

Sustainable Aviation Fuels

A UK Perspective

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IATA Alternative Fuels Conference 2017

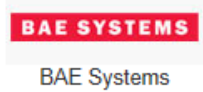
IAG

SUSTAINABLE
AVIATION
Cleaner. Quieter. Smarter.



UK Sustainable Aviation

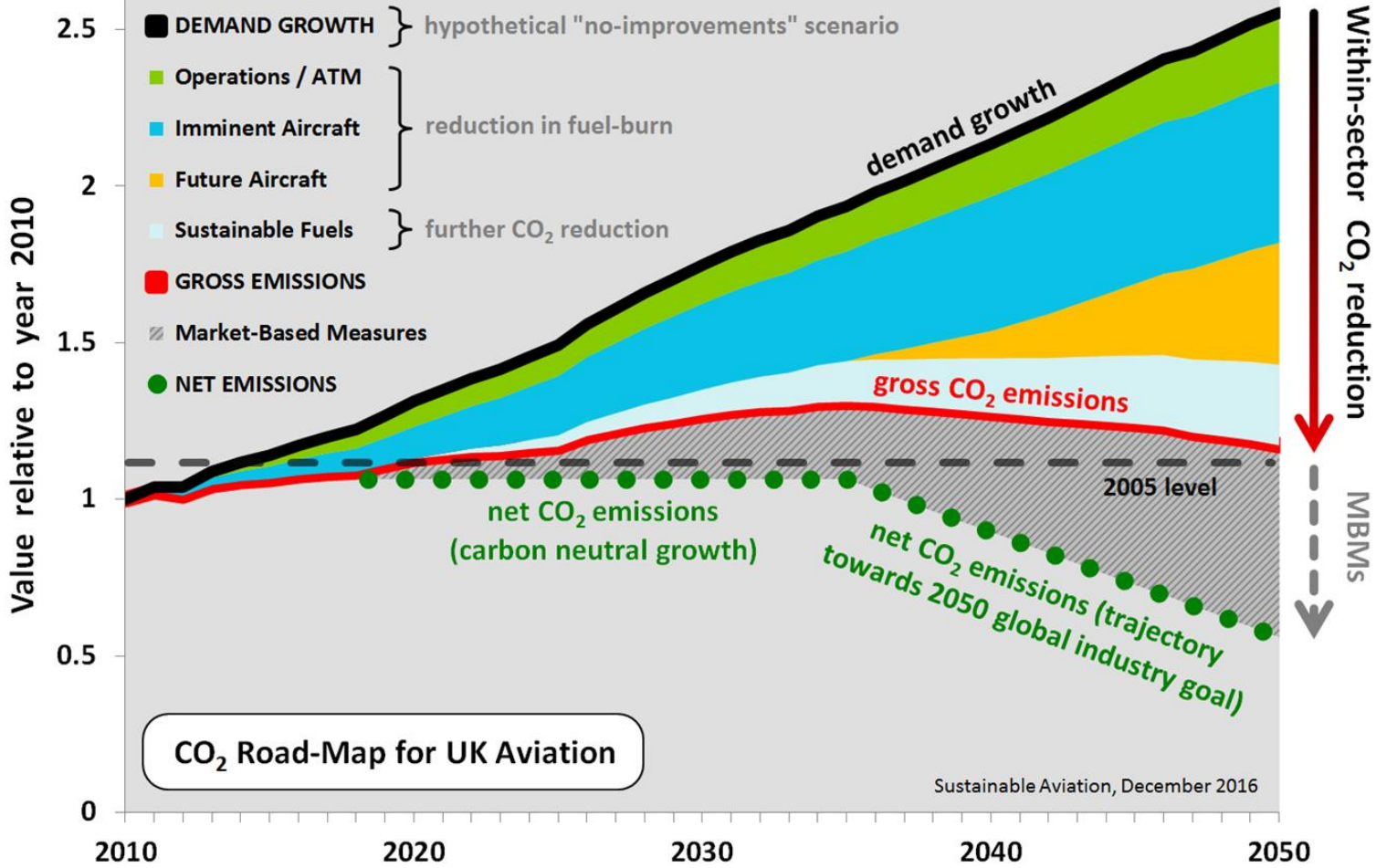
Current Signatories



UK CO₂ ROADMAP

Industry targets – Carbon Neutral Growth 2020, 50% reduction by 2050 (2005 levels) will be delivered with a market based measure

Relative change in Aviation emissions relative to 2010

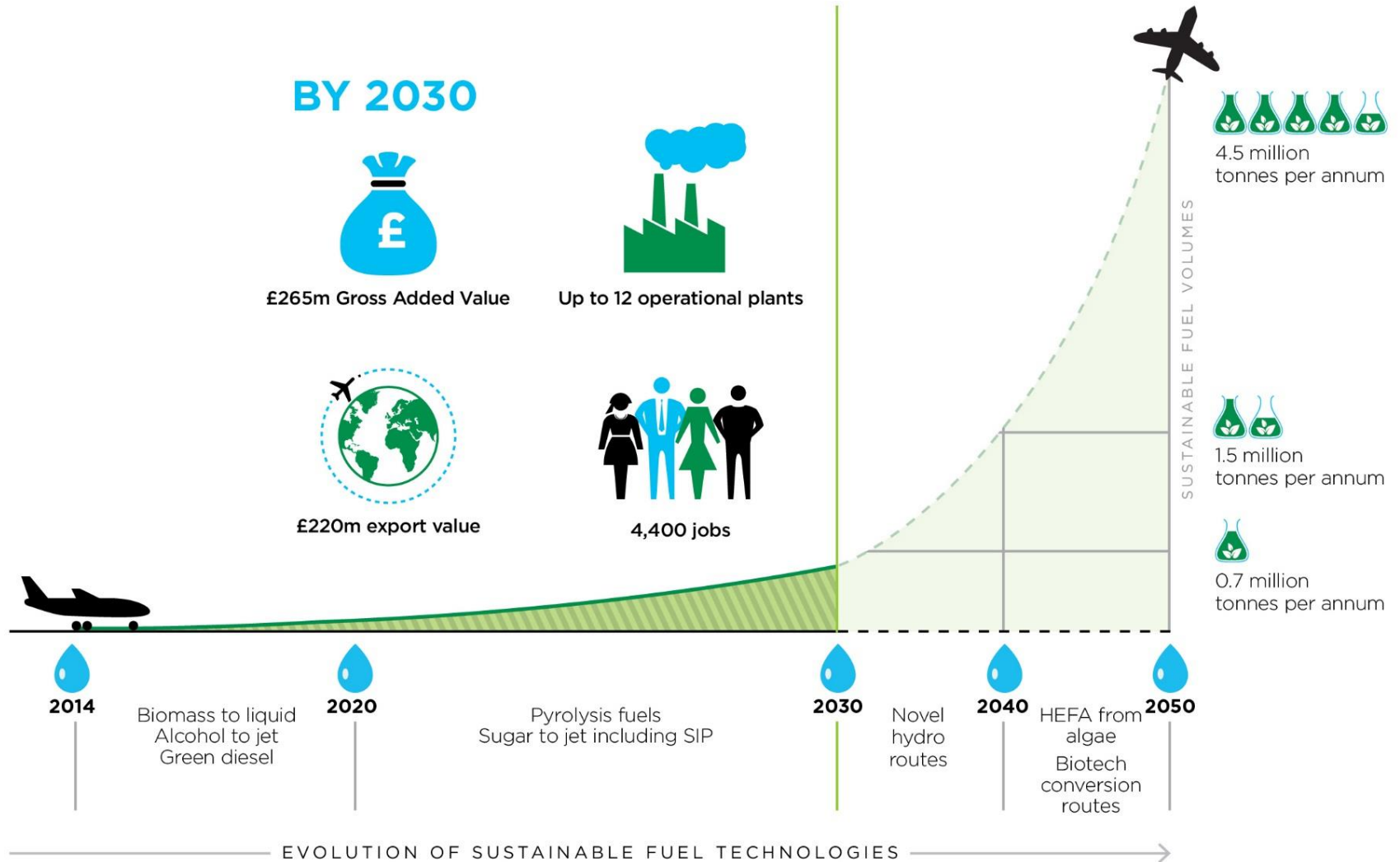


CO₂ Road-Map for UK Aviation

Sustainable Aviation, December 2016



UK Trajectory to meet 2050 GHG emission targets



The UK Renewable Transport Fuels Obligation Order (RTFO)

- Introduced in 2007 - sustainable fuel blending mandate for road fuels from 2010
- Awards incentives - Renewable Transport Fuels Certificates (RTFCs) in order to boost sustainable fuel production
- RTFO amendments proposed 2017 and expected to become law in 2018.
- Increases the blending mandate to 9.75% in 2020 rising to 12.4% in 2032.
- Introduced “Developmental fuels” at 0.1% (25m litres) in 2019, rising to 2.8% (656m litres) in 2032.
- Aviation fuels eligible to receive RTFCs and Development RTFCs

The UK Renewable Transport Fuels Obligation Order (RTFO)

- Developmental fuels - sustainable advanced fuels from waste feedstocks
 - Aviation fuel (avtur or avgas);
 - Hydrogen;
 - SNG; and
 - Fuel that can be blended at rates of at least 25% and still meet the relevant fuel standard i.e. EN228 for petrol, EN590 for diesel.
- Eligible feedstocks – wastes but not used cooking oils and fats
- Introduces RFNBOs Renewable Fuels of Non-Biological Origin
- All developmental fuels receive 2 RTFCs

R&D support



Special Interest
Group



R&D support



Special Interest Group

Scale up



Grant funding



R&D support



Special Interest Group

Scale up



Grant funding

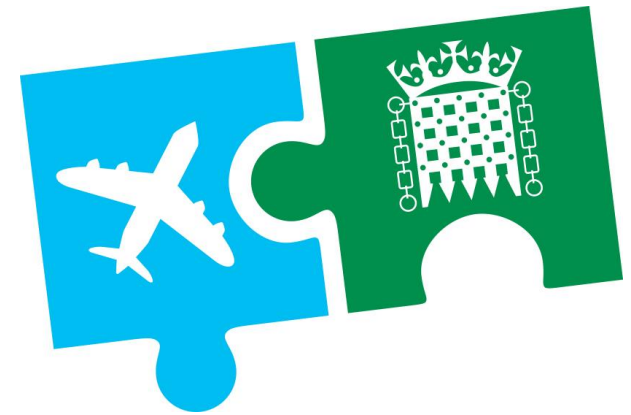
Commercial



RTFO Opt In



What is next?



- UK grant fund competition closes in December
- UK Renewable Transport Fuels Obligation amends Q2/18
- Special Interest Group research funding H1 2018
- Supported by UK aviation
- Opt in – no competitive distortion issues
- Still need to work on wastes eligibility
- EU policy uncertainty