

# Sustainable Aviation Fuels

96% of today's transport energy demand is fulfilled with liquid fuels, with this figure being almost 100% for aviation.

Sustainable Aviation Fuels (SAFs) will become the primary source of energy for planes and air freight, with few low carbon alternatives to liquid carriers given the need for energy dense fuels.

## The SAF Challenge

The Transport Decarbonisation Plan sets out the aspiration for "difficult-to-decarbonise industries to become greener through research projects for zero-emission planes and ships."

HMG have set a target that 10% of aviation fuel used must be SAF by 2030 and to have 5 SAF plants under construction by 2025.

## SAF Policies / Incentives

- Updated Jet A / Jet A1 Standards to allow 50% SAF Nov 2020
- Green Fuels Green Skies £15m
- Jet Zero Council Commercialisation Working Group
- Jet Zero Strategy July 2022
- £165m Advanced Fuels Fund launched July 2022
- SAF Mandate to start from 2025 (although unclear at what level)
- Limit on HEFA (to incentivise PtL) under SAF mandate scheme
- £300m Future Flight Challenge operated by UKRI

## SAFs in the Downstream Sector

UKPIA members are at the forefront of delivery of SAF volumes now and are investing in future manufacturing capability in the UK.

There is significant built infrastructure that supports aviation fuel delivery that will continue to be needed for SAF delivery.

Air bp and Esso are supplying Neste-produced SAFs at scale to UK airports

Absl awarded £2m for development of Protos plant in Cheshire to make SAF from municipal waste

Fulcrum Bioenergy announced £600m plant on Essar site at Stanlow by end 2026

Refineries, entry points terminal hubs and product pipelines

Velocys is developing plans for a SAF plant at Immingham

P66 supplying BA from Humber with SAF (co-processed waste oils) in 2022

