / 221]

*Project Promoters
in the hallway*

FUEL PRODUCERS

*Mapping RLCFs - Intelligence, Transition &
Strategy*

[JENKINS]

AVIATION

*One year of ReFuelEU - lessons learned from the
field*

[DE GASPERI]

FINANCE

Double Auctions & Contracts for Difference in action

[RES3]

Volker RATZMANN, Senior Advisor to DHL GROUP & co-chair of AG SAF

Sanna JOKILA, Public Affairs Lead, ST1 NORDIC

Dimitrios KOUFOS, Head of Sustainable Business, Industry, Agribusiness and Commerce – EBRD &
Vice-Chair of the RLCF Alliance

Workshop Finance

“Double Auctions & Contracts for Difference in action”



Volker RATZMANN
*Senior Advisor to **DHL**
GROUP & co-chair of AG
SAF*



Sanna JOKILA
*Public Affairs Lead
ST1 NORDIC*



Dimitrios KOUFOS
*Head of Sustainable Business,
Industry, Agri & Commerce
EBRD
Vice-Chair of the P&MG of the
RLCF Alliance (finance)*

AG SAF in Germany

Funding a Double-Sided Auction Mechanism

26.02.2026

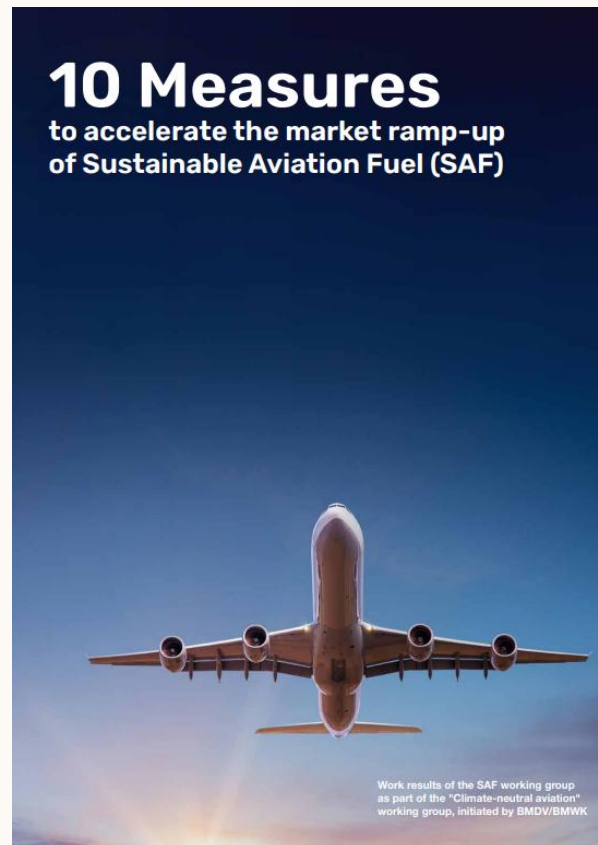
Volker Ratzmann
Co-Chair AG SAF

How it started in November 2022: Climate Neutral Aviation Working Group

- Kick-Off: November 2022
- More than 90 institutional members
- Various stakeholders from all relevant industries
- Patronage from MoE, MoT, and MoEn



AG SAF Results Paper



SCAN ME

Main Results

De-risking measures for investments are essential!

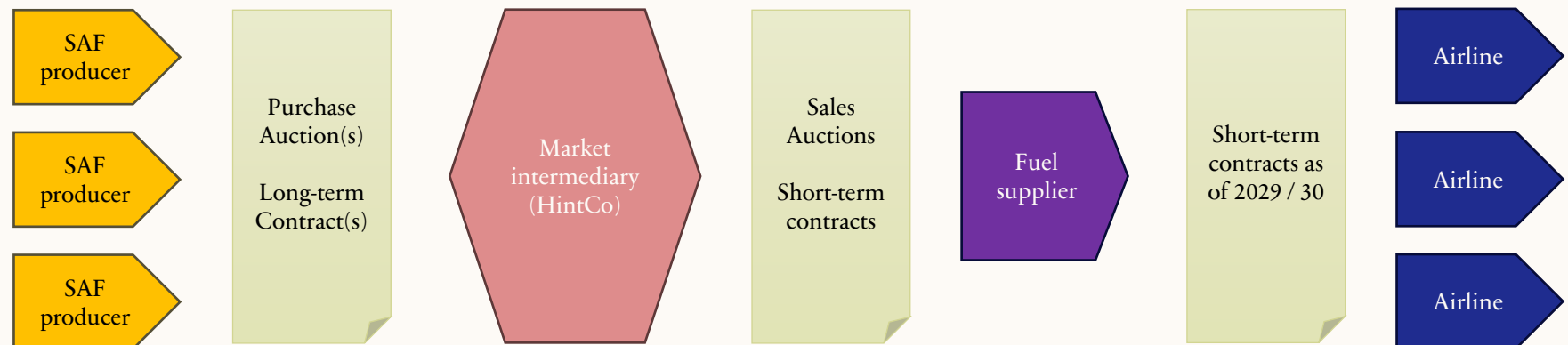
- **Investment protection through statutory guarantees of production facilities(“grandfathering”):** Investments will only be made if investors can rely on the fact that investments made today will still meet regulatory requirements—for example, regarding certain sustainability criteria—in 15 or 20 years.
- **Financing mechanism for offtake agreements and investments:** Investors will only be willing to invest if they can count on guaranteed offtake over the entire depreciation period of their assets.



Establishing a **double-auction mechanism** is an important first step, but it requires **permanent and reliable funding**.

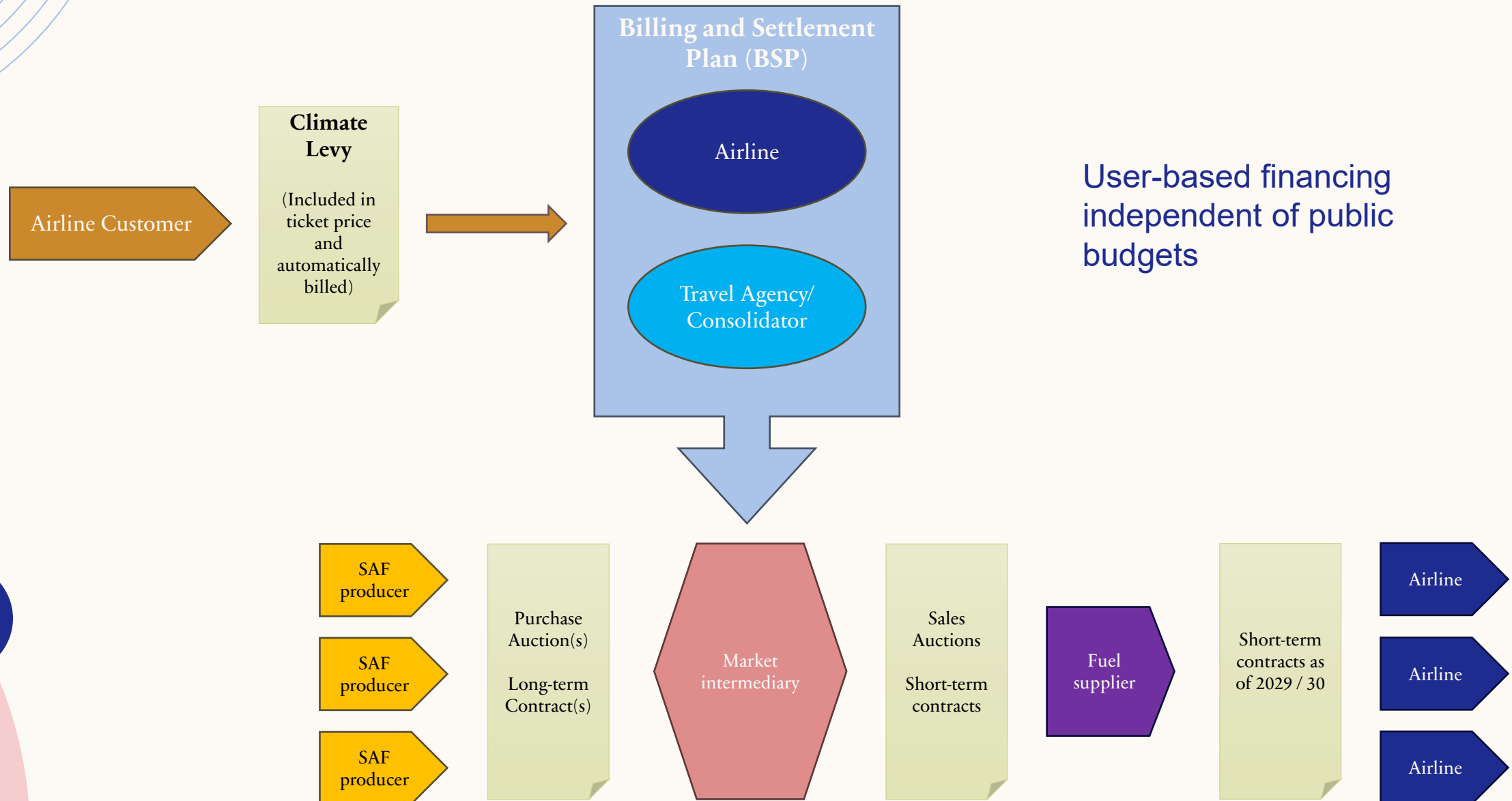
Funding a Double-Sided Auction Mechanism

- The German government is planning a first 2 bn. EUR pilot auction for a DSA based on H2Global principle with German HintCo as intermediary
- Beginning of Industry Dialogue on eSAF market uptake scheduled for 9 March 2026
- Pilot auction will be designed as a start-up tool:
 - What producers really want, is flexibility to be able to adjust prices and respond to the market.
- Funding from the federal budget is possible as start-up financing at most.
 - **Additional user-based financing must therefore be worked out.**



Climate-Levy Model

13



Funding a Double-Sided Auction Mechanism

Various ideas for long-term financing are being discussed:

1. **Distance-based climate levy** charged on each ticket (similar to the German air traffic tax)
 - Implementation at the European level is subject to significant preconditions and therefore highly demanding
2. **German Air Traffic Tax:** A portion of the roughly EUR 2 billion in annual revenues could be used to finance the intermediary.
 - Revenues are already allocated to other expenditures. A reallocation within the budget would require a political decision
 - Initial calculations indicate that using the annual revenues of **EUR 2 billion** could finance approximately **270,000 tonnes of SAF per year**. Even if only a portion of the air transport tax revenues—amounting to **EUR 300 million**—were used, it would still be possible to finance around **40,000 tonnes of SAF annually**.
3. **Earmarking of ETS Revenues:** Germany has already committed to using half of the aviation-related ETS revenues— (about EUR 130 million) to support the market ramp-up of SAF
 - Realistic also for other member states?

Discussion:

Which funding measures are realistic for a European DSA?

Thank You!

Volker Ratzmann
Senior Advisor Public Affairs
DHL Group

Volker.Ratzmann@dhl.com



SCAN ME

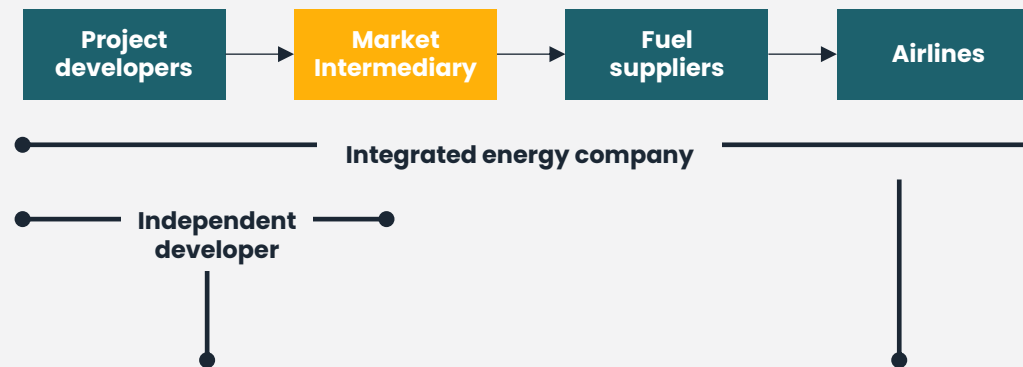
Mechanisms to scale up e-SAF production in Europe

Successful financing instrument provides bankability in a cost-efficient way to all types of market participants

Success criteria for a Revenue Certainty Mechanism design

- **Sufficient and reliable budget.** Funding of the instrument should be open-ended with a government back-stop or funding guarantee. Alternatively, complimentary policies can be designed to raise required funding.
- **Cost efficiency.** The mechanism should maintain incentives to optimise the efficiency in the value chain to drive down costs.
- **Credible exit strategy.** The mechanism should support market maturation and allow for a transition to self-sustaining liquid market.
- **Inclusive design.** The mechanism should offer incentives for both independent producers and integrated energy companies (see graph on the right).

Example of a Revenue Certainty Mechanism design – different types of market players have different priorities for the mechanism



Aims to develop e-SAF projects with a viable business case but does not intend to play in other parts of the value chain.

Priorities for the RCM mechanism design: Bankability and secured revenue but also market price discovery and guarantees of creditworthiness.

Typically has an extended value chain presence beyond project development, including blending and logistics, trading and fuel sales to airlines. Often carries a mandated supply obligation and faces non-compliance penalties.

Priorities for the RCM mechanism design: Bankability and secured revenue but also access to own molecules and enabling of non-recourse financing.

Despite early interest in double-sided auctions, a closer look reveals several fundamental design challenges

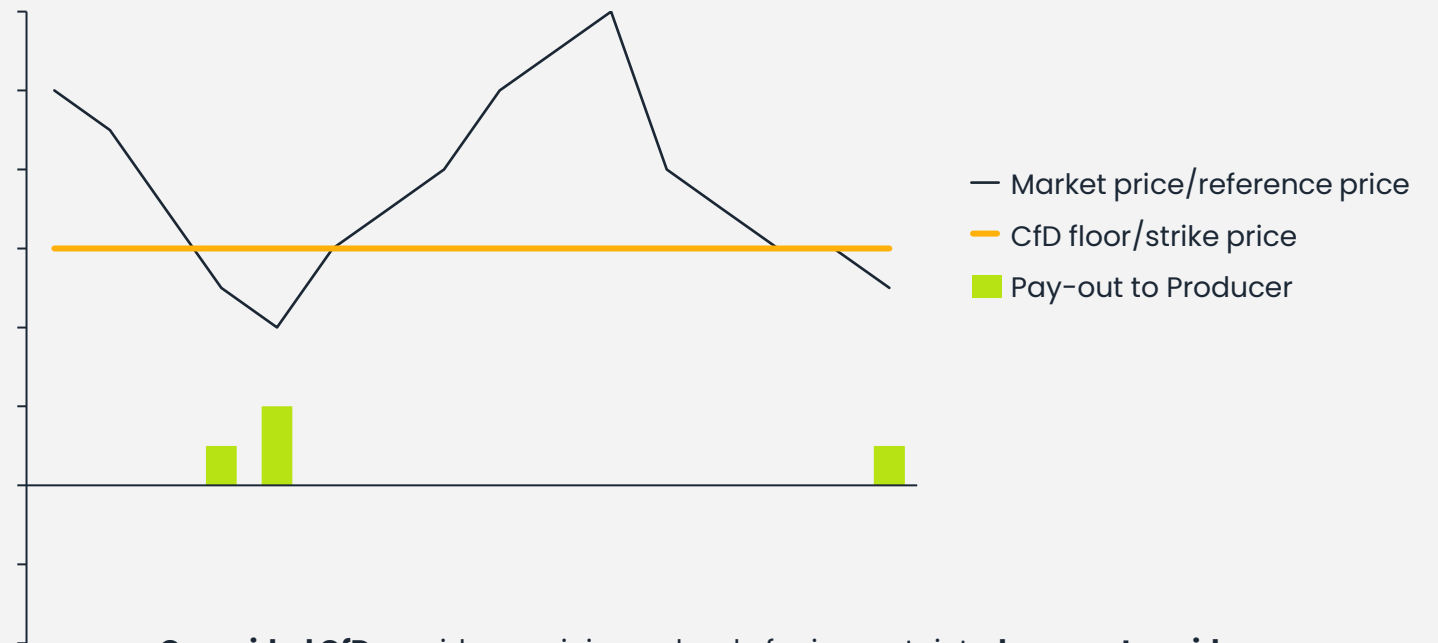
	Open questions	Comments
Investment incentives	How strong are the incentives for integrated companies to invest in production, if they lose access to their own mandated volumes?	
Volume Allocation	How are the portfolio volumes allocated to bidders in the demand side auction if the market is short and everyone bids at, or above, the penalty or demand side price cap?	Volume allocation could be done in multiple ways, but all approaches would be rather arbitrary, rules based and possibly in conflict with competition law (i.e. allocation along market shares discouraging new market entry).
Blending and Logistics	How are the logistics and blending costs considered in the price formation? Will the demand side auction have one settlement price for volumes delivered to a central location?	Alternatively, buyers could bid for each project separately and arrange logistics from project gate. In this case, volume allocation between bidders and projects would be, again, unclear.
Liabilities	Will the market intermediary have capabilities to carry out due diligence processes? Who carries the risk of a producer not delivering contracted volumes and the buyer being left short?	

Key benefit of Contracts for Difference is minimized market interference

Contracts for Difference in brief

- A CfD is a financial contract between the CfD providing entity (the State/the EU) and a project developer, with pay-out linked to the market price.
- The duration should be linked to the debt tenor (10-15 years) – the longer the tenor, the lower the expected CfD bid prices.
- Projects sell their physical product to offtakers through shorter term contracts (1-3 years) – supply and demand find each other naturally in the marketplace.
- **Benefits:** Minimized market interference, as counterparty risk and responsibility for due diligence stays on producers and offtakers, and blending and logistics are organized as usual by market players.
- **Drawbacks:** How will the reference price be determined in nascent or volatile markets? How will the mechanism incentivize producers to negotiate good offtake prices? How is market maturation supported?

One-sided CfD*



- **One-sided CfD** provides a minimum level of price certainty, **has most upside potential and thus the lowest expected floor**

* Illustrative market price development used to demonstrate pay-out mechanism

Main problems to solve – Lack of a robust market price, incentives for offtake price negotiation and price transparency

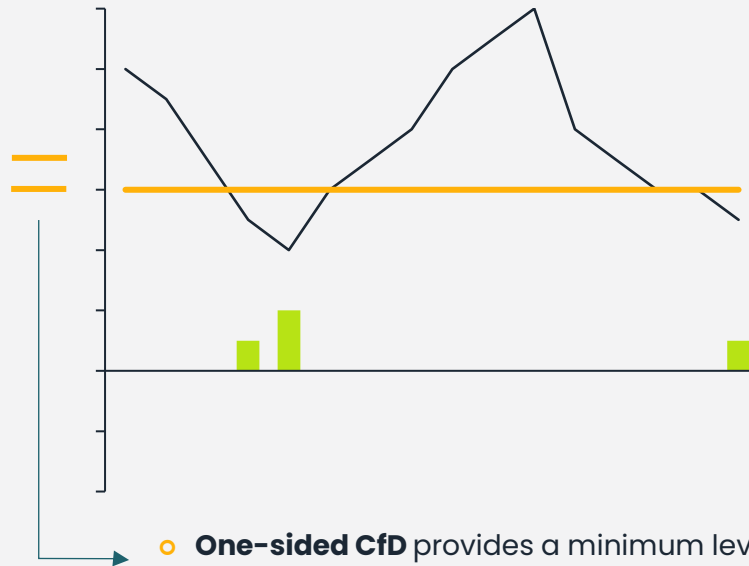
Design details to mitigate drawbacks

- In the nascent e-SAF market with limited trading, the pay-out from the CfD could be based on an Achieved Sales Price instead of a market price. This, in turn, would need to be considered in the CfD design to maintain incentives for producers to negotiate a good offtake price (see graph on the right).
- Other mitigation options include e.g. anonymous reporting of contracted volumes and prices to an independent 3rd party or mandating a fixed volume to be sold outside of the CfD. This would also support price discovery and market maturation.
- Moving to a market-based reference price should be done as soon as an established and robust index is available.

CfD design options*

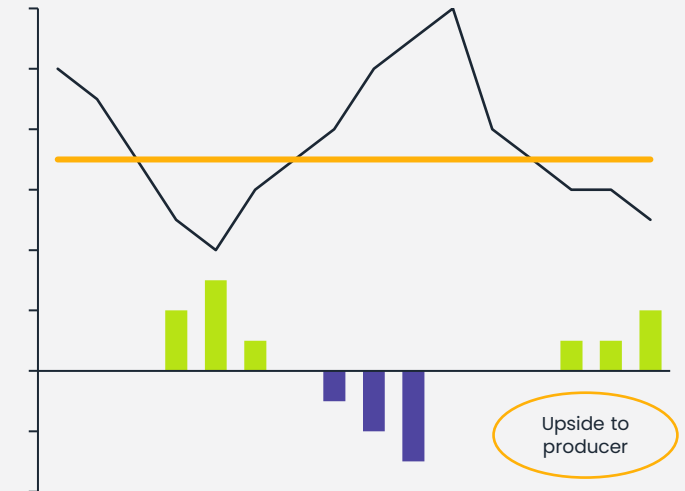
■ Pay-out to Producer ■ Pay-out to State — Market price — CfD floor

One-sided CfD



- **One-sided CfD** provides a minimum level of price certainty, has most upside potential and thus the lowest expected CfD price floor.

Net one-sided CfD



- **Net one-sided CfD** caps upside to offset prior support, after which upside is granted to producer.
- This may, counterintuitively, result in higher / similar funding needs vs. a one-sided CfD, as the limited upside is taken into consideration in the CfD floor.

* Illustrative market price development used to demonstrate pay-out mechanism

UK model provides valuable learnings for a potential EU CfD design

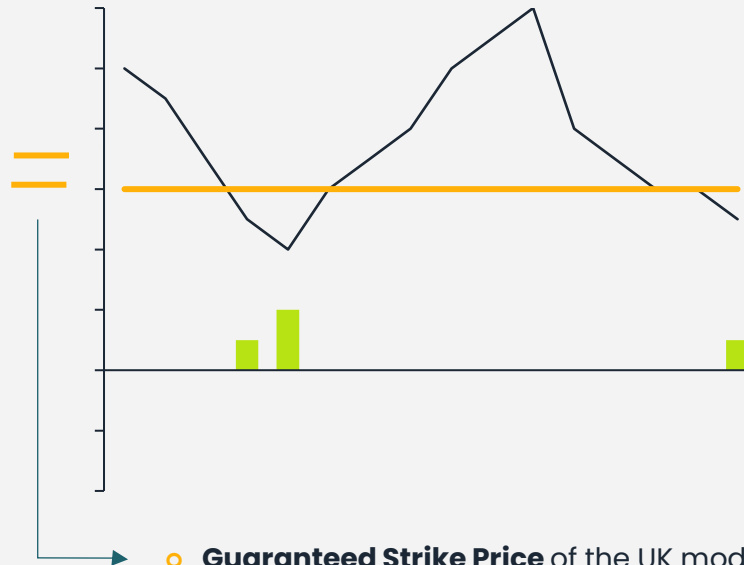
Main features of the UK model

- A Contract for Difference for non-HEFA, non-PTL production. Projects are evaluated by deliverability in addition to a normalized strike price.
- Funded by a variable levy on aviation fuel suppliers with individual contributions determined by market share. Expectation is that the costs are passed on to be distributed along the value chain.
- Has a Guaranteed Strike Price with no potential for upside, likely translating to a higher CfD floor/strike price when compared to a one-sided CfD floor.
- Before an established market-based reference price is available, the government has proposed three different proxy options for the non-HEFA SAF market.

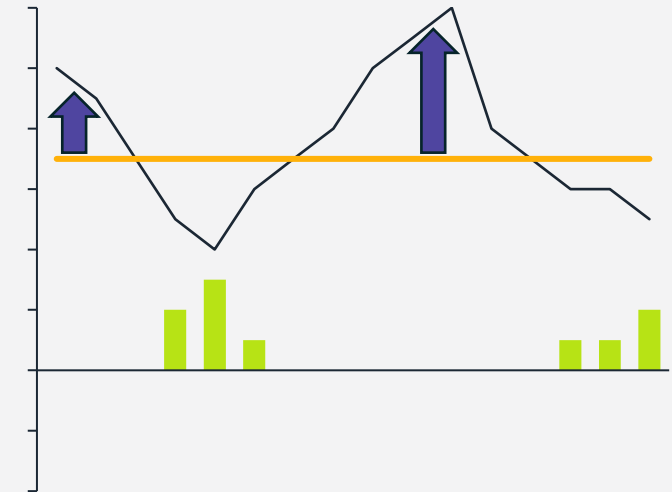
CfD design options*

■ Pay-out to Producer ■ Pay-out to State — Market price — CfD floor

One-sided CfD



UK CfD



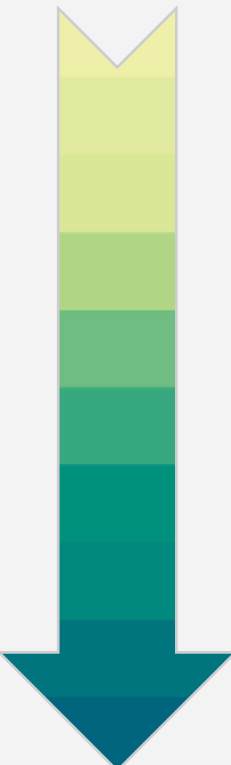
- **Guaranteed Strike Price** of the UK model does offer revenue certainty but leaves no possibility of upside.
- This will likely translate to a higher CfD floor/strike price than in a one-sided CfD.

* Illustrative market price development used to demonstrate pay-out mechanism

Workshop Finance

“Double Auctions & Contracts for Difference in action”



- 
- A large, stylized arrow pointing downwards, composed of horizontal segments in shades of green and blue, located on the left side of the slide.
1. What are the 3 main critical design aspects that a financing mechanism intended to support the production of renewable and low carbon fuels in Europe should entail? What are the main takeaways from EU current support mechanisms that should be considered?
 2. How to prevent over-subsidization and cost-efficient spending of public money in a future financing mechanism such as double-sided auction?
 3. What features should a revenue risk sharing instrument have to make sure it can be launched sooner (ideally within 1 year) rather than later?

Takeaways

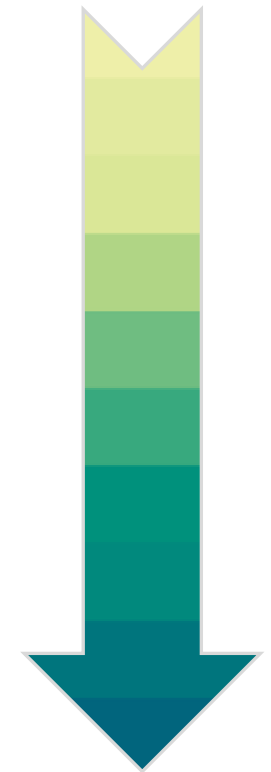
Workshop Finance

“Double Auctions & Contracts for Difference in action”



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- Speed. FIDs need to happen within a year. Certainty of which financing mechanism will be implemented is needed.
- Private equity must step-in as public funding will not be sufficient.
- Opportunity to position the EU in the global context.



MARITIME

Tripartite Agreement

[03 / 221]

Annika KROON, Head of Unit Maritime Transport and Logistics – DG MOVE

Marco DE BENEDICTIS, Policy Officer – DG ENER

Davide CUCINO, SVP European Union & NATO Affairs – FINCANTIERI & Vice-Chair of the RLCF Alliance

Workshop Maritime

“Tripartite Agreement”



Annika KROON
*Head of Unit Maritime
Transport and Logistics*
DG MOVE



Marco DE BENEDICTIS
Policy Officer
DG ENER



Davide CUCINO
*SVP European Union &
NATO Affairs*
FINCANTIERI
*Vice-Chair of the P&MG of the
RLCF Alliance (maritime)*

Biogas tripartite agreement

RENEWABLE AND LOW-CARBON FUELS VALUE CHAIN INDUSTRIAL ALLIANCE
4th General Assembly

Annika Kroon

Head of Unit - Maritime Transport and Logistics

European Commission DG MOVE

26/02/2026

Why biomethane matters for European shipping

A pragmatic, scalable option for near-term GHG cuts while zero-emission fuels ramp up
LNG represents 7,8% of the energy used by shipping in 2024

Regulatory pull: FuelEU Maritime sets tightening GHG-intensity limits from 2025 → 2050.

Drop-in pathway: Biomethane can be liquefied and used in LNG-capable vessels.

Energy security: Domestic renewable gas can displace imported fossil gas.

System value: Uses wastes/residues; co-products (digestate, biogenic CO₂) support circularity.

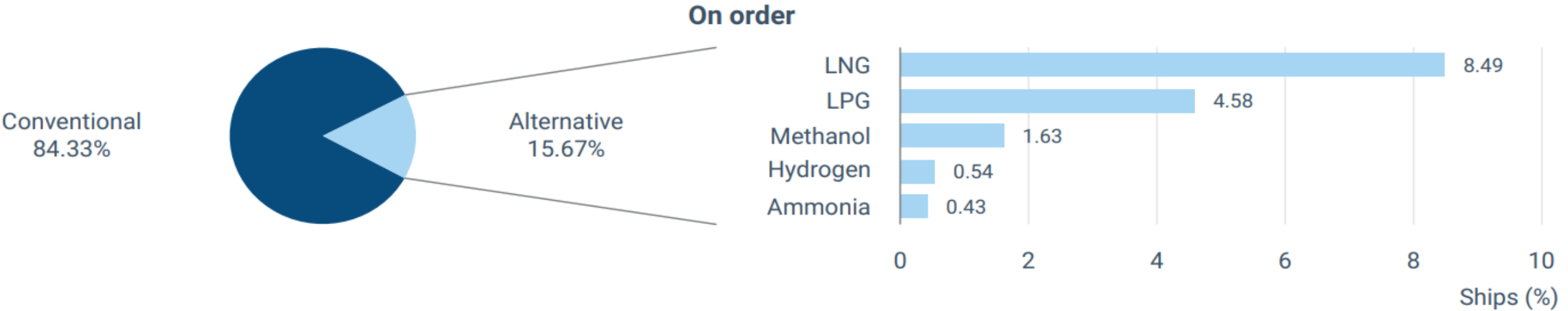
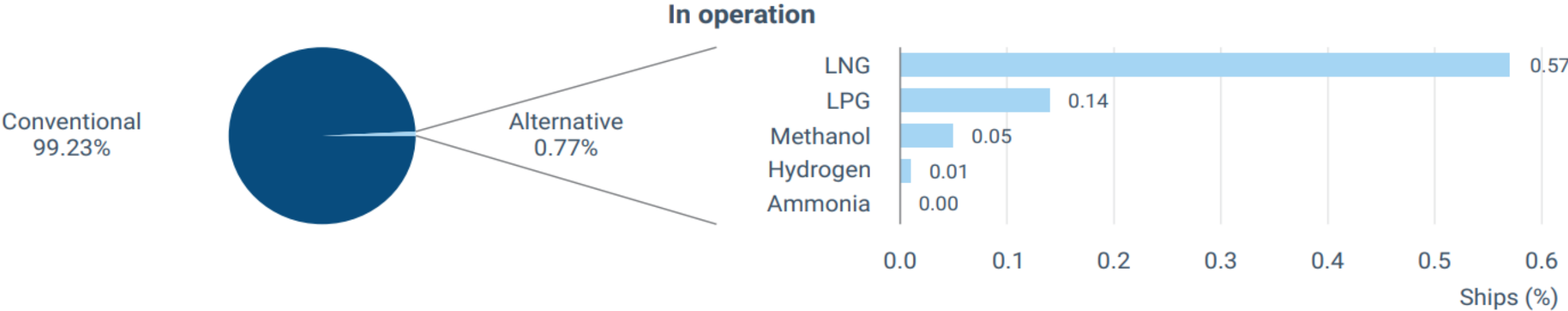


Key constraints

- Sustainable feedstock availability constrained
- Methane leakage control across the chain
- Competing demand in buildings, power and industry
- Port-side bio-LNG logistics (where needed)



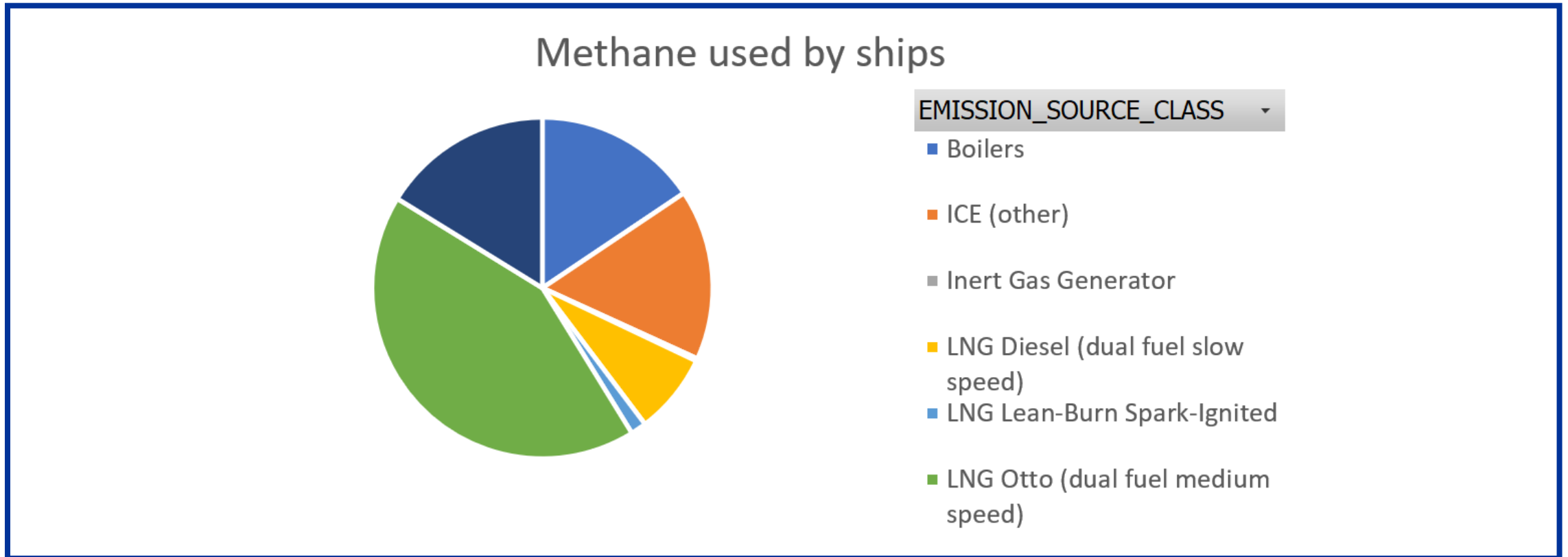
Methane-capable-ships



• Source: EMSA, EMTER 2025



Methane use on board ships



Methane availability for ships

Sustainable Transport Investment Plan



Estimated Need of Sustainable Maritime Fuels by 2035:

11.6 Mtoe



EU Biomethane Production (2025)



4 Mtoe of Biomethane in
29 Operational Large LNG Terminals in EU



Maritime Consumption

17% of Biomethane Produced: **0.7 Mtoe**

- Source: European Commission, EBA – European Biogas



Thank you



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Biogas tripartite agreement

RENEWABLE AND LOW-CARBON FUELS VALUE CHAIN INDUSTRIAL ALLIANCE
4th General Assembly

Biljana Kulisic, PhD

Unit C.2 Decarbonisation and sustainability of energy sources

European Commission Directorate-General Energy

26/02/2026

New initiative – a tripartite contract for biomethane

REPowerEU roadmap

The roadmap is the EU's strategy to remove Russian oil, gas and nuclear energy imports from EU markets in a gradual and coordinated way.

Adopted on 6 May 2025



Action 4: Supporting diversification by demand aggregation and better use of infrastructure

Building on the successful conclusion of the Biomethane Industrial Partnership, the Commission will set up a new biogas network of Member States as part of a **tripartite contract** to better address the diverging needs in different areas of the EU and include national and local stakeholders.

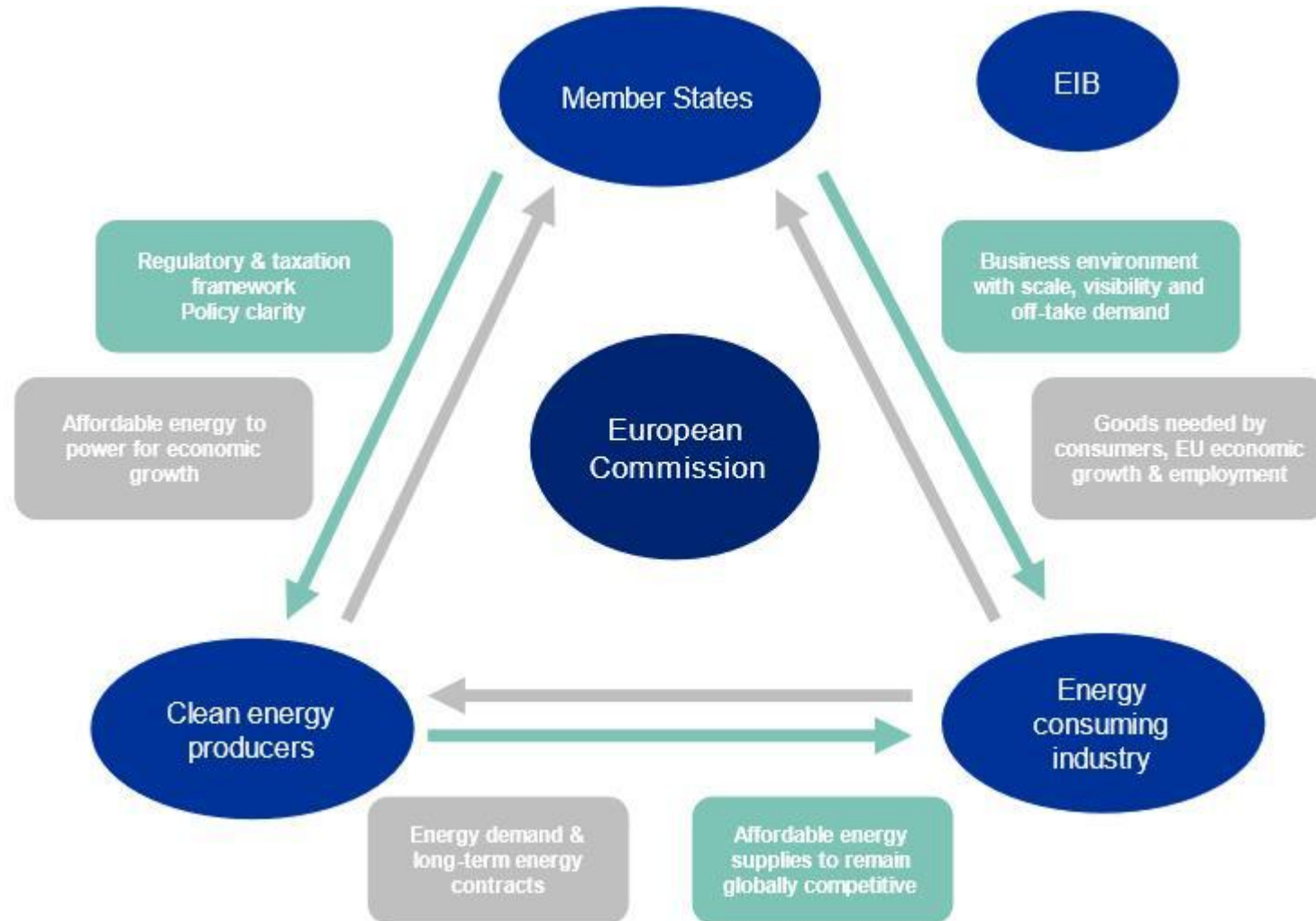
Stemming from Affordable Energy Action Plan

Action 6 – A tripartite contract to ensure affordable energy for Europe's industry

To counteract high energy prices and market uncertainty, a broader tripartite contract for affordable energy can bring together the public sector, energy producers, and energy-consuming industries to create a favourable investment climate, facilitating a [competitive EU industrial sector](#), while ensuring the retention and creation of quality jobs.



Concept of tripartite agreement for affordable energy for Europe's industry



Objectives of the tripartite agreement

1. attracting investments in and increasing production of sustainable biogas.
2. accelerating deployment of sustainable biogas.
3. lowering costs of biogas.

- KPIs: “***produce more sustainable biogases, faster, at a lower price***”

Identified action areas in the tripartite agreement

-  Strengthen cooperation within and across MS on issues relating to biomethane
-  Produce more biogases from the same feedstock → e.g. by retrofitting the existing AD plants
-  Make biogases more affordable → e.g. by developing circular (bio)economy business models with biogas, digestate and biogenic CO₂
-  Engage stakeholders across the chain, before and after biogas happens
-  Increase coordination and planning, before and after biogas happens
-  Support in optimizing permitting process
-  Boost the single market

Status on the biogas tripartite agreement

- About 500 stakeholders consulted in the past months on the content of the biogas tripartite agreement. The **inputs collected** during that process **will be integrated along the implementation** phase.
- A positive feedback from the **Member States** on the first draft, integrated in the current version
- The consolidated version to the **demand and supply side stakeholders** for comments has been sent with the deadline of **end of February 2026. You are also invited.**
- Stakeholders are invited to comment and **provide a Letter of Intent** if willing to be signatory party.



Thank you



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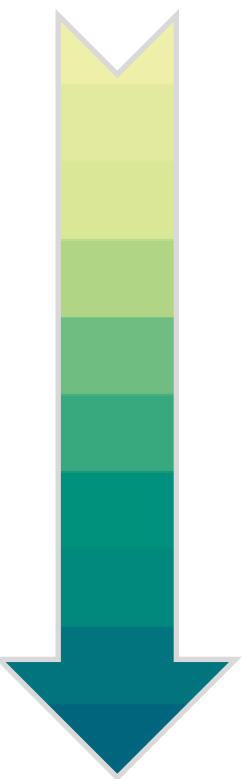
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Workshop Maritime

“Tripartite Agreement”



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- A large, stylized arrow pointing downwards, composed of horizontal segments in shades of green and blue, positioned on the left side of the slide.
1. Which actions listed in the draft text should be prioritised to facilitate the use of biomethane in maritime transport?
 2. How can stakeholders be incentivised to engage in these actions?
 3. What mechanisms such as demand aggregation, long-term offtake agreements, or strategic investment signals can be used to speed up the uptake?
 4. Should (other) tripartite or bilateral agreements be signed to complement the EU-level agreement, e.g. at port level, at country level, at sectoral level?
 5. What should be the role of the Commission: promoting, guaranteeing, supporting, intervening in the agreement?
 6. Could this type of tripartite agreement be considered as a possible model for accelerating the development of other technologies, fuels, or value chains?

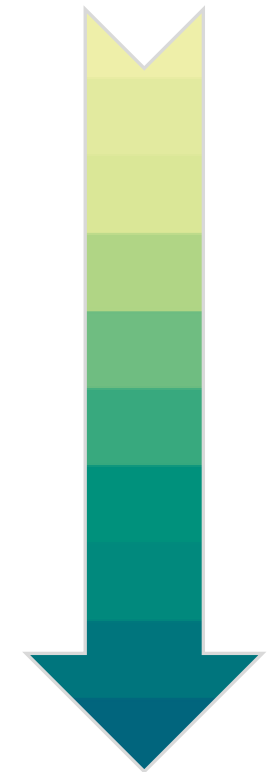
Takeaways

Workshop Maritime “Tripartite Agreement”



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- Member States are a core actor for boosting the production of bio methane. In the meantime, they are also encouraged to implement relevant EU policies.
- Take advantage of the short-term mature initiatives including supply and demand aggregation, and work in parallel towards action of development of new renewable fuels.
- Facilitate harmonization across Member States also through quick deployment of Union database.



FUEL PRODUCERS

Mapping RLCFs – Intelligence, Transition & Strategy

[JENKINS]

Benoit DECOURT, CEO & Co -founder – ELYSE ENERGY

David CHOUQUET, Senior Advocacy Manager – TotalEnergies

Alessandro BARTELLONI, Director – FUELSEUROPE & Vice-Chair of the RLCF Alliance

Workshop Fuel Producers

“Mapping RLCFs - Intelligence, Transition & Strategy”



Benoit DECOURT
CEO & Co-founder
ELYSE ENERGY



David CHOUQUET
Senior Advocacy Manager
TOTALENERGIES



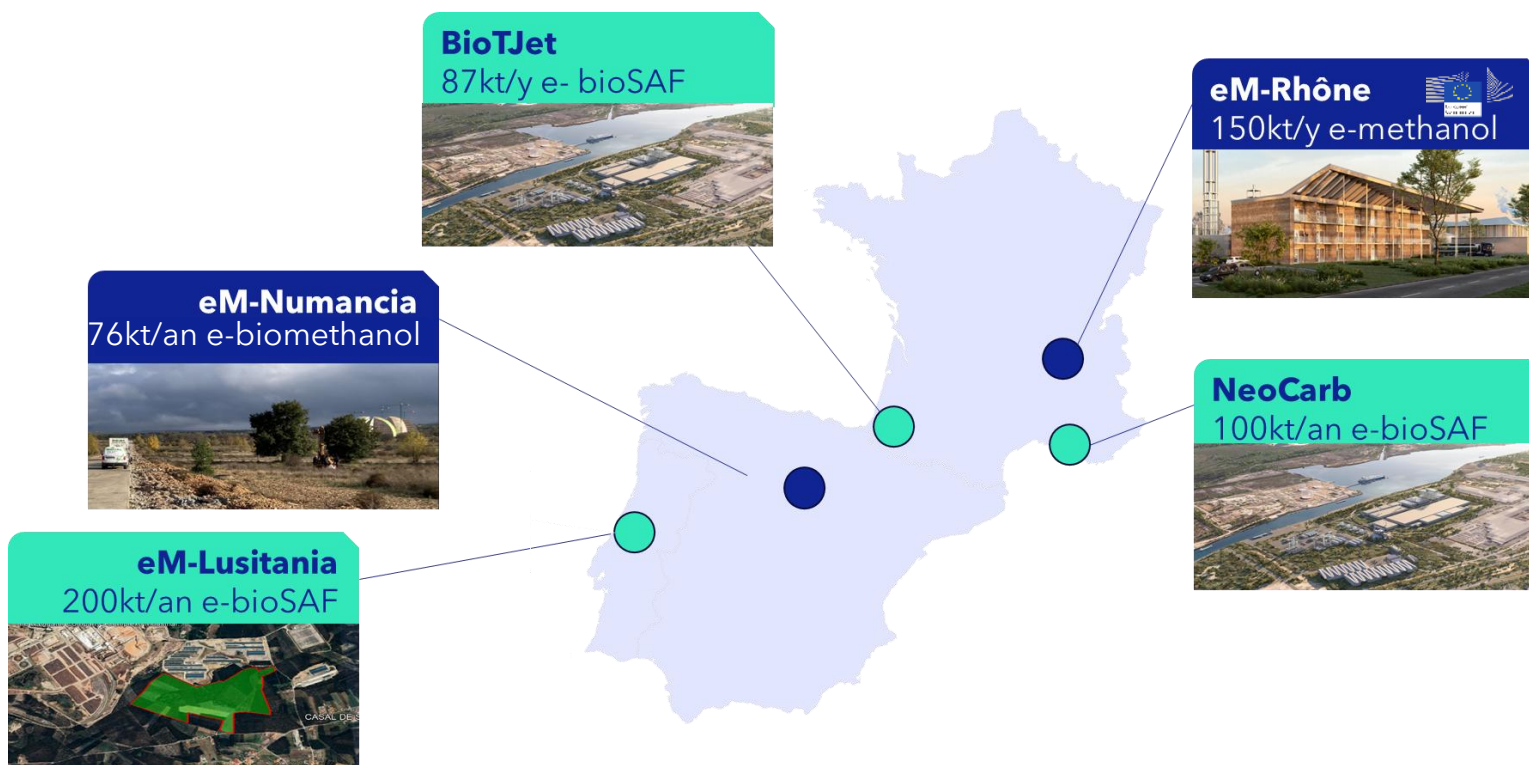
Alessandro BARTELLONI
Director
FUELSEUROPE
*Vice-Chair of the P&MG of the
RLCF Alliance (fuel producers)*





Elyse Energy

An independent RLCF European producer

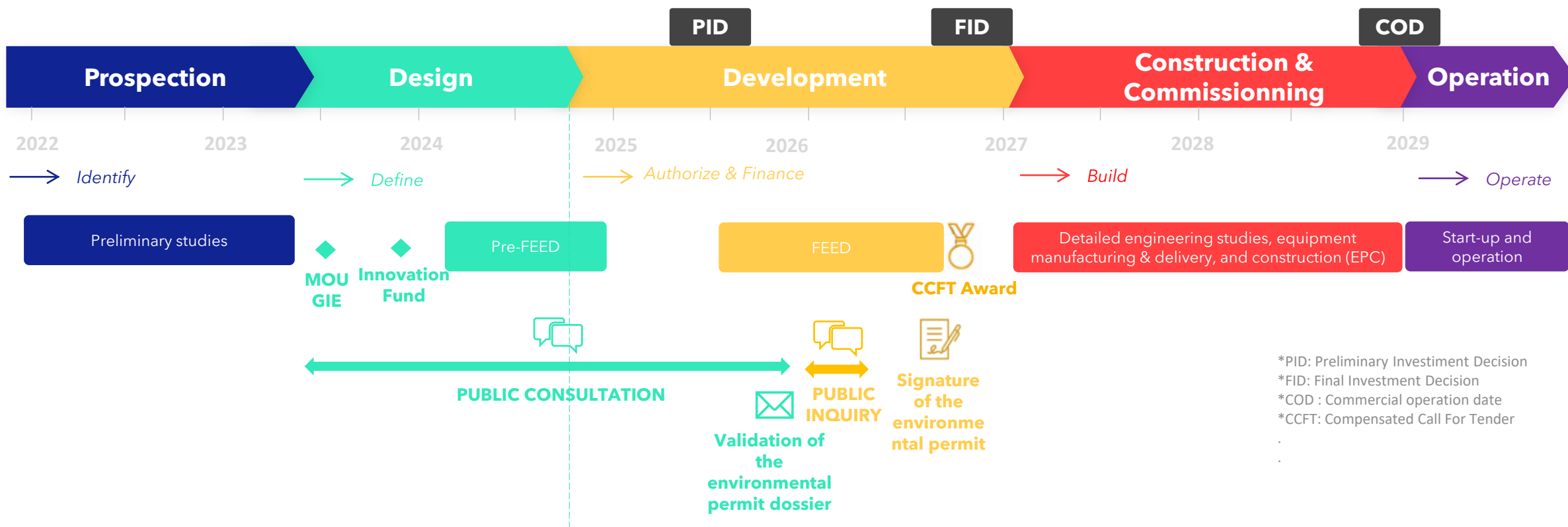


- Founded 2020 to provide RLCF for hard-to-abate energy sector
- « Develop, build & operate » integrated model
- Focus on methanol & SAF for shipping & aviation
- 93 employees in France, Spain & Portugal
- €344m raised in private & public financing with support from Innovation Fund for eM-Rhône & EHB-IDAE for eM-Numancia



What it takes to deliver a RLCF project

Illustration with eM-Rhône project



	Production		CO₂		Power		Job creation
	150kt/year		213kt/y		240 MW		350



Prerequisite to FID

Crowd in private capital to support emergence of EU industry

Project Finance Prerequisites

FEEDSTOCK

OFFTAKE

PERMITTING

INDUSTRIAL SET-UP

Enabling Policy Measures

Securing a long-term, multiannual framework for Indirect Cost Compensation beyond 2030

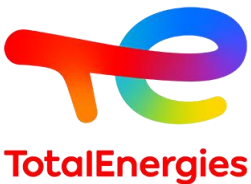
Promoting a European preference, particularly for dual-use civil and defence application

Ensuring effective transposition, long-term visibility & implementation of RED III with a fit-for-purpose regulatory design

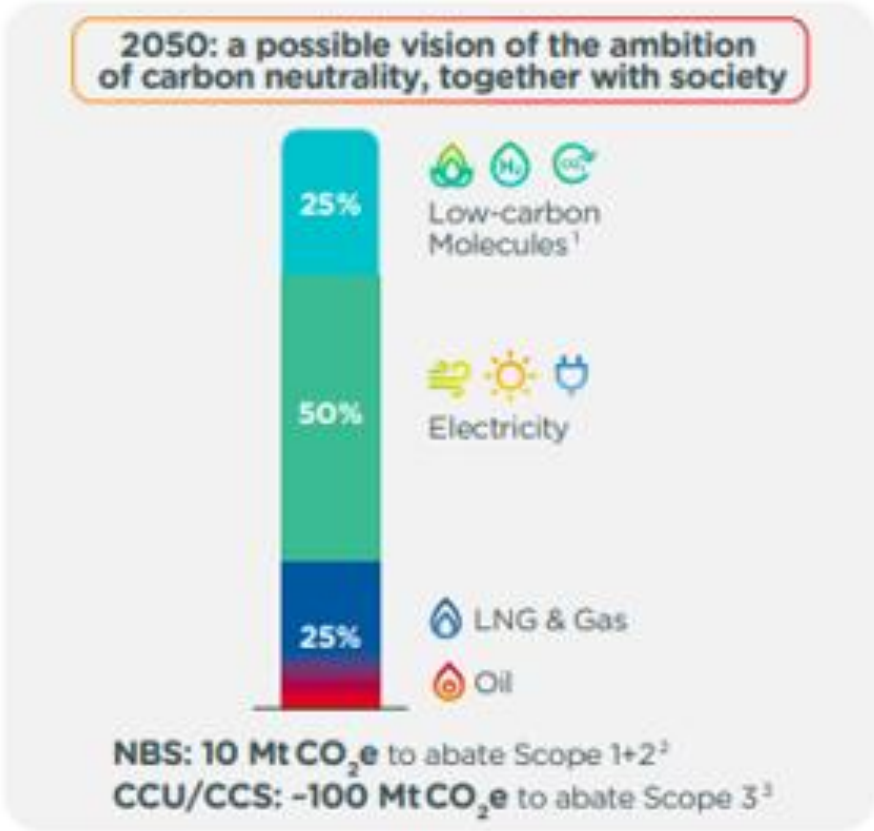
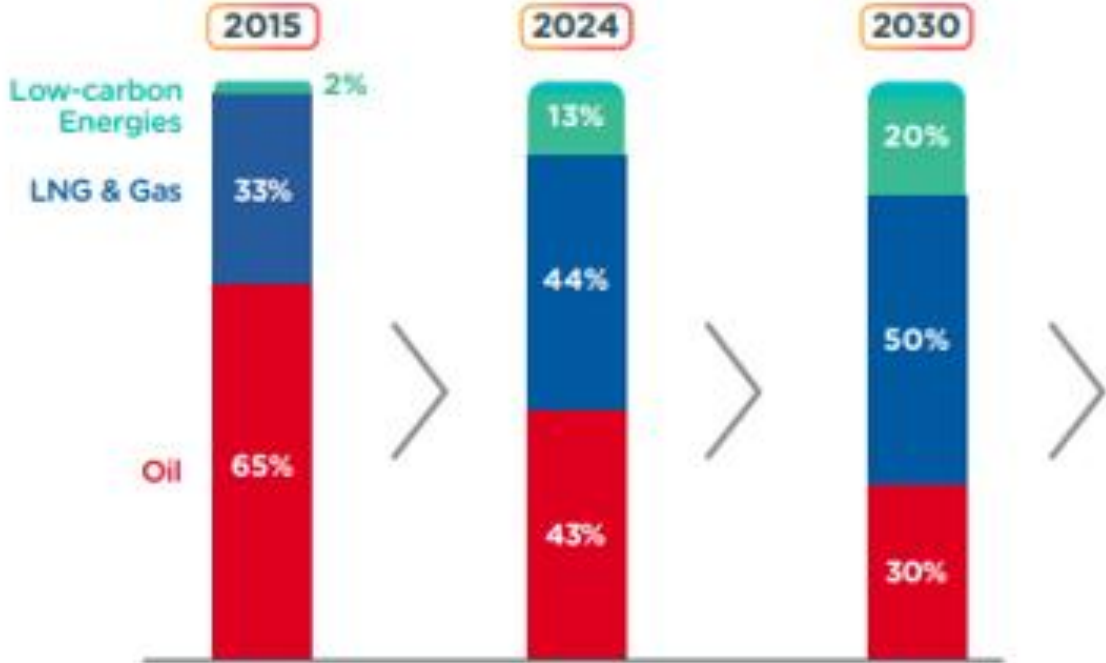
Ensuring robust implementation and further strengthening of ReFuelEU Aviation & STIP (inc. full inclusion of advanced biofuel)

Establishing a guarantee mechanism to de-risk residual exposure and mobilise private capital (e.g. through EIB-backed instruments)

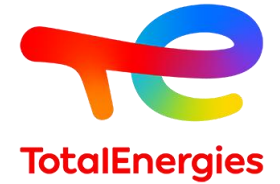
Our Ambition of Carbon Neutrality by 2050, Together With Society



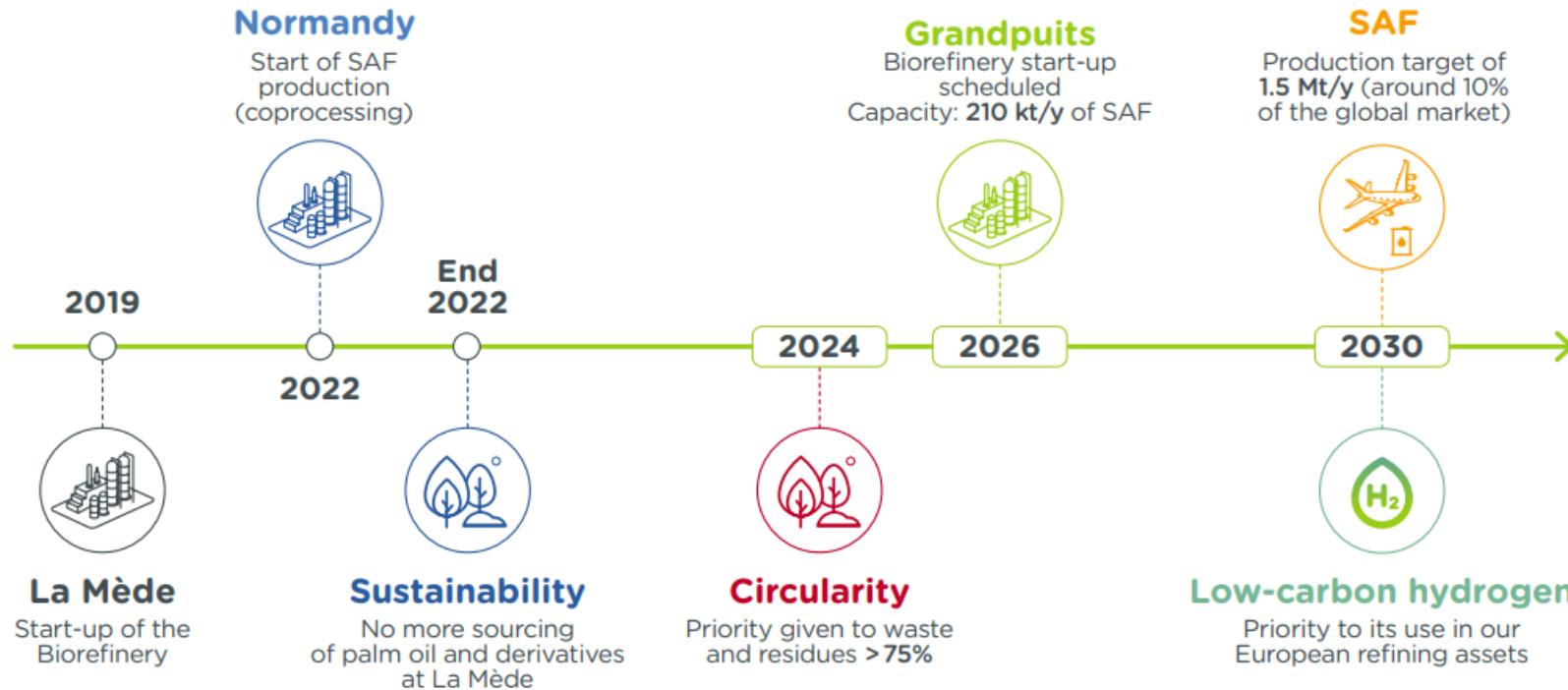
TotalEnergies' sales mix



New Low-Carbon Energies



TRANSFORMING OUR INDUSTRIAL SITES
TO PRODUCE LOW-CARBON ENERGY



Among these biofuels, TotalEnergies favors the production of Sustainable Aviation Fuel (SAF) to decarbonize the aviation industry. To avoid conflicts of land usage, TotalEnergies is developing solutions based on primarily food industry waste and residues (used oils, animal fats). As of 2024, the Company increases the share of circular feedstocks to more than 75% to produce biofuels.

Biogas

Biogas, produced from the decomposition of organic waste, is a renewable gas. Injected into gas networks in the form of biomethane, it contributes to the partial decarbonization of natural gas uses.

TotalEnergies' gross production capacity continued to increase in 2024, reaching 1.2 TWh/year eq. of biomethane. The Company now intends to pursue its development through growth, mainly in Europe and the United States. ■

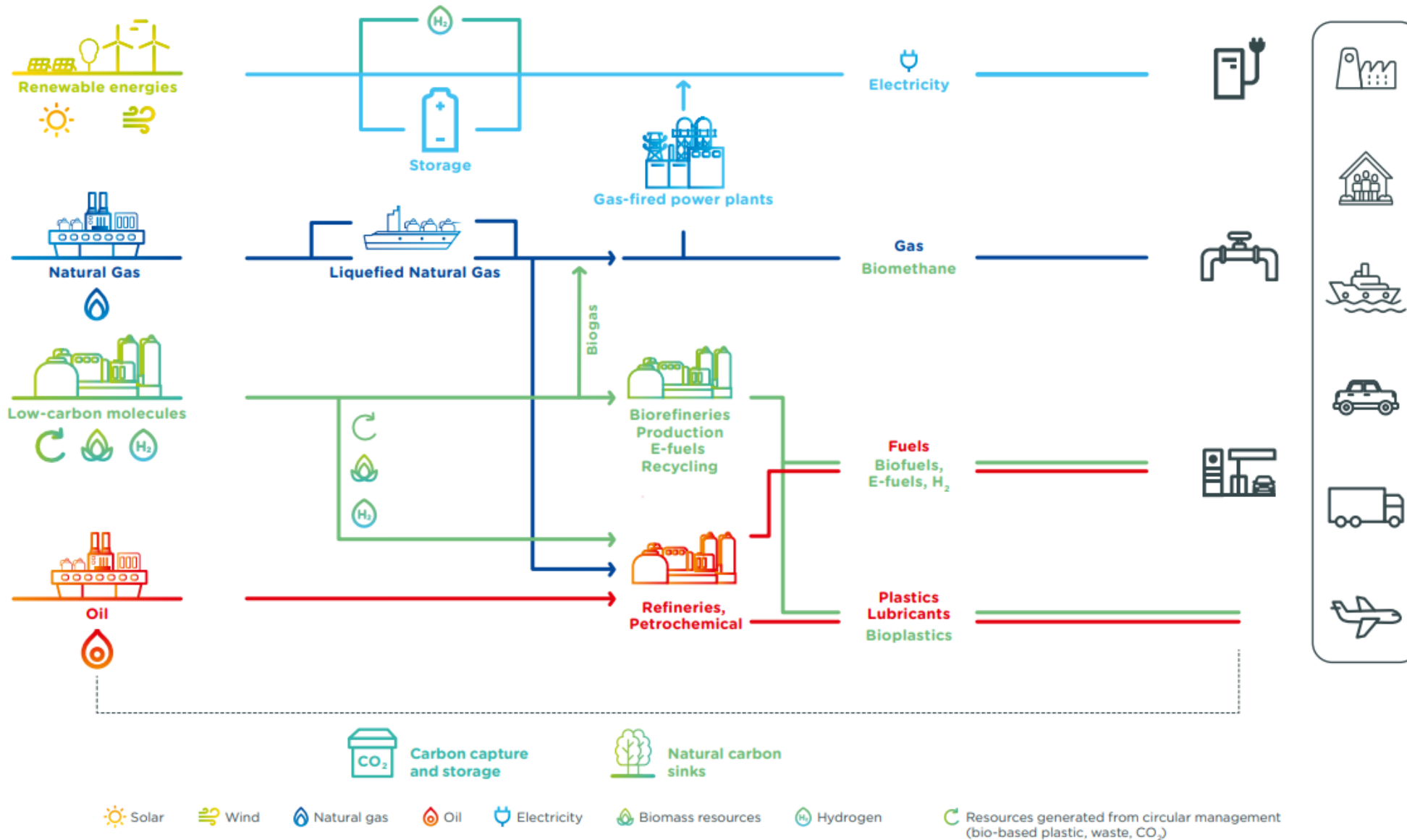
1. According to the European Directive 2018/2001 named RED II.

The energy transition also requires the development of low-carbon energy based on the conversion of biomass and waste, the use of renewable hydrogen, notably for refining or the production of synthetic molecules (e-fuels) combining hydrogen with CO₂ as a raw material. We are thus developing these new energies: biofuels, biogas, renewable hydrogen and synthetic fuels.

Biofuels

Today, biofuels emit over their life cycle more than 50% less CO₂ than their fossil fuel equivalents¹, making them a partial decarbonization pathway for liquid fuels. While demand is emerging quickly, which should lead towards a high-margin market, access to feedstocks (plants, residues, sugar, etc.) remains a barrier to growth.

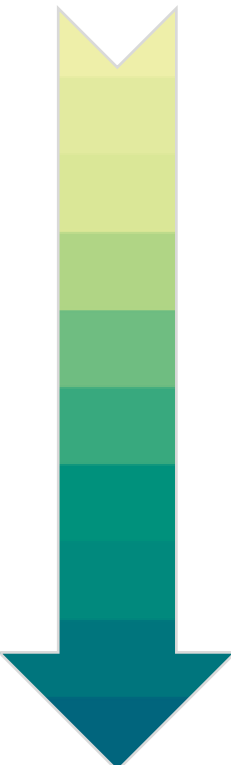
TotalEnergies : multiple pathways



Workshop Fuel Producers

“Mapping RLCFs - Intelligence, Transition & Strategy”



- 
- A large, stylized arrow pointing downwards, composed of horizontal segments in shades of green and blue, positioned on the left side of the slide.
1. What concrete measures would improve the business case for producing renewable and low-carbon fuels in Europe rather than outside the EU —considering factors such as CAPEX/OPEX, access to finance, permitting timelines, long-term demand certainty, and regulatory risk?
 2. Could dual use of the fuels demand (i.e. civilian and military fuels) strengthen bankability, or does it add regulatory and operational complexity?
 3. What key data improvements would enhance effective fuel mapping for renewable and low-carbon fuels in the maritime and aviation sectors?
 4. How can we ensure that aviation and maritime decarbonisation pathways develop in a coherent and mutually supportive way, rather than in parallel silos?
 5. Beyond mapping, how can the Alliance more directly support project development and scaling-up, for example through coordination, visibility of pipelines, stakeholder engagement, or facilitating access to financing and offtake opportunities?

Takeaways

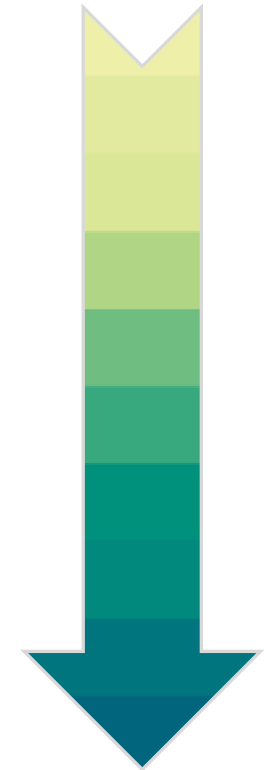
Workshop Fuel Producers

“Mapping RLCFs - Intelligence, Transition & Strategy”



RLCF
Alliance

- The industrial pipeline for RLCFs in Europe is real and expanding across aviation and maritime. Scaling up in the continent now depends on regulatory predictability, infrastructure readiness, improved access to finance, and a technology-neutral framework. To evaluate the opportunity of support measures based on EU preference and on the conversion of existing manufacturing facilities.
- RLCFs are not only climate tools, they are strategic assets for Europe's competitiveness, energy security, defense and industrial resilience. A holistic approach across fuel applications is essential.
- Decarbonising aviation and maritime requires access to sustainable feedstocks, adequate EU testing capacity and recognition of the significant energy needs of RLCF production. A robust mapping exercise will be key to monitor progress and guide action.



AVIATION

One year of ReFuelEU - lessons learned from the field

[DE GASPERI]

Eddy LIEGEOIS, Head of Unit Aviation Policy – DG MOVE

Joonas LAUKIA, Sustainable Aviation Officer – EASA

Nathalie STUBLER, Chief Sustainability Officer – SAFRAN & Vice-Chair of the RLCF Alliance

Workshop Aviation

“One year of ReFuelEU - lessons learned from the field”



Eddy LIEGEOIS
*Head of Unit Aviation
Policy*
DG MOVE



Joonas LAUKIA
*Sustainable Aviation
Officer*
EASA



Nathalie STUBLER
Chief Sustainability Officer
SAFRAN
*Vice-Chair of the P&MG of the
RLCF Alliance (aviation)*

Aviation Workshop: One year of ReFuelEU Aviation – Lessons from the Field

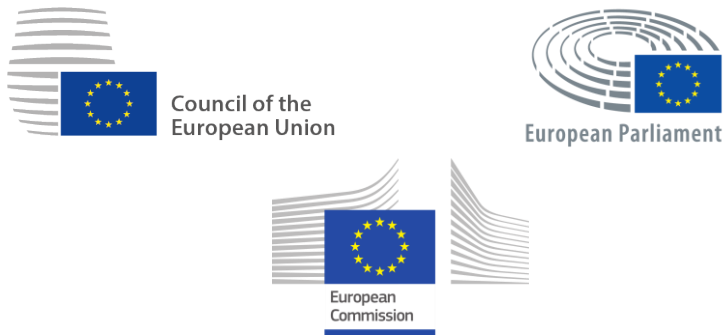
RLCF Value Chain Industrial Alliance
4th General Assembly

26 February 2026

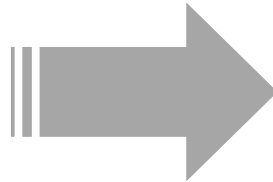
Working for quieter and cleaner aviation.

Your safety is our mission.

EASA Remits Under ReFuelEU Aviation



The ReFuelEU Aviation Regulation includes **new mandates for the EASA.**



Mandates

Art.8

Monitoring and reporting tool for Aircraft Operators of the fuel uplift and SAF usage, and associated emission reductions in the Union airports

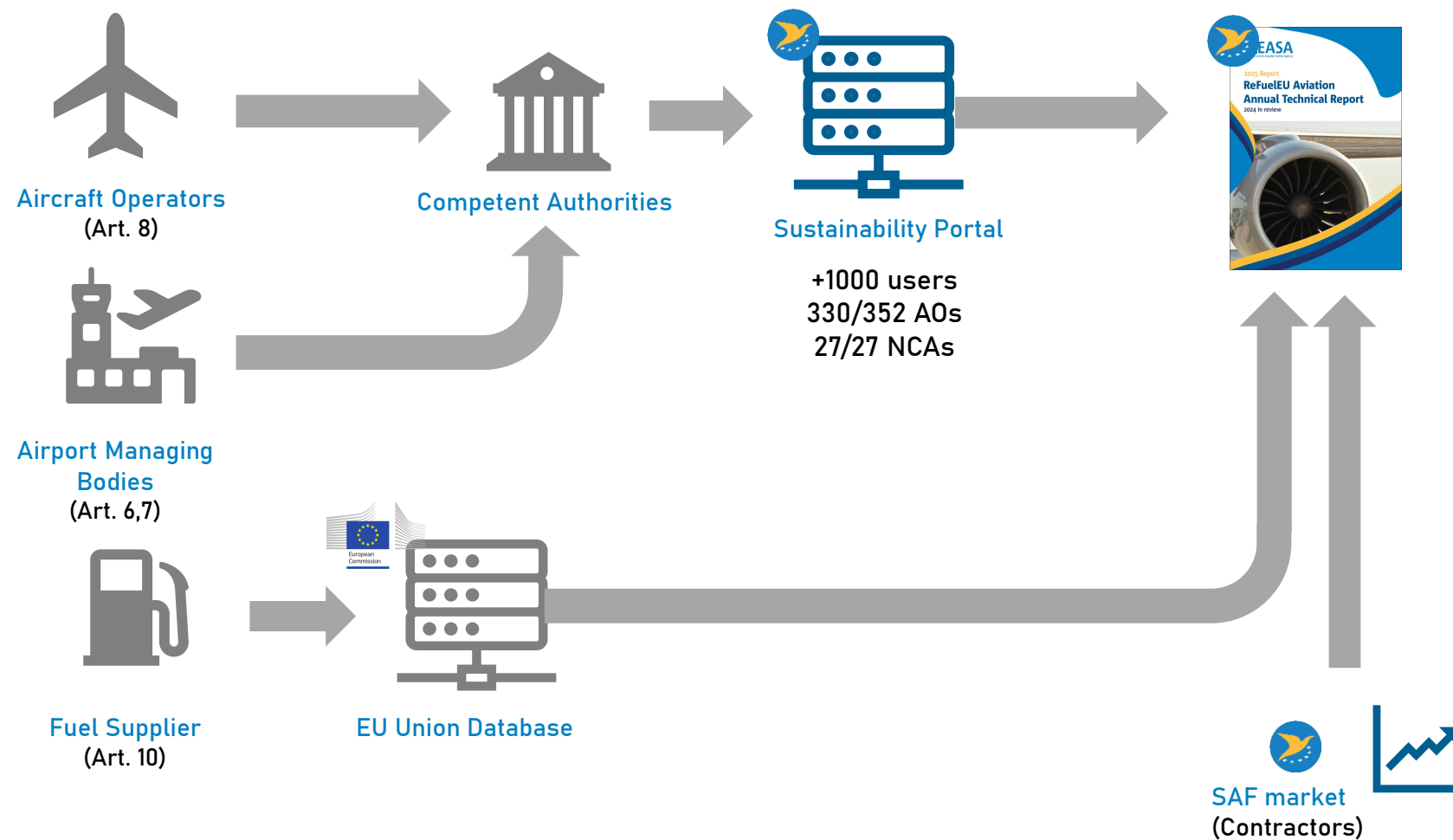
Art.13

Publication of an **annual report** stating the regulation compliance status, the SAF and fuel supplied, characteristics and other relevant information

Art.14

Implementation of a voluntary **environmental labelling scheme**

Annual Technical Report

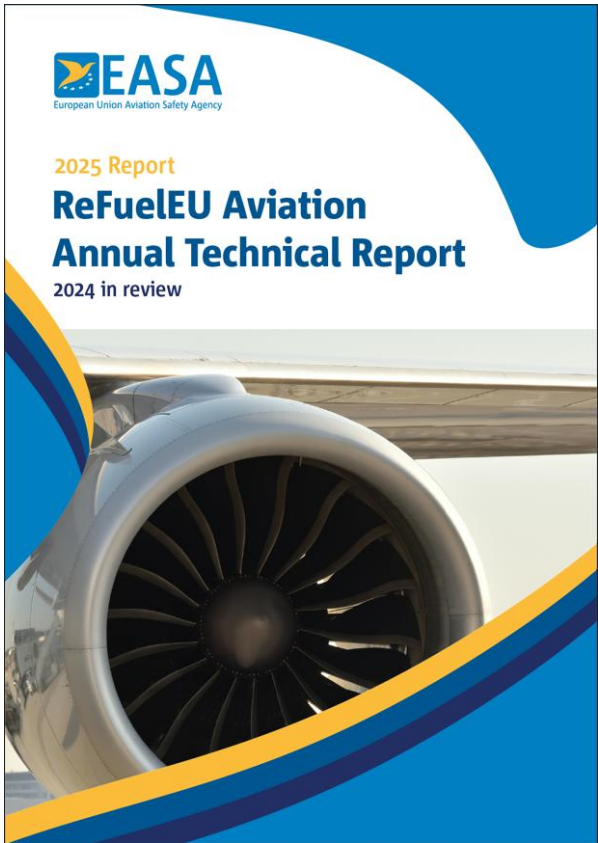


1st Edition of the Report published on 22 October 2025 – Reporting on 2024 data

Annual Technical Report

Fuel Suppliers

- The first year of RFEUA implementation saw a **67% compliance rate with the aviation fuel supplier** reporting obligation, with **83 out of 123 obligated fuel suppliers submitting reports**



192.7 kt of SAF supplied by reporting aviation fuel suppliers

Aviation fuel

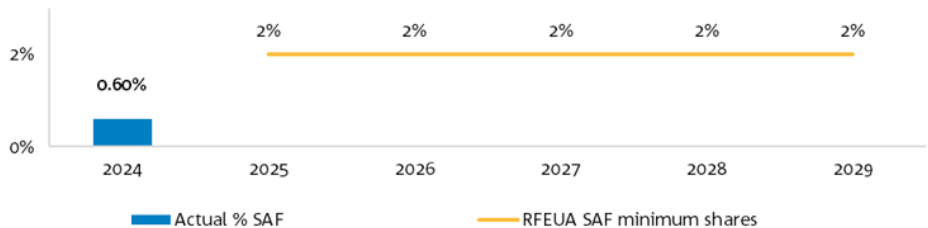
32.1 Mt

SAF

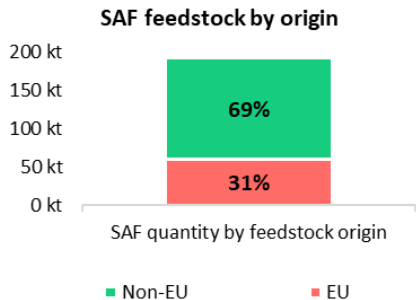
192.7 kt
0.60% of supplied fuel

0.60% of supplied aviation fuel was SAF

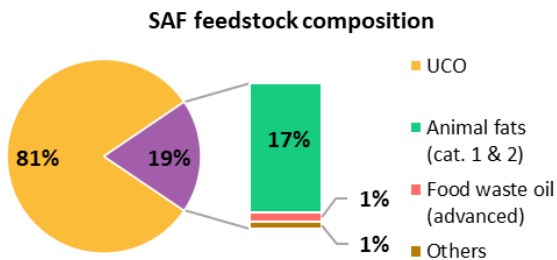
Historical SAF supplied vs aviation fuel supply (%)



69% of SAF supplied came from feedstock originating outside the European Union



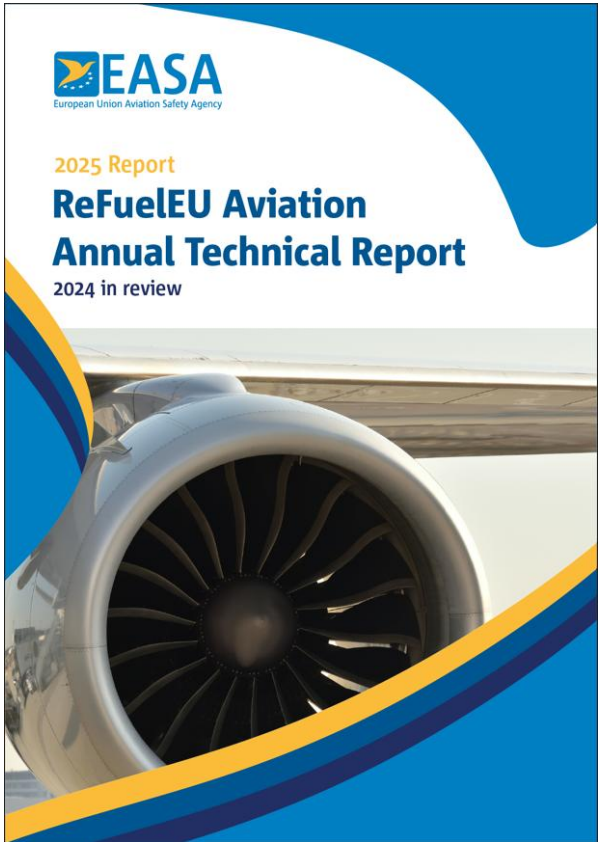
81% of SAF supplied was made from used cooking oil



Annual Technical Report

Aircraft operators

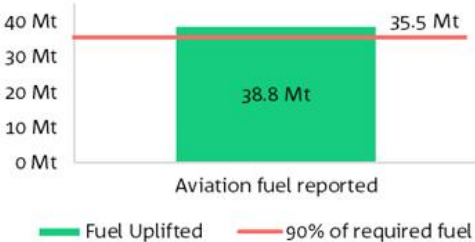
- The first year of RFEUA implementation saw a **74% compliance rate** with the aircraft operator **reporting obligation**, with 262 out of 351 aircraft operators submitting reports that were accepted by the NCAs



38.8 Mt of aviation fuel uplifted by RFEUA aircraft operators

In 61% of Union airports the yearly uplift was above the 90% threshold

2024 fuel uplifted vs required fuel



61%
87 out of 143
Union airports

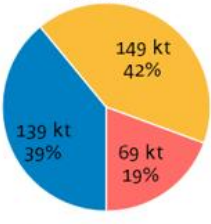
357.6 kt of SAF purchased by aircraft operators

81% of SAF reported was claimed in an MBM scheme

96.5% of SAF purchased is aviation biofuel

SAF
357.6 kt

SAF claim by MBM scheme

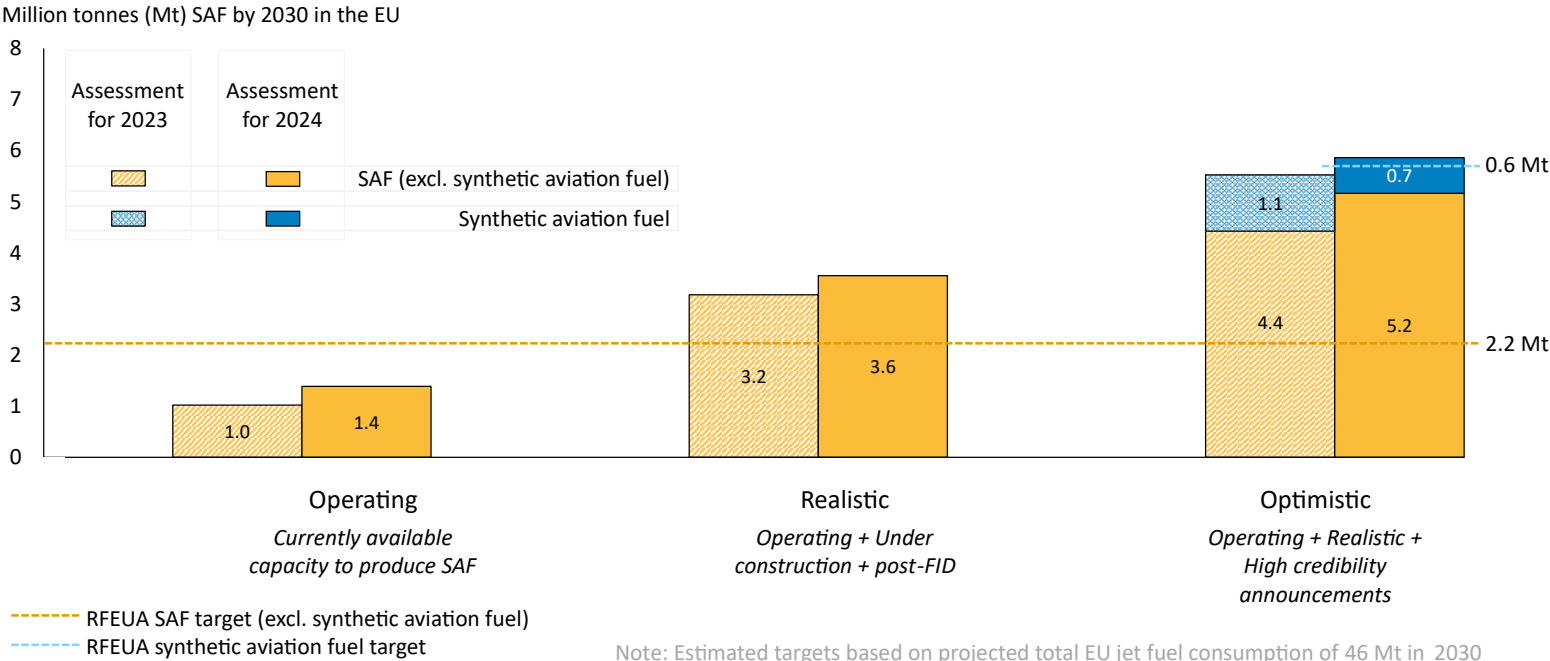
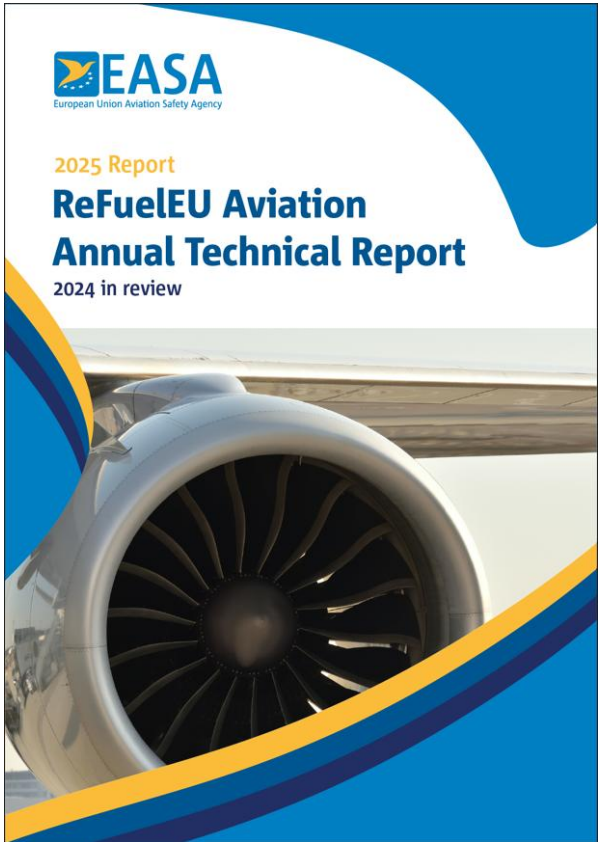


RFEUA eligible category	Fuel quantity	Share
Aviation biofuels	345.1 kt	96.5%
Other aviation biofuels	2.2 kt	1%
Advanced aviation biofuels	0.6 kt	0.2%
Not categorised	9.8 kt	2.7%

Annual Technical Report

Production Assessment

- EASA’s assessment of SAF production capacities in the EU **revealed a notable increase in the number of EU Member States hosting SAF production activity**, rising from 12 in 2023 to 17 in 2024.
- SAF production capacities are projected*** to be sufficient to meet the minimum SAF shares (excluding synthetic aviation fuels) defined under RFEUA by 2030



Note: Estimated targets based on projected total EU jet fuel consumption of 46 Mt in 2030

*Projection designed before STIP ; Does not consider recent developments, e.g. e-SAF coalition

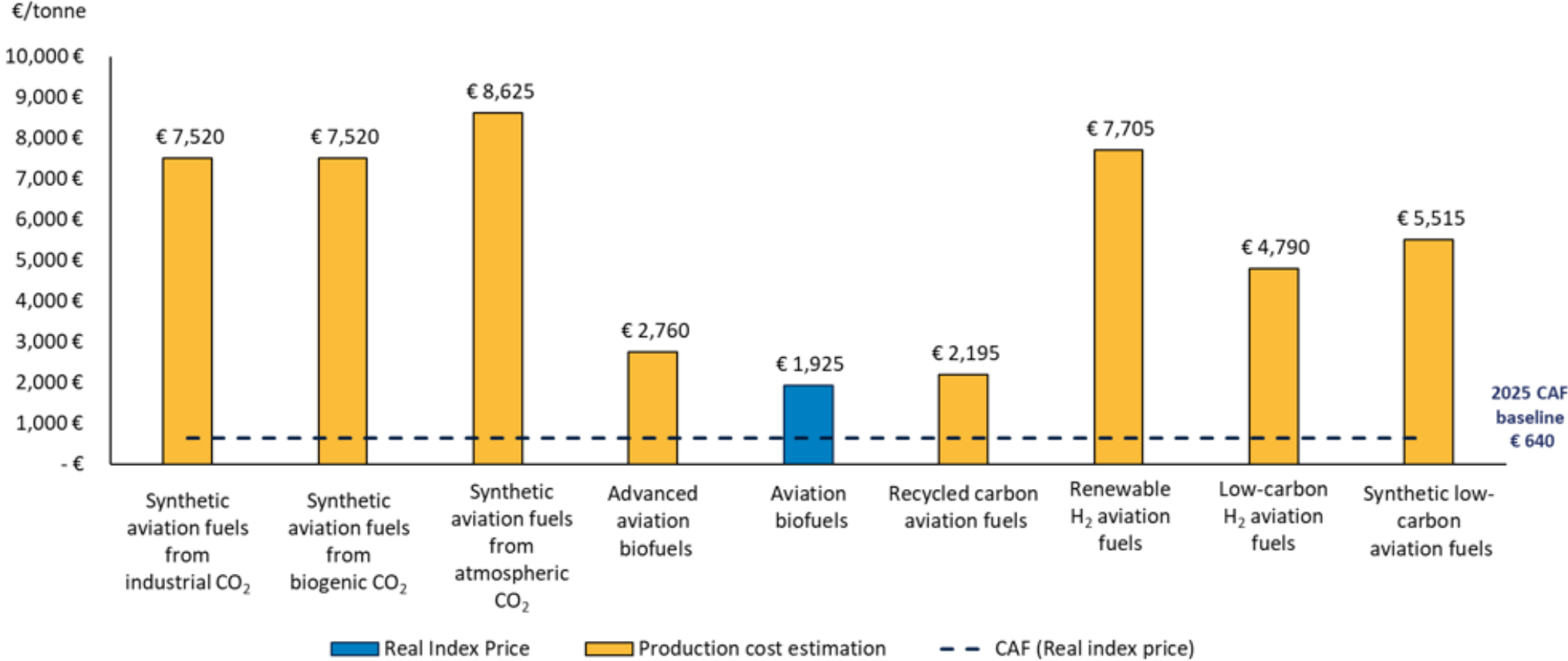
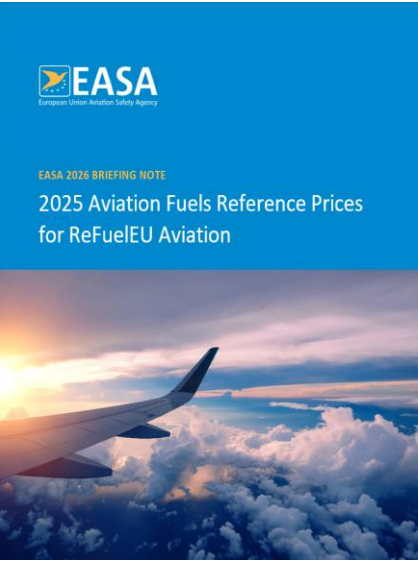
Key Messages

- 
1. **EASA plays an important role in** (1) monitoring compliance with obligations and (2) analyzing the development of the SAF market.
 2. **192.7kt of SAF (0.6% of the total supplied fuel)** was reported to have been supplied in 2024 at airports in the Union.
 3. **SAF production capacities are projected to be sufficient to meet the minimum SAF shares until 2030.**
 4. **2026 Annual Technical Report to be published in Q3/2026.**

ReFuelEUA: Reference Price Briefing 2025

Published on 26 February 2026 (= today!)

► Figure 1: 2025 average prices per RFEUA aviation fuels subcategory



Thank you!

Working for quieter and cleaner aviation.

Your safety is our mission.

easa.europa.eu/connect

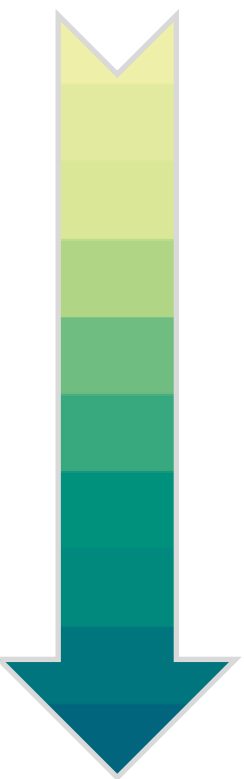


An Agency of the European Union 

Workshop Aviation

“One year of ReFuelEU - lessons learned from the field”



- 
- A large, stylized arrow pointing downwards, composed of horizontal segments in shades of green and blue, located on the left side of the slide.
1. Where do we stand with SAF other than HEFA, notably advanced bioSAF (produced from forest & agriculture residues and waste, municipal solid waste) and eSAF? In your view, what will be the main obstacles for the ramp-up in 2026? What can be done to encourage the use of SAF beyond the mandated demand?
 2. There have been extensive discussions about ramping up eSAF as part of the STIP, let's focus on advanced bioSAF. What measures could help the emergence and deployment of advanced biofuels as well as increase diversity of supply (EU energy resilience)?
 3. One of the recurring points of our discussions is the price of SAF. Based on the latest assessment from EASA based on 2024 data, what is your own assessment of the evolution of SAF prices in 2025? Do you see significant differences between the bulk SAF price (so called neat SAF) and the one delivered to airlines? Why is this so – which risks stay with fuel suppliers, and which ones are being passed on to airlines? What could reduce the price of SAF in the next years?

Takeaways

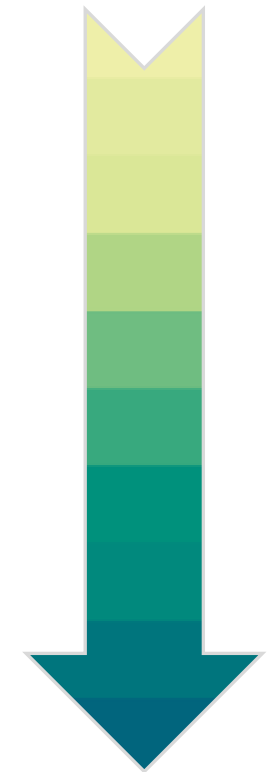
Workshop Aviation

“One year of ReFuelEU - lessons learned from the field”



RLCF
Alliance

- Necessity to assess the specificities of the voluntary market, incl. intermediation Scope 1 and 3.
- More flexibility on Refuel EU Aviation implementation and simplification: traceability of SAF, geography, end-year certification, EUDB, POC.
- Increase transparency on SAF price needed.
- Specific incentives for advanced biofuels (UK like?).



Programme



10:15 - 10:30	Opening Remarks Introducing the Sustainable Transport Investment Plan (STIP)
10:30 - 11:30	High-Level Panel Implementing STIP: Challenges and Opportunities
11:30 - 11:45	<i>Networking Break</i>
11:45 - 13:00	Collaborative Workshops (break-out rooms) Finance Maritime Aviation Fuel Producers
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14:00 - 14:45	Innovative Pathways Showcasing RLCF projects
14:45 - 15:15	Fuelling Investments Outlooks by Vice-Chairs of the P&MG
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15:45 - 16:15	Presentation of the RLCF Alliance Labelling Scheme
16:15 - 16:45	Updates on Taskforces
16:45 - 17:00	Closing Remarks

Project promoters are present in the venue throughout the day, offering participants the opportunity to connect, exchange and learn more about ongoing RLCF projects.

Innovative Pathways:

Showcasing concrete examples of RLCF projects



Pablo GARCIA-SALMONES
*Director of Hydrogen &
Power-to-X (P2X)*
RIC ENERGY GROUP



Prasanna KANNAN
*VP Corporate
Development*
ARCADIA EFUELS



Gregory GILIS
SVP EMA
TREE ENERGY SOLUTIONS



"Europe won't achieve strategic autonomy in SAF unless it recognises that first-of-a-kind eSAF projects require long-term regulatory certainty & robust commercial derisking mechanisms, not just short-term subsidies." (Pablo GARCIA-SALMONES)

Do you agree?



"The Union Data Base (UDB) will be a massive success." (Gregory GILIS)

Do you agree?



"Any revision to the ReFuelEU mandates would spell the end of the European eSAF sector." (Prasanna KANNAN)

Do you agree?

Fuelling Investments:

Outlooks by the Vice-Chairs of the P&MG



Nathalie STUBLER

Chief Sustainability Officer

SAFRAN

*Vice-Chair of the P&MG of the
RLCF Alliance (aviation)*



Davide CUCINO

*SVP European Union &
NATO Affairs*

FINCANTIERI

*Vice-Chair of the P&MG of the
RLCF Alliance (maritime)*



Alessandro BARTELLONI

Director

FUELSEUROPE

*Vice-Chair of the P&MG of the
RLCF Alliance (fuel producers)*



Dimitrios KOUFOS

*Head of Sustainable Business,
Industry, Agri & Commerce*

EBRD

*Vice-Chair of the P&MG of the RLCF
Alliance (finance)*

Presentation of the RLCF Alliance Labelling Scheme



Maarten VAN HAUTE
*Corporate Renewable Fuels &
Feedstock Expert*
**KUWAIT PETROLEUM
INTERNATIONAL**
Taskforce's Chair

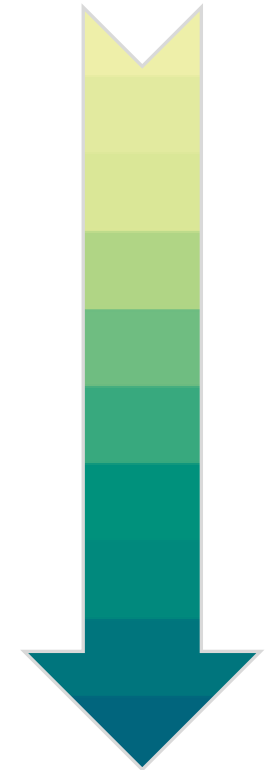
Objective of the Label



- Create a credible, objective and transparent framework that allows labelled **projects to stand out** as having demonstrated EU added value and able to produce RLCF at scale by 2030 towards 2035.

- **Goal**

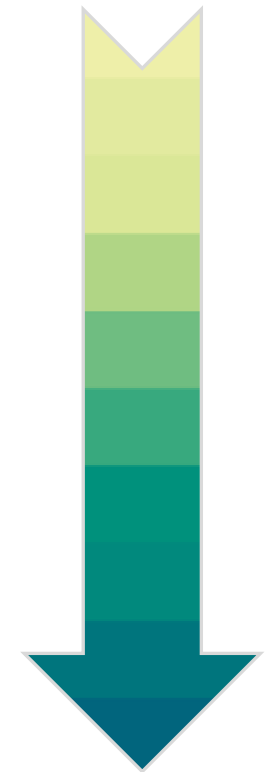
- ☒ Labelling the most mature, credible and with high EU added value projects
- ☒ Based on information provided by the project promoter
- ☒ Label granted by the RLCF Alliance
- ☒ Should be measurable and easy
- ☒ Cannot pre-empt EU funding



Added value of the Label



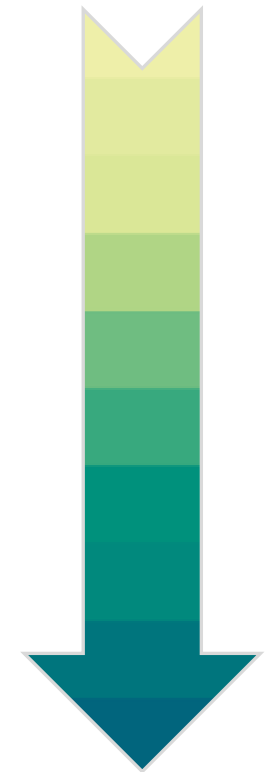
- Greater **visibility** in view of accelerating and scaling up RLCF production
- Raise the **exposure** and public profile of projects to demonstrate their **attractiveness, maturity** and **EU added value**
- RLCF Label should facilitate project promoters to attract **investors** and **off takers**
- Become usefull reference for **policy makers**
- **Complementary** to existing other labels like e.g. Project of National Interest Portugal, Net Zero Strategic projects, STEP Seal (Strategic Technologies for Europe Platform)... and **focused on RLCF**



How the Label creates exposure



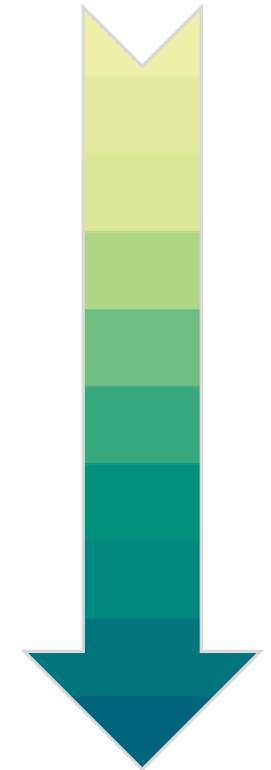
- **Publication** on dedicated webpage for labelled projects, “stamped” with existing RLCF Alliance logo.
- Introduction to RLCF Members and policy makers in **RLCF organized webinars, matchmaking events** and/or at **RLCF General Assembly**
- Featuring in the **RLCF Newsletter**.
- Use the **logo of the RLCF Alliance** on their own communication material.
- **Letter of acknowledgement** by the RLCF Alliance.
- Connection with the **European Investment Bank** (if accepted by submitter) to navigate **project development advisory**.



Eligibility criteria for the Label



- **Place of production** and supply market → Located in the EU or controlled by an EU entity
- Fuels must be **eligible** to ReFuelEU Aviation, Fuel EU Maritime, RED
- **Production plot** must be secured
- Necessary **permit** requests should be at least submitted
- Project **TRL 7** or higher
- Development stage of project → **preFEED finalized**
- **Feedstock** must be secured (i.e. minimum non-binding agreement/HoT/MoU)
- Project **Financing Plan** available



How to apply for the Label



→ Projects are required to fill in online questionnaire at RLCF Alliance website ←

Governance

- TF labelling assesses of information submitted by the project owner
- P&MG endorses the assessments and grants the label

Specific conditions

- Only members of RLCF Alliance can apply
- TF labelling composition still to be finetuned

To Do:

Disclaimer

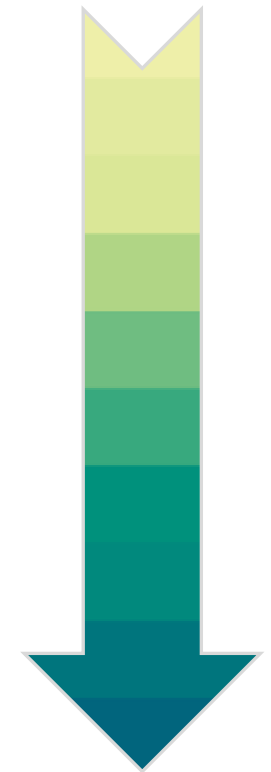
The label is granted based on agreed framework and criteria designed by experts of the RLCF Alliance. This label does not substitute any additional expertise, due diligence, subsidy or financing request, etc. for other organizations, nor does it represent the views of the EC. Application to the label does not guarantee that the project will receive the label.

A screenshot of the RLCF Alliance online questionnaire form, tilted at an angle. The form is titled "Public Information" and includes sections for "Project General Characteristics", "What category of renewable and low-carbon fuel are you expected to produce?", "What type of fuel are you expected to produce", "What is your project targeted fuel capacity?", "What is the sector of application of the project", and "Provide a short description of your project". The form contains various input fields, checkboxes, and a dropdown menu.

Next steps



- **Q1 2026** → Finetuning governance & TF label team composition
- **Q2 2026** → Opening of platform & invitation to participate
- **Q1 2027** → Evaluation of first year and experience sharing at GA





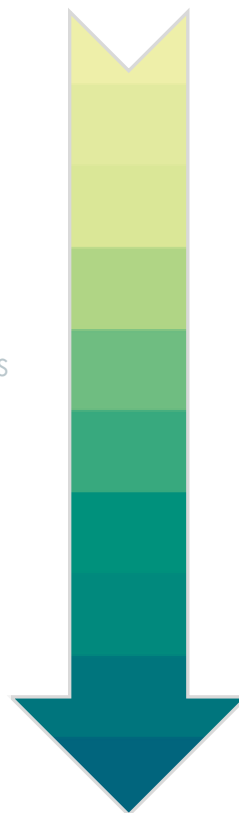
Audience Q&A

 The Slido app must be installed on every computer you're presenting from

Programme



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Updates of taskforces

Taskforce Financing



Theodore TALBOT
Head of Economics,
MAERSK MCKINNEY CENTER
FOR ZERO CARBON
SHIPPING
Taskforce's Co-Chair



Eunice RIBEIRO
Senior Public Affairs Director
STX GROUP
Taskforce's Co-Chair

Action Statement



“The Task Force will design a small number of high impact financial instruments or solutions to enhance project bankability that are feasible and can be implemented effectively and quickly by the European Commission or member states”

Co-Chairs:

Theodore Talbot

Head of Economics, Maersk McKinney Center for Zero Carbon Shipping
theodore.talbot@zerocarbonshipping.com

Eunice Ribeiro

Senior Public Affairs Director, STX Group
eunice.ribeiro@stxgroup.com

Task Force Membership



45 organisations representing all sectors of the Alliance (producers, financial institutions- public and private, manufacturers, end user, public institutions, finance institute, research centres, etc.)

Secretariat/ Overall coordination



European Commission | **Mobility and Transport**

Chairs

Theodore Talbot & Eunice Ribeiro



Mærsk Mc-Kinney Møller Center
for Zero Carbon Shipping



Members



Observers



European Investment Bank

Work Streams



Discussion on proposed work streams

- a) **Review and assessment of relevant national approaches** supporting the financing of renewable and low-carbon fuels projects (e.g. SAF state aid scheme in Denmark, double auctioning mechanism in Germany and Netherlands, CarbAero in France, etc.) and **identify factors** that have proven to be successful.
- b) **Develop concrete and actionable proposals for financing mechanisms** and blended funding models. The proposals will include an evaluation of the impact and investment leverage of each mechanism notably on de-risking investment and ensuring project bankability.
- c) **Support the design of schemes for a possible intermediary financing mechanism at EU level** (supply and demand), in particular for an **EU-wide double-sided auction mechanism** for eSAF and eSMF (including responsible entity for the intermediary mechanism, possible financing sources, use of revenues to de-risk the market, etc.).
- d) **Blueprints for State aid support schemes**, contracts, auction mechanisms, addressing the needs of industry, investors, and Member State authorities based notably on Member States experience.

Priority to provide harmonized industry viewpoint to shape the **Multannual Financing Framework (MFF) 2028 - 2034**



European Commission | Mobility and Transport

Timeline



Kick off

Align on priorities for influencing / input
Initial discussion of key instruments

January 28

Refine instruments

List of priority support instruments to scale up low-emission fuels

February 17

In-person meeting

Finalize list of preferred support mechanisms
Start work on design and policy messaging

February 25

Further meetings, as needed

Date(s) to be determined



Objective clarified:

Enhance project bankability through durable risk reduction and long-term certainty, not purely return maximisation.

Instruments Under Active Consideration

Primary focus:

- Double-Sided Auction
- Contract for Difference

Complementary layers discussed:

- Credit/performance guarantees
- FOAK/innovation support

Core Design Conditions under identification

Any mechanism must:

- Provide 10–20 year revenue visibility
- Address counterparty & credit risk
- Integrate with existing RLC fuel value chains
- Ensure regulatory stability & eligibility clarity
- Be geographically balanced (cohesion-aware)
- Be deployable rapidly ($\leq 2027/28$)
- Emphasize congruence with the MFF

Updates of taskforces

Taskforce Mapping



Gauthier BLANGEZ
Head of SAF Intelligence
ATOBA ENERGY
Taskforce's Chair

Task Force Membership



Gauthier BLANGEZ
ATOBA ENERGY
Chair



Nina DIETRICH
CENA HESSEN



Diane DEFRENNE
ENGIE



Lorenzo ROSSI
ENI



Dina BACOVSKY
ETIP BIOENERGY



**Claudia ROMPINEVE
SORBELLO**
FUELSEUROPE



Martin WRAY
LIQUID GAS EUROPE



Lorenzo GANDOLA
MET DEVELOPMENT SPA



Ryszard KSIĄŻEK
ORLEN S.A.



Pablo MOLINA
RIC ENERGY HOLDINGS S.L



Sophie CHITTIM
ROLLS-ROYCE PLC.



Nicolas JEULAND
SAFRAN



Agnes THORNTON
SFS IRELAND



Karen BEULLENS
TREE ENERGY SOLUTIONS
(TES-H2)



Yang ZHANG
YARA CLEAN AMMONIA



Sandra BRONSVOORT
ZERO 44 GMBH

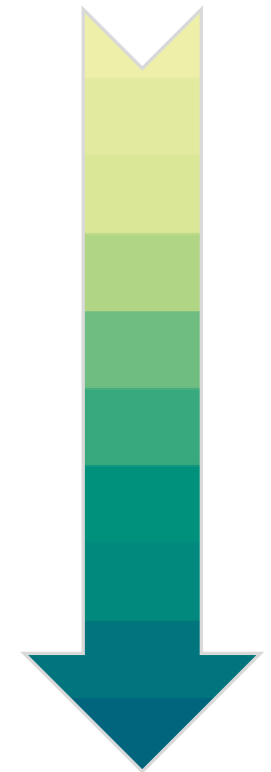
Overview



- **Delivery** late Q2 2026

- **Package delivered**

- Mapping methodology guidebook – Q2
- Interactive map to be published on the RLCF website – late Q2
- “In a nutshell” report - early Q3



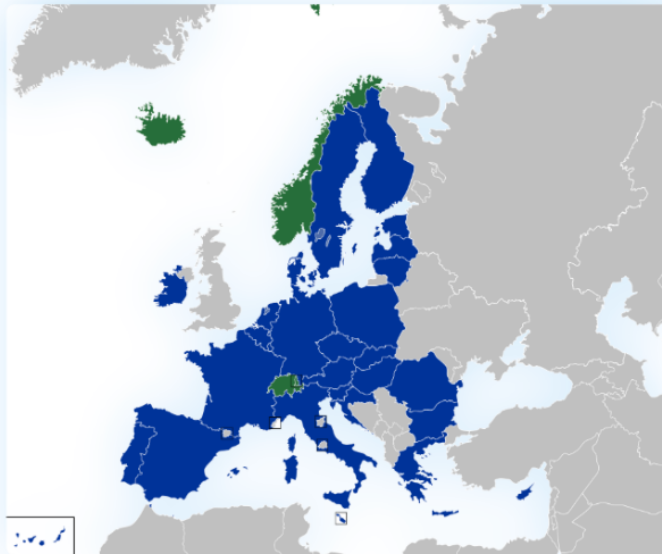
Overview



OBJECTIVE

Providing a database which is a **public referential** at the EU level for deciders to keep track of the RLCF market evolution on the **European territory**.

GEOGRAPHIC SCOPE



EEA + EFTA

- EEA
- EEA OMR
- EEA Overseas
- +
- Norway
- Iceland
- Switzerland
- Lichtenstein

TECHNOLOGIC SCOPE



AVIATION

ASTM 7566 annexes
+
MtJ



MARITIME

To be confirmed

Data sources



NOTE

All data entries must include a specified source to ensure traceability and credibility.
Only authorized sources may be used, including public sources and private sources not subject to user agreements or NDAs.

IDENTIFIED SOURCES



+ National initiatives

Institutions



Taskforce



Independent organizations



BUREAU
FRANÇAIS
des e-fuels



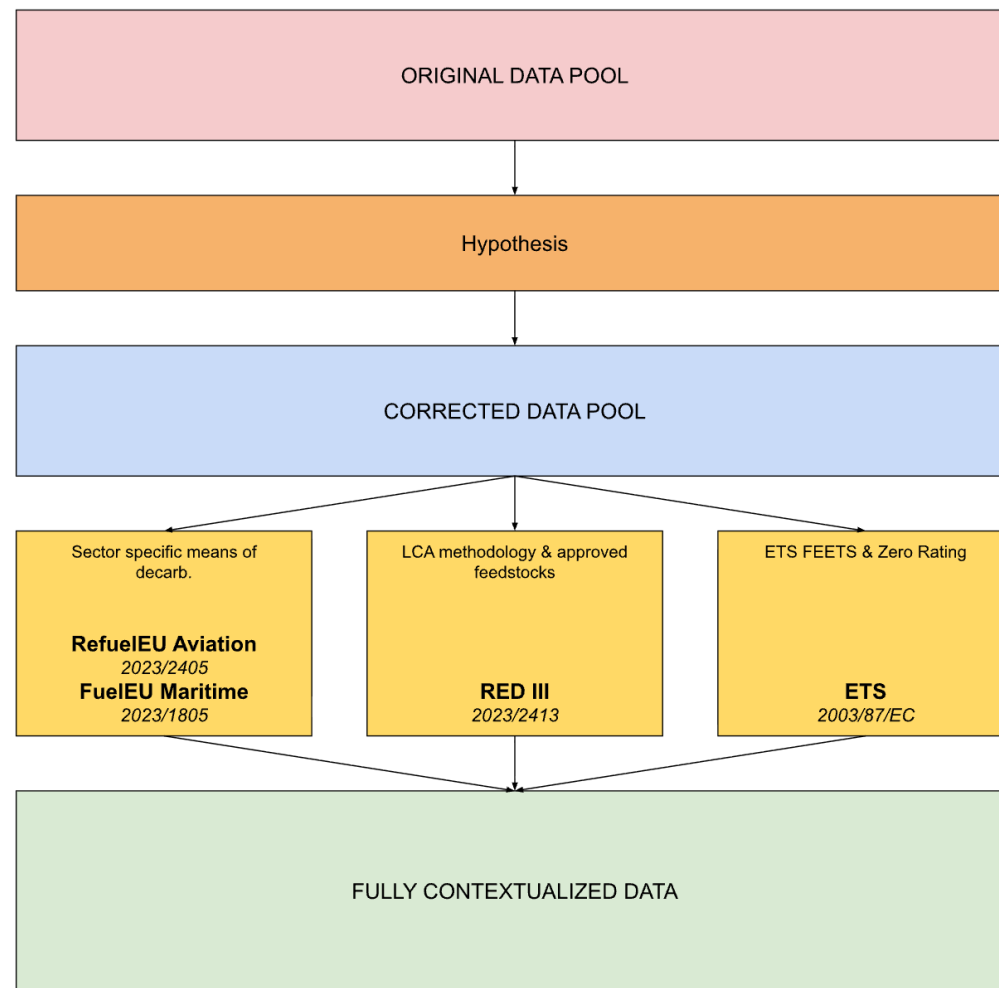
ELECTRIC
NATURAL GAS
COALITION



+ Others

Private sector

Data Funnel

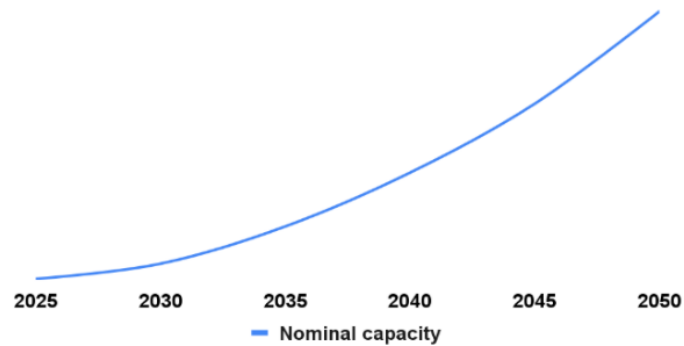


Data Funnel



Data **acquisition**

Raw data



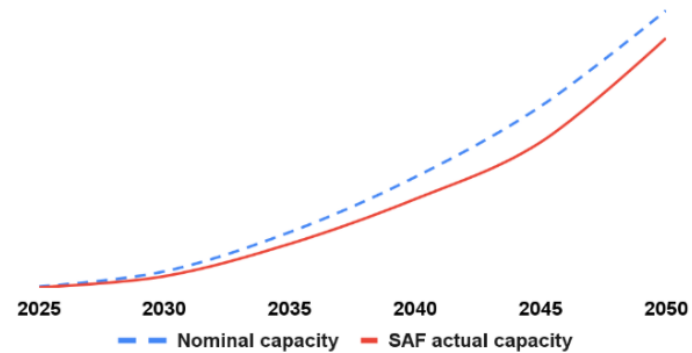
What is the biofuel capacity overall ?

Is the data reliable ?

Is the regulation efficient ?

Data **refinement**

Augmented data



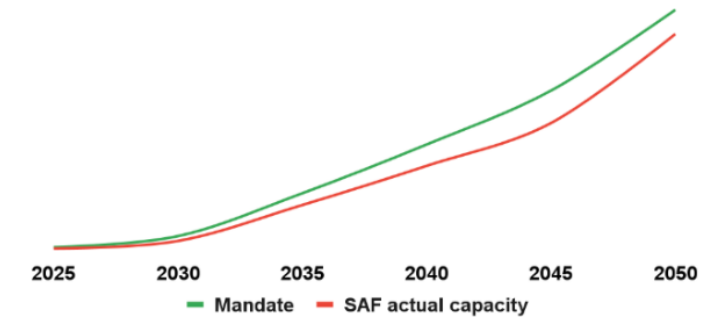
What is the biofuel capacity overall ?

Is the data reliable ?

Is the regulation efficient ?

Data as a **product**

Contextualised data



What is the biofuel capacity overall ?

Is the data reliable ?

Are we on track ?

Updates of taskforces

Taskforce Infrastructure



Maria URHEIM
Business Developer
NORSK E-FUEL AS
Taskforce's Chair

Mandate and Work Plan



Objective:

Provide an assessment of infrastructure requirements for large-scale deployment of renewable and low-carbon fuels (RLCFs) across the EU, focusing on critical demand nodes, ports and airports.

Scope:

- Mapping of existing and emerging infrastructure.
- Gap analysis, with an overview of the gap between existing infrastructure and the capacity required for 2030 and 2040.
- Analysis of investment landscape and funding pathways to ensure the infrastructure is fit for purpose.

Structure

- 26 members representing airports, maritime and inland ports, fuel producers, fuel offtakers and public authorities.
- Three meetings held so far (September – December 2025)



Mandate and Work Plan



Phase 1: Infrastructure mapping and feedstock logistics (Q4 2025 – Q2 2026)

Map all existing and planned assets and examine the mobility of feedstocks across the EU.

Phase 2: Assessment of gaps and needs (Q4 2025 – Q3 2026)

Identify where capacity, access, or resilience falls short of projected demand: technical limits, retrofitting potential, permitting hurdles, and supply-chain security. The gap analysis will include the results of phase 1.

Phase 3: Investment & roadmap (Q4 2025 – Q4 2026)

Analyse funding opportunities (EU/national programmes, private finance) and lay out a phased roadmap for closing the gaps and scaling infrastructure through 2030 and beyond. The elaboration of the roadmap will be based on the outcome of previous phases.

Phase 4: Presentation to General Assembly 2026 (Q4 2026)

Based on the results of phase 3, the Chair will present the roadmap to the RLCF General Assembly.

Phase 5: Final report (Q4 2026)

Finalisation of the report, including the results collected during the previous phases and publication in the RLCF Alliance website.

Sectoral Findings and Infrastructure Patterns



Waterborne transport :

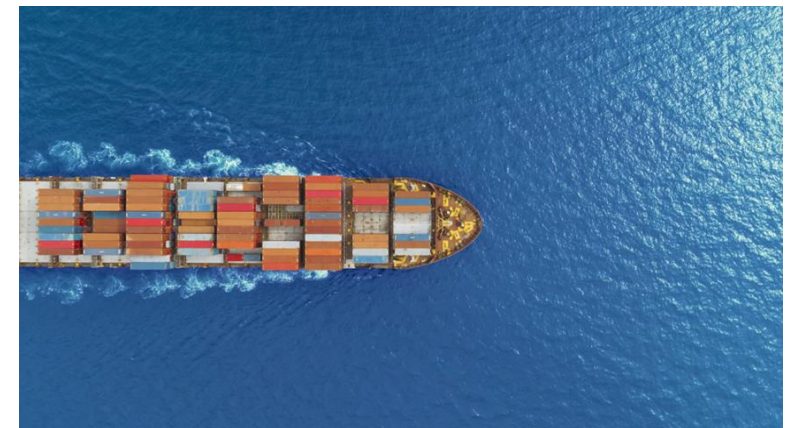
- Ports act primarily as facilitators, not fuel decision makers
- LNG infrastructure is mature and widespread
- Methanol: pilot/early commercial stage
- Hydrogen and ammonia: mostly planned or small-scale demonstrations
- Multi-fuel strategy: strategic flexibility preferred over early fuel lock-in
- Large gateway and industrial ports are better positioned to engage in capital-intensive, upstream fuel infrastructure

Inland waterways:

- 99.9% diesel fleet
- Less regulatory pressure, primarily voluntary commitment to decarbonization
- Slow fleet turnover

Aviation:

- SAF is blended upstream and distributed via existing infrastructure
- No major airport-side infrastructure barriers identified
- Bottlenecks likely related to supply availability and distribution logistics



Possible next steps



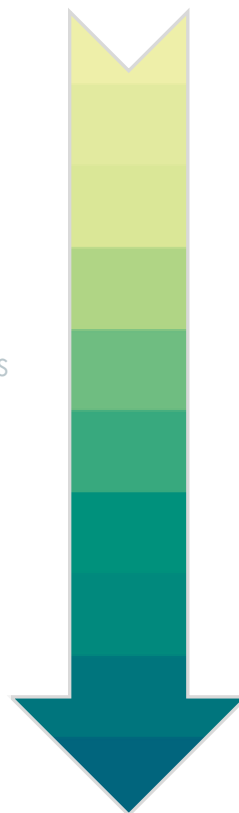
- Consider separate workstreams for ports and airports
- Understand how ports can facilitate the installation of energy providers on their sites
- Deepen supply chain mapping for airports, including bottlenecks



Programme



10:15 - 10:30	Opening Remarks Introducing the Sustainable Transport Investment Plan (STIP)
10:30 - 11:30	High-Level Panel Implementing STIP: Challenges and Opportunities
11:30 - 11:45	<i>Networking Break</i>
11:45 - 13:00	Collaborative Workshops (break-out rooms) Finance Maritime Aviation Fuel Producers
13:00 - 14:00	<i>Networking Lunch</i>



14:00 - 14:45	Innovative Pathways Showcasing RLCF projects
14:45 - 15:15	Fuelling Investments Outlooks by Vice-Chairs of the P&MG
15:45 - 16:15	<i>Networking Break</i>
16:15 - 16:30	Presentation of the RLCF Alliance Labelling Scheme
16:30 - 16:45	Updates on Taskforces
16:45 - 17:00	Closing Remarks

Project promoters are present in the venue throughout the day, offering participants the opportunity to connect, exchange and learn more about ongoing RLCF projects.

Closing Remarks by



Eric VON BRESKA

*Director Investment, Innovative &
Sustainable Transport – DG MOVE*



This was the 4th General Assembly of the RLCF Alliance.

Thank you for your active participation

&

See you on 9 February 2027!