Toward a Global Sustainability Approach for Alternative Jet Fuels

Kickoff Briefing for Evaluating Sustainability Session

October 25, 2016

Sustainability Components

- Environmental e.g.,
 - Greenhouse gases (GHG) life cycle assessment (LCA)
 - Land use
 - * Water quality/quantity
 - * Air quality
 - * Biodiversity, invasive species, etc.
- Social e.g.,
 - * Legality
 - * Land/water/indigenous rights
 - * Human health
- * Economic e.g.,
 - * Viability
 - Net energy balance
 - * Energy diversity
 - Workforce training



Existing Sustainability Assessment Systems

- Regulatory Schemes, e.g.,
 - US Renewable Fuel Standard (RFS)
 - EU Renewable Energy Directive (RED)
 - * EU Fuel Quality Directive (FQD)
- * Voluntary Sustainability Certification Schemes for Bioenergy
 - International Sustainability & Carbon Certification (ISCC)
 - * Roundtable on Sustainable Biomaterials (RSB)
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- Voluntary Sustainability Certification Schemes for Feedstocks
 - Bonsucro (sugar certification)
 - Forest Stewardship Council (FSC)
 - Roundtable for Responsible Soy (RTRS)
 - Roundtable for Sustainable Palm Oil (RSPO)
 - Sustainable Agriculture Network (SAN)
 - * Sustainable Forestry Initiative (SFI)
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Sustainability Assessment Systems – Reciprocity/Cross-Acceptance

- Regulatory Schemes may accept Voluntary Certification
 Schemes
 - * E.g., EU RED has 19 accepted voluntary certification schemes
- * Voluntary Schemes May Accept Other Schemes
 - * E.g., RSB accepts Bonsucro, FSC, SAN certification for feedstocks
- * Metastandards
 - * Set a suite of minimum criteria that can be met by any voluntary scheme and thereby be accepted



Mechanism for internationally-agreed approach: ICAO Global Market Based Measure

- Sustainability approach currently being developed
- * In addition to agreed approach to LCA GHG assessment

Requirements

- Alternative jet fuels have life cycle GHG emissions less than conventional petroleum
- * Alternative jet fuels also need to meet sustainability requirements



Possible Approaches for an Internationally-Agreed Approach

- International agreement is incredibly hard to achieve
 need to carefully consider why we want an agreement and what we want to achieve with it
- * Considerable benefits exist if one could utilize existing sustainability regulations and schemes.

* Options:

- * Accept fuels that qualify for existing regulations
- * Accept fuels that are certified under existing voluntary sustainability schemes
- * Accept fuels that are certified under an existing scheme that meets the requirements of a metastandard
 - ISO Bioenergy Standard
 - * IATA Metastandard proposal



Challenges

- * Cost to producers (want to minimize additive requirements, minimize market distortions toward small/large landowners, corporations, etc.)
- * Cost / resources for any global body (e.g., ICAO) to supervise accepted schemes and ensure ongoing verification/compliance
- * Implementation occurs at State (country) level how will a global standard/body ascertain environmental performance?
- * Geographic variations in laws, regulations, and ecosystem sensitivity and structure.



Other considerations

- * Are there laws that already regulate certain aspects in the region of interest?
- * Environmental tradeoffs do exist what carries most weight depends on societal or programmatic decisions
- * Best practices have been defined by UN and others for a variety of these resource areas and should be leveraged



Discussion with CAAFI Environment Team – We want your input!

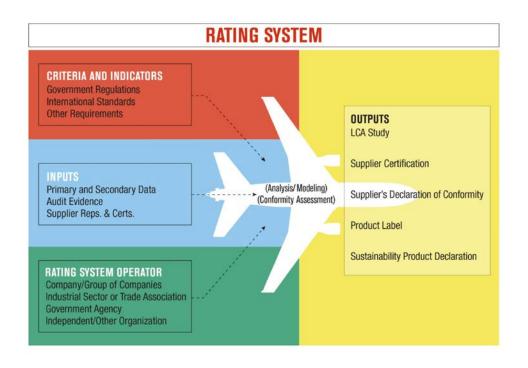
- * What is best approach from producer/member perspective for harmonization among sustainability approaches?
 - * A new standard/approach?
 - * Reciprocity?
 - * What would people/producers like to see done/used?
 - * Is harmonization needed? Possible? Burdensome?
 - * What outstanding challenges are there for evaluating sustainability well?



Other possible slides



What is structure of sustainability evaluations?



Futurepast 2012

