Project Fact Sheet

Stargate within EU Green Deal

SAF purchase pilot

This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement GA101037053

01 BASIC PROJECT INFORMATION

Project name	SAF purchase pilot (part of SAF promotion campaigns)
Partners involved	To70 led SAF promotion work in collaboration with BAC and UHasselt Fuel supplier Airline
Implementing airport / site	Brussels Airport
Period tested	Q2 2023 up to Q4 2024
Project lead / contact	To70

02 OBJECTIVE

What are we trying to solve or tackle with this project?

1) Build practical knowledge and expertise how a group can purchase SAF and how it will be delivered to an airport.
2) Build knowledge on SAF procurement and the SAF accounting on scope 1 and scope 3 credits
3) Gain insights in the role airports can play in facilitating SAF adoption and in enabling companies to mitigate business-travel emissions.

Success criteria:

1) A successful purchase and delivery of SAF on behalf of a group.
2) Successfully claiming scope 1 and scope 3 credits.

03 APPROACH (HOW WE TESTED)

Test set-up & method

A step by step approach is used to execute this SAF pilot:

Step 1: Calculate the SAF demand for the group to mitigate the CO2 emissions

Step 2: Connect with stakeholders (airlines, fuel suppliers, fuel farm operator etc) to procure SAF

Step 3: Ensure SAF delivery at the airport

Step 4: Claim scope 1 and scope 3 credits

Step 5: Report findings and communicate lessons learnt

Risks & mitigations

Risks include:

- stakeholder coordination: ensuring all partners are informed, engaged and aligned.
- Contractual alignment
- SAF delivery at the fuel farm

04 RESULTS & IMPACT

At each step of the project several learnings are identified. The following **key findings** can be mentioned:

- A SAF purchase on behalf of a group is possible.
- Early coordination with suppliers and airlines is critical.
- More transparency on SAF accounting and registries remain major bottlenecks. More standardization and interoperability would benefit transparency.
- Airport emission reduction under scope 3, cat. 11 for SAF should be included in the SAF accounting and reporting. For mandatory SAF would this be possible through the Union Databases, but this is missing for voluntary SAF.

If other airports wish to replicate the SAF purchase pilot, the following **recommendations** apply:

- Clearly define the scope and objectives of the pilot.
- Early involvement of the relevant stakeholders is crucial.
- Review all SAF documentation in detail.

Notes

For other airports, the pilot is useful as a learning model for larger SAF programmes. It shows that demand aggregation is possible, but credibility depends on transparent documentation, registry compatibility, clear claim ownership and alignment with airlines and fuel suppliers.

05 RATINGS (QUICK ASSESSMENT)

Deployment Approach

How standardised is the solution: can it be deployed off the shelf, or does it require extensive customization?

Off The Shelf  Custom-Built

Investment Magnitude

From low-cost deployment to major investment.

Low Investment (less than €10k)  High Investment (more than €15mio)

OPEX ■ □ CAPEX

Sector Readiness

From non-existing or emerging standards, regulations, and certification pathways to fully established industry practices.

Emerging Framework  Established Framework

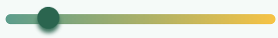
Innovation Maturity

How does the solution score in terms of maturity, from low TRL experimental/pilot-stage to high TRL market-ready.

Experimental  Market-Ready

Operational Impact

Does the innovation deliver targeted improvements or rather drastically transform processes and/or operations.

Incremental Improvement  Transformational Change

06 NEXT STEPS / RECOMMENDATION

Recommendations:

A replication of the SAF purchase pilot can deliver valuable insights on different aspects in the SAF supply chain towards your airport. Additionally, it allows you to build specific expertise.

Next steps:

1) Airports should be included in the SAF accounting and registries (under Scope 3, cat. 11)

2) More transparency on SAF accounting and registries is needed. This can be implemented by standardisation and creating interoperability between registries.

3) Provide airports with relevant SAF information and insights in the SAF value chain. Airports can play a bridge building and facilitating role in the upscaling of SAF.