



MINISTRY FOR THE ECOLOGICAL  
AND INCLUSIVE TRANSITION

MINISTRY FOR THE ECONOMY  
AND FINANCE

MINISTRY FOR AGRICULTURE  
AND FOOD

## **Call for Expression of Interest related to projects to set up production plants for advanced biofuels suitable for aviation**

### **1 - Background**

The International Civil Aviation Organization (ICAO) is coordinating the climate change mitigation strategy for the international aviation sector. Aviation currently accounts for approximately 2% of global CO<sub>2</sub> emissions and domestic air transport is responsible for 1.1% of France's emissions. A basket of measures has been defined to achieve the international aviation sector's global goal of carbon neutral growth from 2020 onwards. These include improved aircraft energy efficiency, operational improvements to air traffic management, the development and deployment of sustainable aviation fuels and a transitional phase of market-based measures, such as the EU's Emissions Trading System and the Carbon Offsetting and Reduction Scheme for International Aviation (CORSA).

For the aviation sector, the deployment of sustainable aviation fuels will be key to addressing the challenges of climate change and reducing the sector's carbon footprint in the short term. In the current situation, these new fuels play a strategic role in reducing the net emissions of a growing sector that also faces a limited range of alternative energy sources. From a circular economy perspective, some waste can be recycled into aviation biofuels, lowering CO<sub>2</sub> emissions by up to 90% over the entire lifecycle. Some biofuels can be blended to 50% with fossil fuels, achieving significant cuts to emissions.

Operational use of sustainable aviation biofuels is already possible, since the aviation biofuels that have received technical certification to date can be blended with fossil kerosene. However, the cost of aviation biofuels has limited their use around the world and biofuels are still significantly more expensive than fossil fuels. Sustainable aviation biofuels nonetheless have a major role to play in contributing to climate change mitigation and meeting the EU's climate targets in the short term.

Furthermore, the European Union's revised Renewable Energy Directive (EU) 2018/2001, or "RED II", sets a target of 3.5% for advanced biofuels produced from the feedstock listed in Part A of Annex IX as a share of final consumption of energy in the transport sector in 2030. Expanding advanced biofuel production capacity will be critical to meeting this target.

France is in a position to pioneer the deployment of advanced biofuels, and more specifically, sustainable aviation biofuels and can build on its many strengths, including technology readiness, the availability of different classes of resources and the commitment of energy and air transport operators alongside France's public authorities.

This Call for Expression of Interest (EOI) has been launched within the framework of the national roadmap for the deployment of sustainable aviation biofuels released on 27 January 2019 by the French Ministry for the Ecological and Inclusive Transition. The roadmap outlines two targets for the use of biofuels in the short and medium term: 2% in 2025 and 5% in 2030. The long-term target is to replace 50% of conventional fossil fuels with sustainable aviation biofuels in 2050, in line with France's National Low-Carbon Strategy and its commitment to achieving net zero carbon emissions by 2050.

## 2 - Objective

The objective of this Call for Expression of Interest (EOI) is to identify second-generation biofuel production plant investment projects that are currently being considered by economic actors, in particular investment projects focusing on aviation biofuel production plants.

Following the assessment of submissions, the selected projects will be supported to ensure a successful investment outcome. On the basis of submissions, the conditions required to set up production plants will be assessed and, where necessary, support measures will be defined to guarantee the emergence of a stable, long-term market.

## 3 - Eligibility

The Call for Expression of Interest is open to any legal entity acting as a project owner and seeking to invest individually or jointly in advanced biofuel production for the aviation sector in France.

Eligible parties include:

- Aviation biofuel users seeking to invest (or invest jointly) in a plant for their own use
- Companies investing in a facility and seeking to sell advanced biofuels suitable for aviation to one or several industrial users
- Consortiums seeking to invest jointly in an advanced biofuel production plant

The project may also include other parties, e.g. local and regional authorities, organisations, cooperatives, industry hubs, resource companies and airport operators, contributing to the project's implementation and success.

## 4 - Closing date for submissions of expressions of interest

The closing date for submissions is 30 June 2020 at 6:00 pm.

All responses to the Expression of Interest must be submitted electronically to [ami-biocarburants.dge@finances.gouv.fr](mailto:ami-biocarburants.dge@finances.gouv.fr) prior to the closing date. The date and time of email receipt will serve as proof of submission.

During the Expression of Interest process, any questions can be sent to [ami-biocarburants.dge@finances.gouv.fr](mailto:ami-biocarburants.dge@finances.gouv.fr).

The submission (in French) must be clear and concise and include the following:

- An overview of the project under consideration:
  - o A description of the production technology pathway: no production technology will be ruled out provided aviation biofuels can be developed as part of the ecological and energy transition and they are competitive to produce.
  - o A description of the specific types of feedstock: aviation biofuels should mainly be produced from the feedstock listed in Annex IX of the Renewable Energy Directive (EU) 2018/2001, in particular Part A of Annex IX. Other feedstock includes residues that can be converted to produce bio-isobutene. Synthetic fuels produced from renewable energy sources or using carbon capture technology are another option.
  - o A description of the type of project: new production plant, all or part of an existing plant repurposed for biofuel production, or any links with existing first-generation biofuel production plants allowing for shared use of some stages in the conversion process. A production plant may also produce biofuels for different sectors (aviation, etc.).
  - o A description of production targets.
  - o A description of the aviation component of the project.

- A project schedule, including the intended investment decision date and production start date. Production could start in the next two or three years.
- An outline of the business model.
- An outline of the resources involved and the amount of the required investment.
- An outline of the financing and the intended business plan.
- An outline of the most appropriate government support measures.
- An analysis of the conditions for the project's success or associated risks.