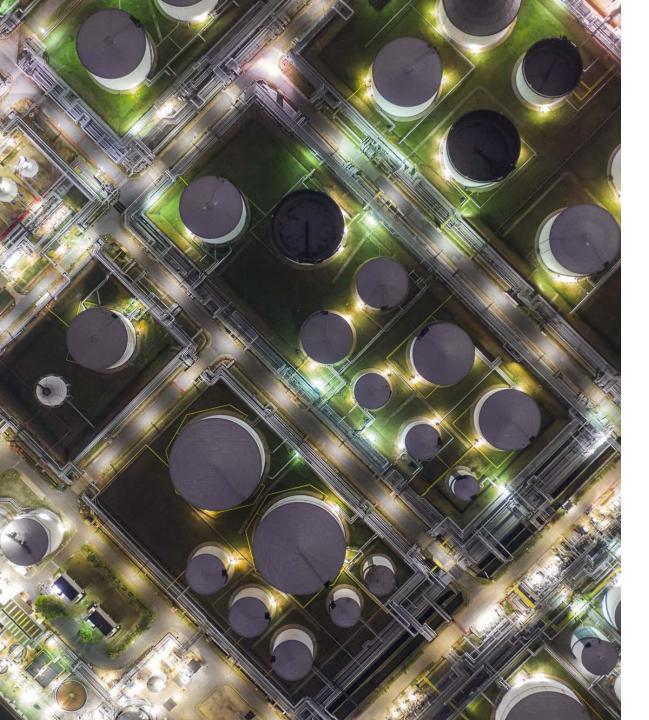
The practical experience of monitoring, reporting and verification of CEF

March 2022





Outline

- 1. Practical use of CORSIA eligible fuel
- 2. Document challenges under some SAF mandates
- 3. Mutual recognition of sustainability verifications



Annex 16 Vol IV Part II Appendix 5 Table A5-2 CEF supplementary Information to the aeroplane operator's Emissions Report to the State

Neat CEF

- Purchase date / producer identification / fuel production information
- Type of fuel / feedstock / batch number / mass of batch / valid sustainability certification document

Logistics

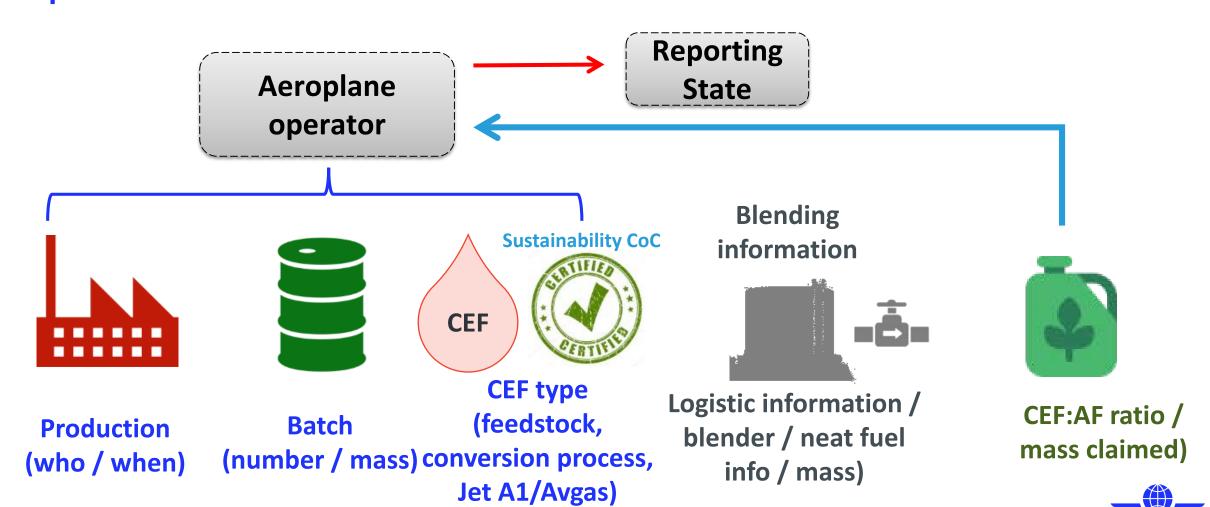
- Intermediate purchaser (details) / transport and shipping information / blending location
- Name and contact information of responsible blending party / date neat fuel was received by blender / mass of neat CORSIA eligible fuel

Finished

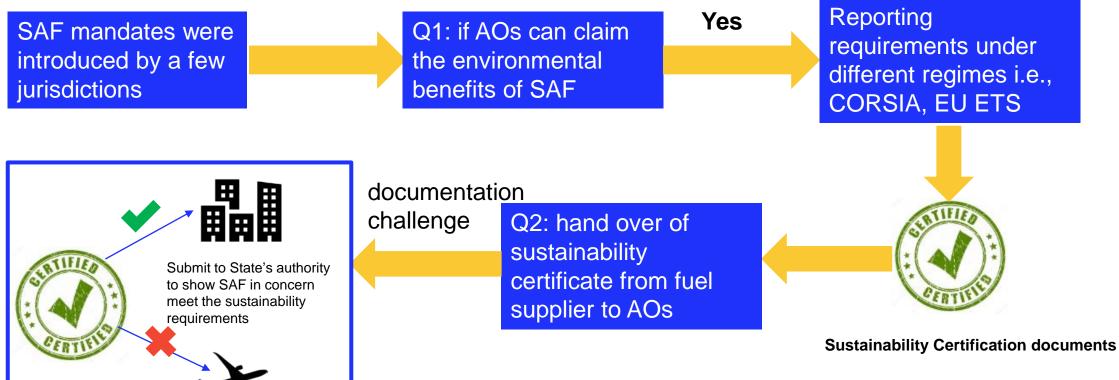
- Blend ratio of CEF and aviation fuel (AF) / supporting documentation demonstrating that batches of CEF were blended with AF /
- Mass of neat CORSIA eligible fuel claimed



Information collection from the aeroplane operator to report to the State



Some potential challenges for using CEF / SAF under emerging regulations



Fuel supplier

AOs also needs this doc

benefits of SAF

for claiming environmental

IATA is working with the regulatory authority, fuel suppliers and airlines to explore potential solutions.

Regulatory alignment across jurisdictions is going to be extremely important, especially as regulatory frameworks expand.



Mutual recognition of sustainability verifications?



November 2021



CORSIA sustainability criteria for CEF





- In accordance with Article 194(1) of the Treaty on the Functioning of the European Union (TFEU), promoting renewable forms of energy is one of the goals of the Union energy policy. That goal is pursued by this Directive. The increased use of energy from renewable sources or "renewable energy constitutes an important part of the package of measures needed to reduce greenhouse gas emissions and comply with the Union's commitment under the 2015 Farts Agreement on Chimate Change (obliving the 21st Conference of the Parties to the United Nations Framework Convention on Climate Change (the Paris Agreement), and with the Union 2010 energy and climate framework, including the thirois binding target (or 2010 and Member States or a least of 38 below 1900 levels by 2010). The Union's binding renewable energy urget for 2010 and Member States contributions to that target, which have no overarchine importance for the Union's energy and entire the contribution of the Union's contribution of the Union's contribution of the Union's energy and environmental policy. Other was the dements are which have an overarchine importance for the Union's energy and environmental policy. Other was the dements are which have an overarching importance for the Union's energy and environmental policy. Other such elements an contained in the framework set out in this Directive, for instance, for the development of renewable heating an cooling and the development of renewable transport fuels.
- The increased use of energy from renewable sources also has a fundamental part to play in promoting the security of energy supply, sustainable energy at affordable prices, technological development and innovation as well as technological and industrial ladership whell providing environmental, social and health benefits as well as major opportunities for employment arriginal development, especially in rural and isolated areas, in regions or territories with low population density or undergoing partial definistrialisation.
- (7) GJC 246, 28.7.2017, p. 55. (7) GJC 342, 12.10.2017, p. 79. (7) Position of the European Parliament of 13 November 2018 (not yet published in the Official Journal) and decision of the Council of
- 4 December 2018.

 (7) Discretive 20018.

 (7) Discretive 20018.

 (8) Discretive 20018.

 (8) Discretive 20018.

 (9) Discretive 20018.

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 (14) Discretive 20018.

 (15) Discretive 20018.

 (16) Discretive 20018.

 (16) Discretive 20018.

 (17) Discretive 20018.

 (18) Discretive 20

Sustainability criteria defined by EU REDII

Why this would be a challenge for airlines?

- Complexity
- Lack of flexibility
- Cost



Can this be fixed?

Coordination between SCS and regulatory schemes





Questions?

