





## AESA-WG: *ad hoc* working group on treatment, under the EU ETS, of Alternative Energy Sources in Aviation

- Objective: development and update of additional guidance for the EU ETS
   Competent Authorities, beyond and complementing the official one, on the treatment of <u>alternative energy sources</u>, *inter alia* <u>sustainable biomass</u>.
  - could include <u>FAQs</u> intended for AOs and Verifiers as final users and/or material for support and <u>capacity building</u> for AOs and Verifiers and, if appropriate, for fuel suppliers.
- Work in progress: quick guide on supporting documentation required for zerorating claims associated to sustainable biofuels for aviation in the EU ETS.
- Future work: further guidance (examples, templates use), thresholds, small emitters and ESF use, CORSIA,





Technical Guidance on supporting documentation required for zero-rating claims associated to sustainable biofuels for aviation in the EU ETS

Issue 1.0

- 'quick guide': first version ready to be released
  - · non binding, open to be modified
    - 1. Glossary stand-alone reading
    - 2. Documentation requirements
      - 1. MP procedures
      - 2. MRR criteria for biomass in aviation
    - 3. Document evidences
      - Option 1 (Accounting for physically traceable fuel)
      - Option 2 (Simplified approach for accounting of biofuels)
      - Evidences for Sustainability Compliance







## Future work

- Further guidance
  - Examples of procedures for monitoring biofuel use
  - Definition of source stream (data aggregation and report)
  - Treatment of the NCV
  - Attribution to flights in option 2
  - Small emitters cases
- Treatment of biofuels for thresholds calculation (inclusion on EU ETS, small emitters)
- Use of biofuels while using the Emissions Trading System Support Facility (ETS SF) – verification requests
- CORSIA (Corsia Elegible Fuels) implementation
- Non-biological origin fuels (RCFs, RFBNOs...)





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## Definition of source stream (data aggregation and report)

Fuel No.	Name of fuel	preliminary EF [t CO2 / t fuel]	NCV [GJ/t]	biomass content (sustainable) [%]	biomass content (non- sustainable) [%]
1	Jet kerosene (Jet A1 or Jet A)	3.15	44.10	0.00	0.00
2	Jet gasoline (Jet B)	3.10	44.30	0.00	0.00
3	Aviation gasoline (AvGas)	3.10	44.30	0.00	0.00
4	Jet A1 10% SAF HEFA UCO	3.15	44.10	10.00	0.00
5	Jet A1 neat (100%) SAF FT-MSW	3.15	44,10	100.00	0.00
6	Jet A1 neat (100%) SAF (no sost) HEFA UCO	3.15	42.80	0.00	100.00
7	Jet A1 5% SAF UCO (coprocesado)	3.15	44.10	0.00	5.00

aviation biofuel can only be used blended, however the PoS refer to the neat sustainable blending component, can a fuel be reported as 100% sustainable biomass? (vs. max 50%)

Can fuels with same process/feedstock but different life cycle emissions can be declared as the same fuel? Criteria?

\* Relevant for AER section 9

FuelName of fuel		Fuel type	Feedstock	Conversion process	Life cycle
No.					emissions
4	Jet A1 10% SAF	Jet-A1	MSW	Fischer-Tropsch	84.93
	HEFA FT-MSW				
5	Jet A1 neat (100%)	Jet-A1	UCO	HEFA	18.80
	SAF HEFA UCO				
6	Jet A1 neat (100%)	Jet-A1	UCO	HEFA	18.80
	SAF HEFA UCO				
7	Jet A1 5% SAF	Jet-A1	UCO	coprocesado	90.20
	(coprocesado)				





Attribution to flights (option 2)

Aerodrome Pair (use 4-	letter ICAO designator)	Total number of flights per aerodrome pair	Total emissions [t CO2]	
Aerodrome of departure	Aerodrome of arrival		y pr	

Propose criteria to best assign, nonphysically traceable fuel (to an aircraft section 9 AER and 8a and 11)

- Use of biofuels while using the Emissions Trading System Support Facility (ETS SF)
  - Modify report vs. add additional complementary report
  - Verification needs
- CORSIA (Corsia Elegible Fuels) implementation
  - Sections on CEF (information required, evidences, treatment of non biological CEF...)

