

[REDACTED]

From: [REDACTED] (CAB-VALEAN) [REDACTED]@ec.europa.eu>
Sent: Friday, March 12, 2021 10:00 AM
To: [REDACTED]@total.com
Cc: [REDACTED] (CAB-VALEAN) [REDACTED]@ec.europa.eu>; [REDACTED] (CAB-VALEAN) [REDACTED]@ec.europa.eu>; [REDACTED] (CAB-VALEAN) [REDACTED]@ec.europa.eu>; [REDACTED] (CAB-VALEAN) [REDACTED]@ec.europa.eu>
Subject: RE: Sustainable Aviation Fuels - Joint position of Neste, Eni, Repsol and Total

Dear [REDACTED],

Thank you for your e-mail and your proposal for a debate on the upcoming EU Aviation Fuels Regulation.

M [REDACTED] will be available to have a meeting with M [REDACTED] on the next Tuesday 16 March 2021 during one of the following time-slots:

- From 11h00 to 12H00
- From 15H00 to 16H00

Could you please make me know if the one of the proposed time-slots is suitable for you?

Please don't hesitate to contact me should you need any information.

Kind regards

[REDACTED]
[REDACTED] of Commissioner Vălean Cabinet



European Commission
Cabinet of Commissioner Adina Vălean

[REDACTED]
Rue de la Loi 200
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[REDACTED]@ec.europa.eu



**SUSTAINABLE & SMART
MOBILITY STRATEGY**

From: [REDACTED] [REDACTED]@total.com>

Sent: Thursday, March 11, 2021 5:09 PM

To: [REDACTED] (CAB-VALEAN) [REDACTED]@ec.europa.eu>; [REDACTED]
[REDACTED] (CAB-VALEAN) [REDACTED]@ec.europa.eu>

Subject: FW: Sustainable Aviation Fuels - Joint position of Neste, Eni, Repsol and Total

Dear [REDACTED],

You have received today a joint position of Eni, Neste, Repsol, and Total on the upcoming regulation on aviation fuels. The signatories of this letter are some of the leading European companies involved in reducing CO2 emissions from transport by developing low carbon renewable fuels which will be particularly necessary for decarbonizing the aviation sector.

At Total we have developed far reaching projects to contribute to this goal and we are very closely following the legal framework that is currently set up for making the European Green Deal a reality.

We would like to present to you our projects and discuss the implications of the upcoming EU regulations. We therefore ask you if you kindly would be available in the next two or three weeks for an exchange with [REDACTED], [REDACTED] [REDACTED]
[REDACTED]. (@ [REDACTED] had been with you in the Round Table call of the automotive value chain on March 3).

Please send us your availabilities for a call.

Thank you very much in advance and best regards.

[REDACTED]
[REDACTED] European Public Affairs

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From: [REDACTED] [REDACTED]@total.com> On Behalf Of [REDACTED]

Sent: Thursday, March 11, 2021 11:20 AM

To: [REDACTED]@ec.europa.eu

Subject: Sustainable Aviation Fuels - Joint position of Neste, Eni, Repsol and Total



NESTE



Dear [REDACTED],

As companies active in developing and producing low carbon and renewable fuel solutions to reduce greenhouse gas emissions from the transport sector, we are fully supportive of the European Commission's European Green Deal initiative.

Renewable fuels are already playing a key role in decarbonizing the road transport sector. This is not yet the case in the aviation and the maritime sector. We are therefore strongly welcoming the Commission's intention to propose specific legislation for those sectors. In particular, we support the Commission's intention to introduce minimum blending mandates for sustainable aviation fuels by 2025 through its ReFuelEU Aviation initiative.

We believe that ambitious minimum mandates require production facilities on an industrial scale that can count on secured access to a sufficiently large range of sustainable feedstocks.

We are willing to contribute rapidly to the reduction of emissions from the aviation sector. Our different companies have already invested in installations that will be the only way to produce renewable fuels for the aviation sector in the short term, and further investments to meet the ambition of the Green Deal are already planned.

Currently, the only immediately available technology that can bring solutions at large scale is HEFA (Hydroprocessed esters and fatty acids). Concerning E-fuels or synthetic fuels (RFNBO - Renewable fuels of non-biological origin), they could develop gradually with the build-up of renewable electricity and clean hydrogen production, provided that the EU puts in place the necessary incentives to compensate their much higher production costs.

We are convinced that limiting feedstocks to the current RED II Annex IX only, will make it impossible to reach the necessary decarbonization of aviation.

We therefore urge the Commission to assure the eligibility of a sufficiently large range of RED II compatible feedstocks for aviation fuels, and in particular:

- all sustainable and RED II complying waste & residue (e.g. animal fat Cat3, uncategorized waste animal fats and different waste and residue streams from the food industry in addition to Used Cooking Oil and animal fats Cat1&2), and
- intermediate crops (such as catch crops and cover crops).

Such kind of clarification allows to make the best use of existing and already announced production plants and accelerate the decisions for investments in new production capacities.

We are calling on you to ensure that the growing EU ambition expressed by the Green Deal is accompanied by the necessary regulative framework that will allow the European industry to play its role on the way to make Europe the world's first climate neutral continent.

We are at your disposal for exchanging on these issues.

Best regards,

[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED], Eni	[REDACTED]
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This mail is send to the following recipients:

