

March 2, 2022

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Catalyzing a Voluntary Market to Scale Sustainable Aviation Fuel (SAF)

*SpeedNews Commercial Aviation Suppliers
Conference*

Voluntary Greenhouse Gas Frameworks have provided key tools



NGO Leaders



Role

Greenhouse Gas Accounting Framework



NGO Leaders



Role

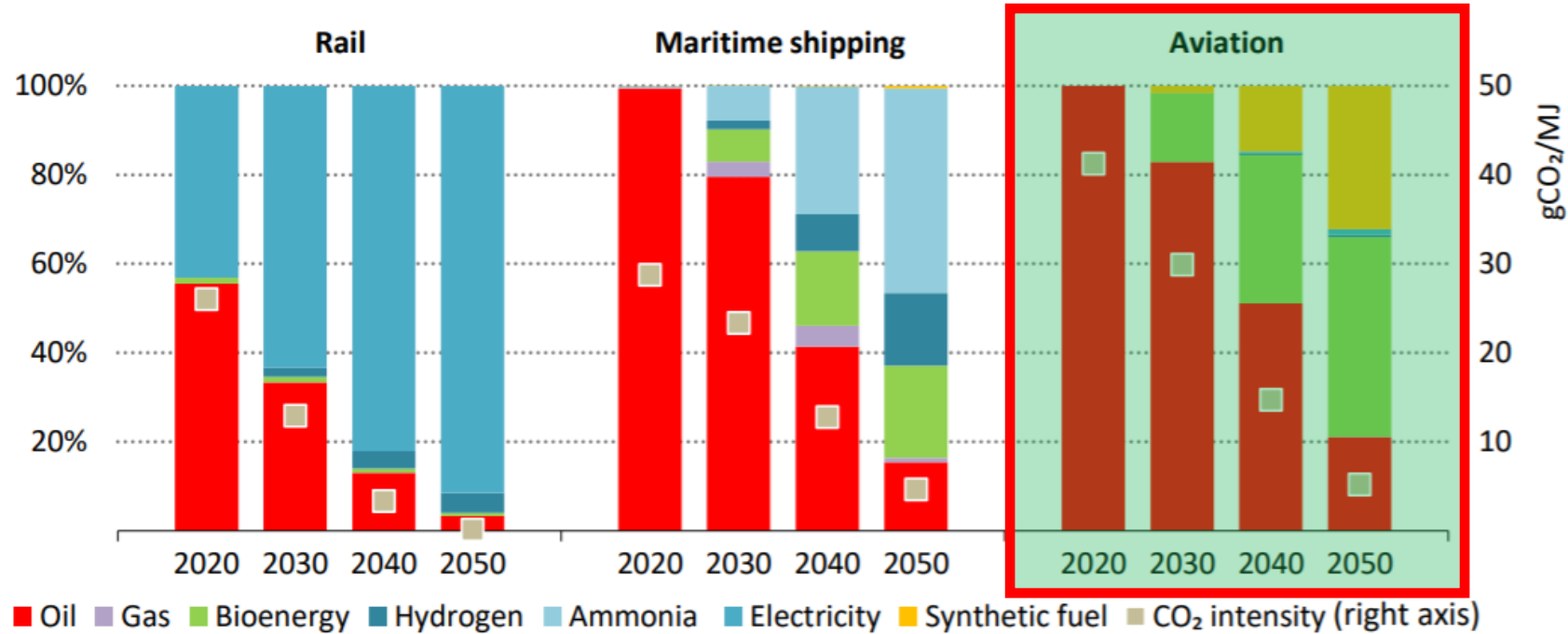
Framework for firms to demonstrate alignment with keeping Global warming below 1.5C



United Nations Global Compact



IEA Net-Zero for 2050 still requires 20% fossil-based jet fuel

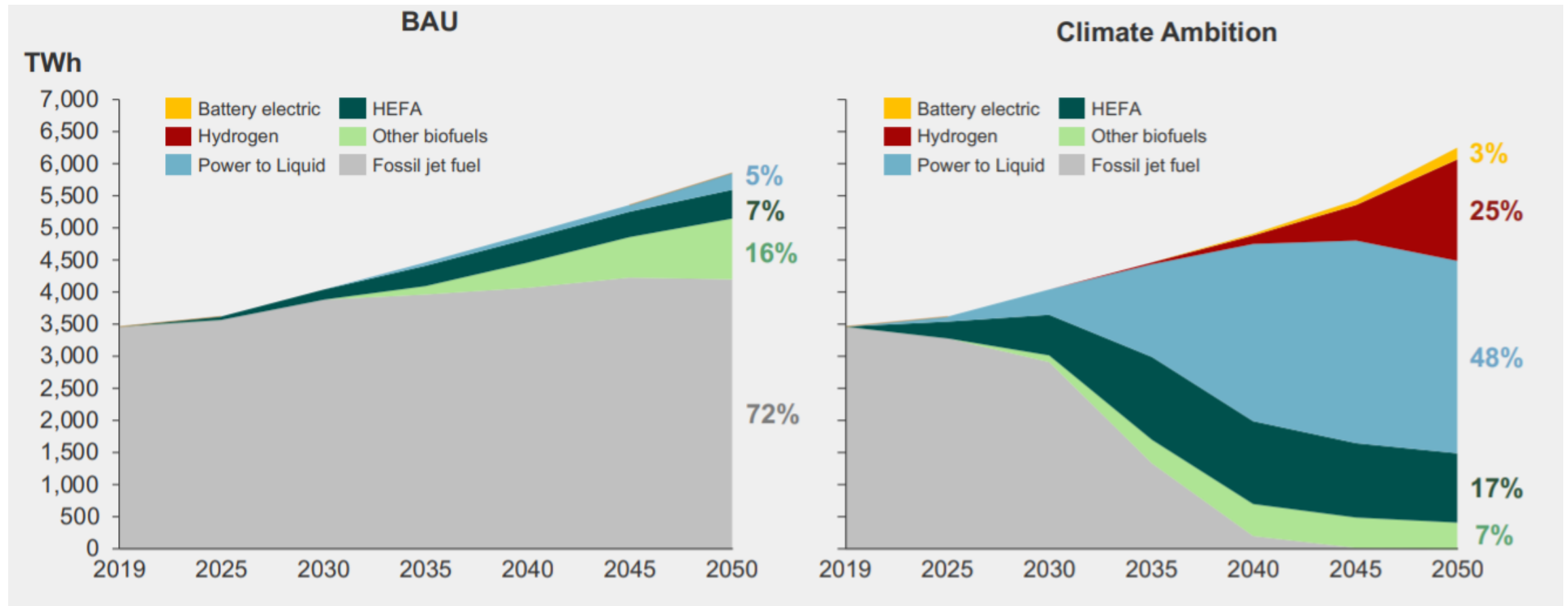


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2030: SAF biobased 16%; SAF synthetic 2%

2050: SAF biobased 45%; SAF synthetic 33%

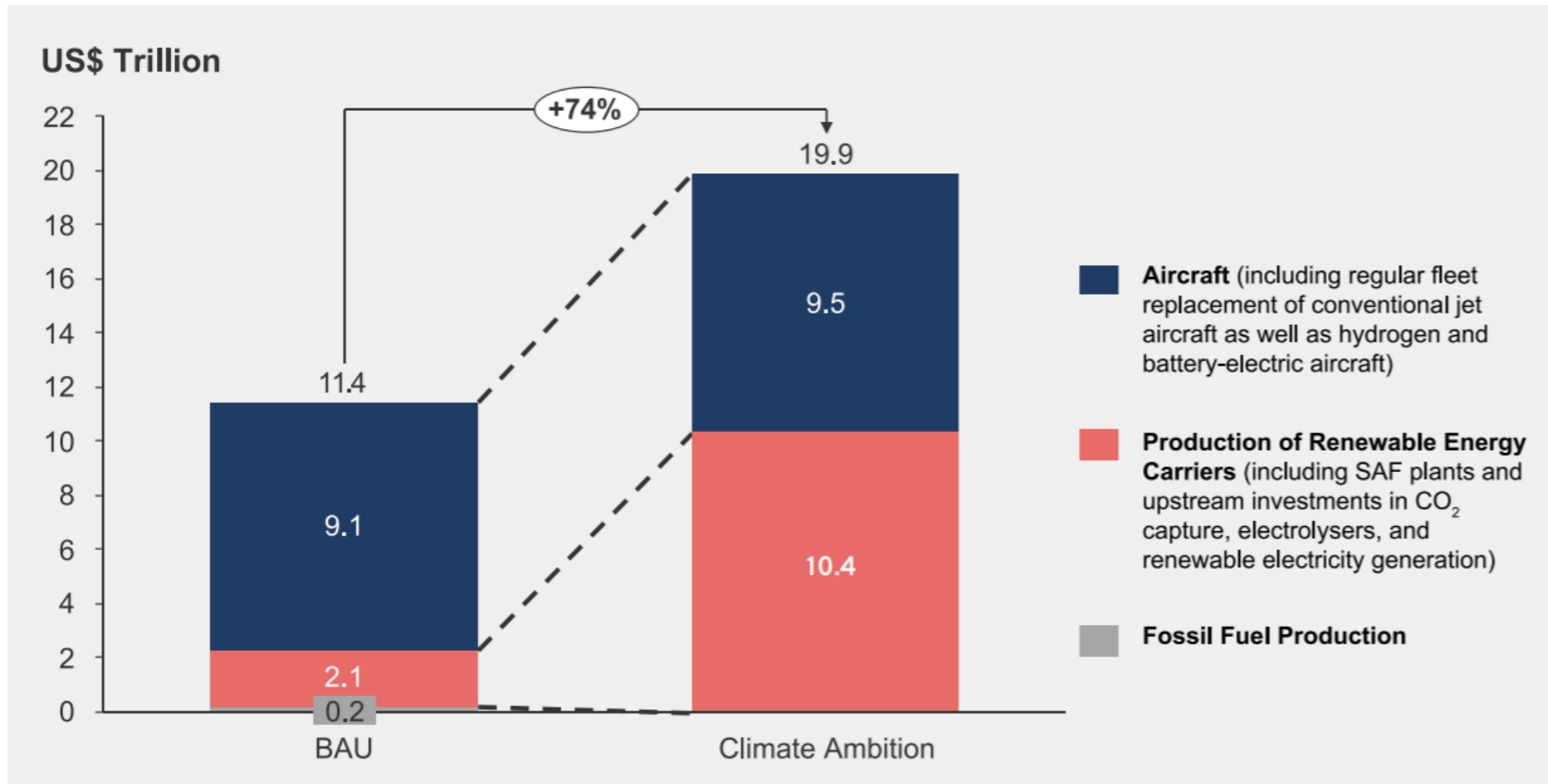
Mission Possible Partnership forecasts a more ambitious pathway



2030: SAF biobased 19%; SAF synthetic 6%

2050: SAF biobased 24%; SAF synthetic 48%

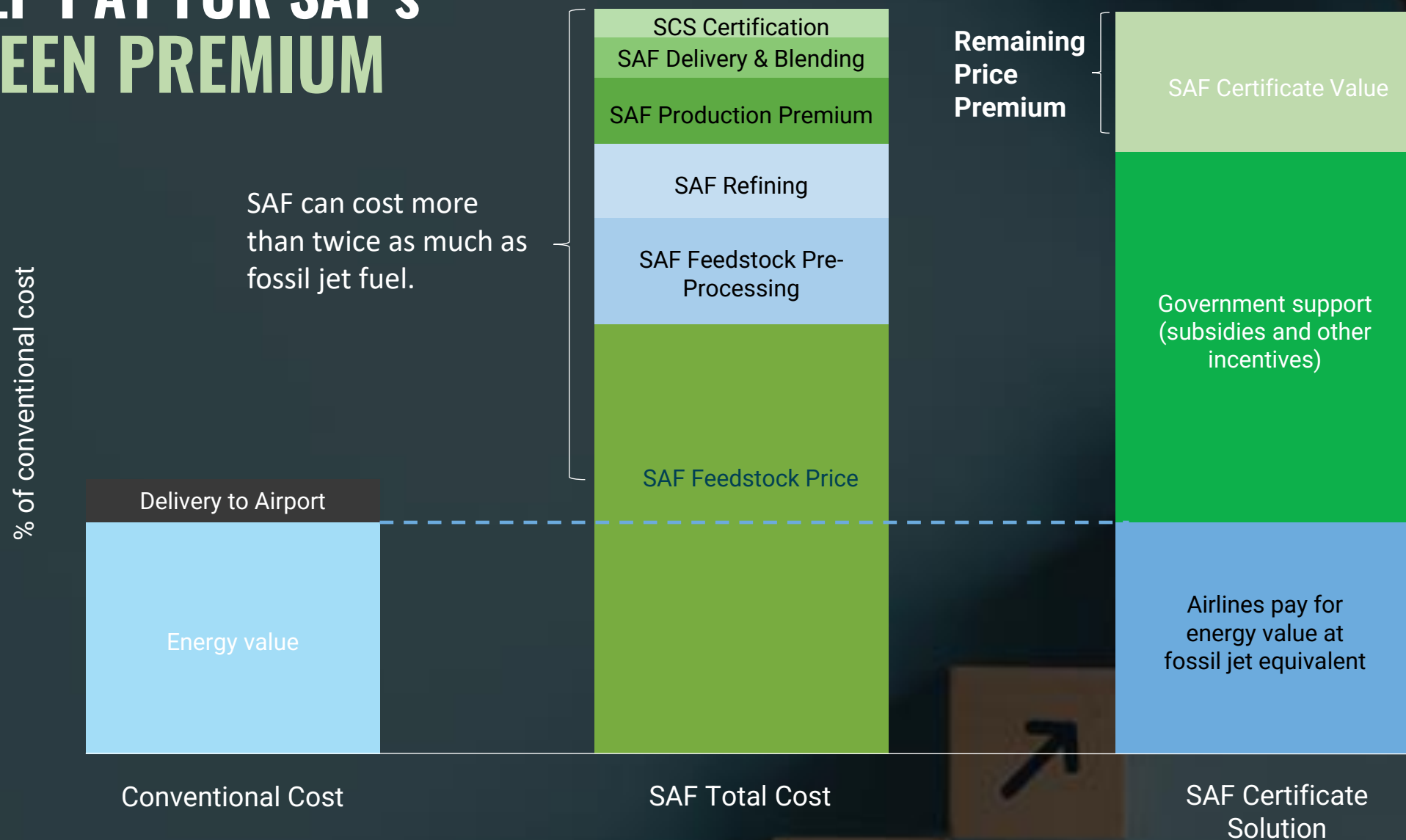
The total cost to reach Net-zero is at least \$8.5 Trillion






- **\$300 Billion USD annually**
- **Compared with 2019 total passenger (\$607B) and cargo (\$100B) revenue \$707 Billion***

CUSTOMERS CAN HELP PAY FOR SAF's GREEN PREMIUM

6



SAF Book & Claim can avoid double counting and double claims

	<p>Airlines</p>	<p>Net –Zero Value – Airlines can claim “Net-zero” benefits independently from regulatory “obligated parties.” If a transaction includes making uplift of new SAF it can add to the airline’s climate ambitions for SBTi</p>
	<p>Aviation End-Customers</p>	<p>Scope 3 Recognition – SBTi has recognized SAF as a solution in its 2021 aviation guidance and that includes the business passengers and customers for air freight. Scope 3 is also independent of regulatory requirements.</p>
	<p>SAF Producers</p>	<p>Stacking Voluntary Contributions with Policy Support – the SAF price represents a significant barrier to scaling the industry. If the voluntary contributions can be combined with government programs combined, they can cover the full premium.</p>



The leading provider of low-carbon fuel solutions for transport

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The key is covering price premium