

SAF Supply: Delivering on Market Desire

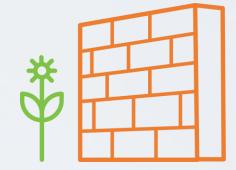
Framing the discussion...



High Demand and low supply



SAF presents large biomass opportunities



Yet- there are significant barriers to investment, despite incentives



Overcoming these barriers-**Claims accounting** is essential



High Demand and Low Supply

Industry Commitments:



International Civil Aviation Organization (ICAO)

Long Term Aspirational Goal (LTAG): "net-zero carbon emissions by 2050..."

Business Aviation

Business Aviation Commitment on Climate Change (IBAC): "net-zero carbon emissions by 2050"

Commercial Aviation

Fly Net Zero (IATA): "net-zero carbon emissions by 2050"



Air Canada

"Net-zero green house gas emissions goal from all global operations by 2050..."









High Demand and Low Supply

SAF SUPPLY CAPACITY, COMMERCIAL OFF-TAKE COMMITMENTS



Global SAF demand by 2050 is estimated to be **5.8% of jet fuel,** to meet all countries' blending targets

66.2 billion L

That's a 17.3% growth from today!









Significant Biomass Opportunities

US SAF Grand Challenge:

3 Billion gal by 2030 35 Billion gal by 2050

Current announcements account for **2.2 Bgal**

Opportunity of **0.8 Bgal** (**3BL**)

Source: SkyNRG

Canada's Aviation Climate Action Plan, 2022:

10% (or ~1 Billion L) by 2030

Current announcements account for **500 million L**

Opportunity of 500 million L

<u>Source: Canada's Aviation Climate Action Plan</u> Source: C-SAF Roadmap

EU/UK:

Demand to reach 1.5 Billion gal by 2030

Current announcements account for **1.2 Bgal**

Opportunity of **0.3 Bgal** (**1.1 BL**)

Source: SkyNRG



Barriers to Investment



Cost of SAF

Airlines operate on low margins - who pays the premium

- Confusion and friction in SAF transactions
 - How do I know what I am buying?
 - How do I claim use of SAF?



Building SAF facilities takes years and is expensive

Investors need stability and certainty

- Long term off-take agreements
- Long-term policy support







Overcoming Barriers: Clarity on SAF accounting is essential

Book and claim

 Efficiently connecting customers willing to pay a SAF premium with SAF supply

Canadian air carriers could also use book and claim, a system being developed by industry to match demand with supply from different locations.

pg 22 Canada's Aviation Climate Action Plan 2022-2030



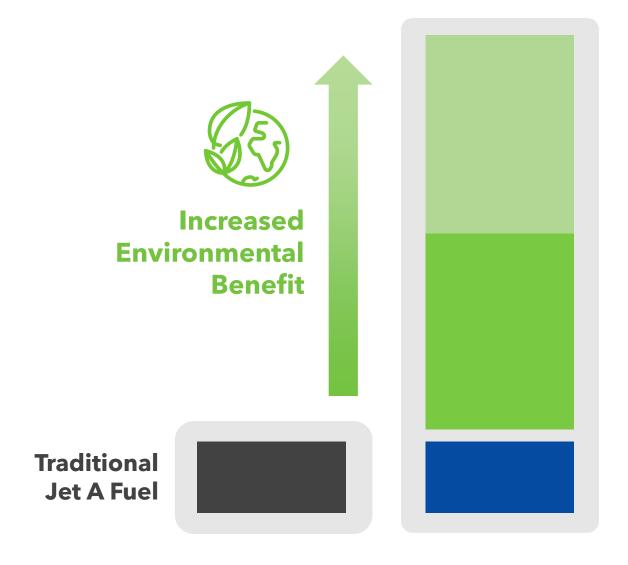






SAF Accounting

What is the Value of the Environmental Attribute



SAF Attribute

Producer Incentives and mandates

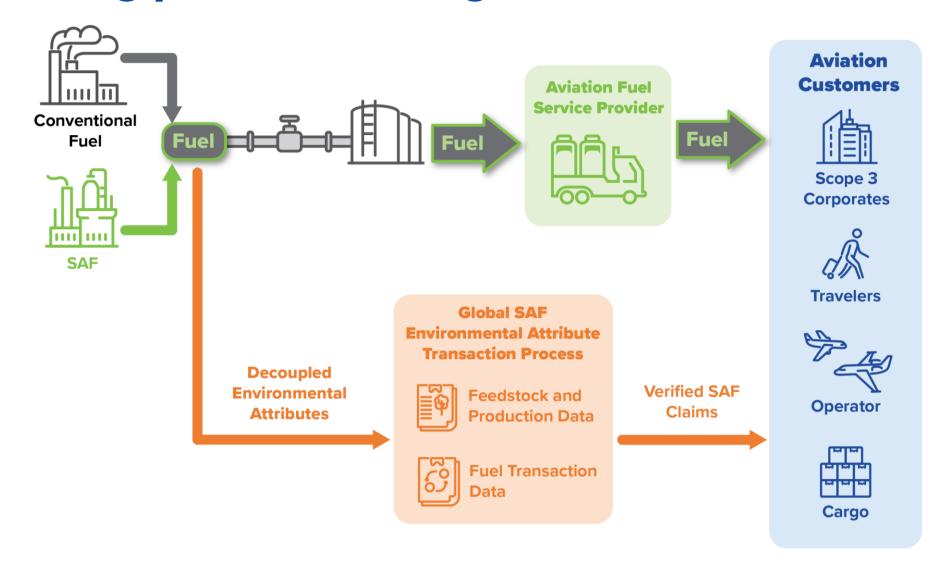
- **Operators** Regulatory & voluntary compliance
- **Corporate ESG** reporting

SAF Fuel





Fuel and the Environmental Attribute - Efficiently connecting producers and global customers









Supporting SAF Markets

Generally Accepted and Commonly Understood Principles for SAF Transactions that provide:



Clarity, consistency, and comparability of SAF environmental information throughout the chain-of-custody



Recognized and accepted by regulatory agencies globally -neutral feedstock, sustainability, emissions reduction, and accounting guidance



Interoperable with

- Individualized book and claim systems, registries, and ledgers
- Varied compliance requirements





CoSAFA Mission



Supporting and enabling:



Global SAF producers



SAF marketplaces



SAF customers

Compliance regulations





Generally Accepted and Commonly
Understood Principles for SAF Transactions -

Publicly available, non-proprietary, designed and managed by the aviation industry and its stakeholders.



Credible already developed registries and future registry development

Accounting Market Example

International Financial Reporting Standards



Accounting Market Example

Fair Rules for SAF

