



Norwegian Ministry
of Transport

Lessons learned from a SAF quota obligation implementation

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Photos MoT Norway and Avinor

Introductory remarks

- Aviation - key role in the Norwegian transport infrastructure
- Emissions from the aviation sector have to be reduced
- Wide range of measures taken in Norway to reduce aviation emissions
- Within all the different parts of the ICAO Basket of Measures
- Electrification of aviation could be an opportunity for Norway
- Today focus on increased use of jet biofuels

The quota obligation for advanced jet biofuels

- In force since 1 January 2020
- 0,5 % advanced jet biofuels quota
- "Advanced" according to the Norwegian as well as the EU definition
- Imposed on the fuel supplier
- Based on the mass balance principle
- Applies to domestic and international aviation



Public consultation (2018) – main outcomes

- Technical report from relevant directorates basis for the public consultation
- Participation from industry, NGOs and public institutions. Majority positive
- Several topics raised
- Availability/production
- Carbon leakage
- Cost level



Evaluation and feedback

- Expected volume pre-covid
- Evaluation carried out based on 2020 results
- 2,5 million litres of advanced jet biofuels sold in 2020
- Direct emission reductions 6375 tons CO₂-equivalents
- So far no increase in volume decided upon
- Feedback from fuel suppliers



Final remarks

- Interaction with other national and supra-national mandates
- Hope that the Norwegian quota obligation can contribute to creating a marketplace
- The importance of giving industry predictability
- Feel free to ask questions in the Q and A session
- Thanks for your attention

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