



# Sustainable Aviation Fuel CAAFI CBGM'22

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NESTE

# Driven by our purpose

An aerial photograph of a white commercial airplane on a tarmac. The plane is oriented horizontally, facing right. To the right of the plane, there are several yellow ground support equipment vehicles, including belt loaders and pushbackers, arranged in a line. The tarmac surface is light gray with yellow and green painted lines. The background shows a clear sky and some distant structures.

We are

# 4,833

dedicated professionals  
committed to our  
**purpose**

We are

# 4th

**most sustainable company**  
in the world (Global 100 Index  
2021, Corporate Knights)

We produce

# 34 Million

**gallons per year of SAF**  
by 2023 our production of SAF expands to

# 515 Million

 gpy

# NESTE MY

## Sustainable Aviation Fuel



### Available drop-in solution

- Compatible with existing jet engines and fuel supply infrastructure
- Commercially available and in use
- Used in blends up to 50%



### Greenhouse gas emission reduction

- In neat form, reducing GHG emissions up to 80% compared to fossil fuels over the lifecycle
- Produced 100% from renewable wastes and residues raw materials
- Direct in-sector emission reduction, unlike offsets

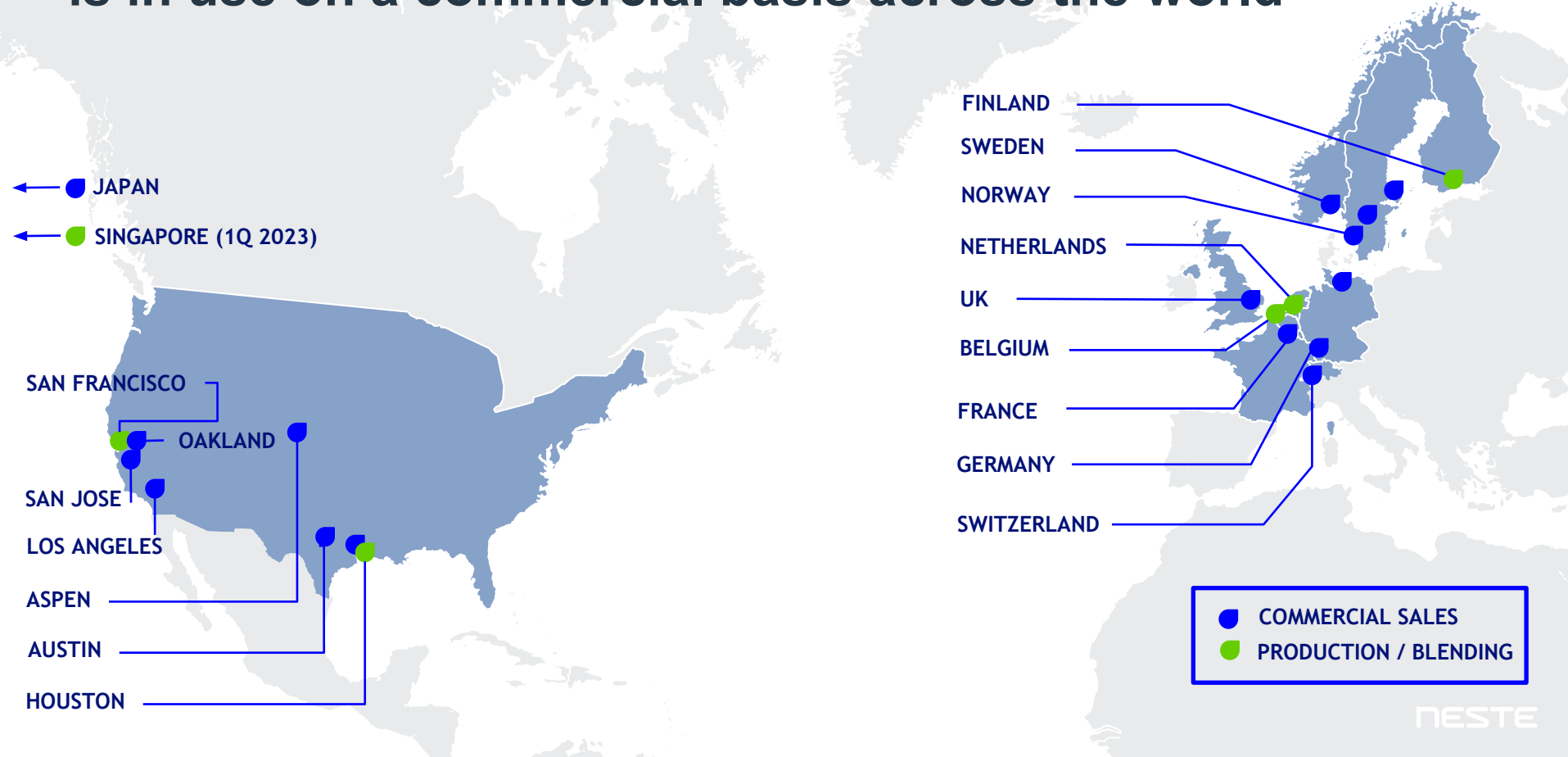


### Reduction of non-CO<sub>2</sub> effects

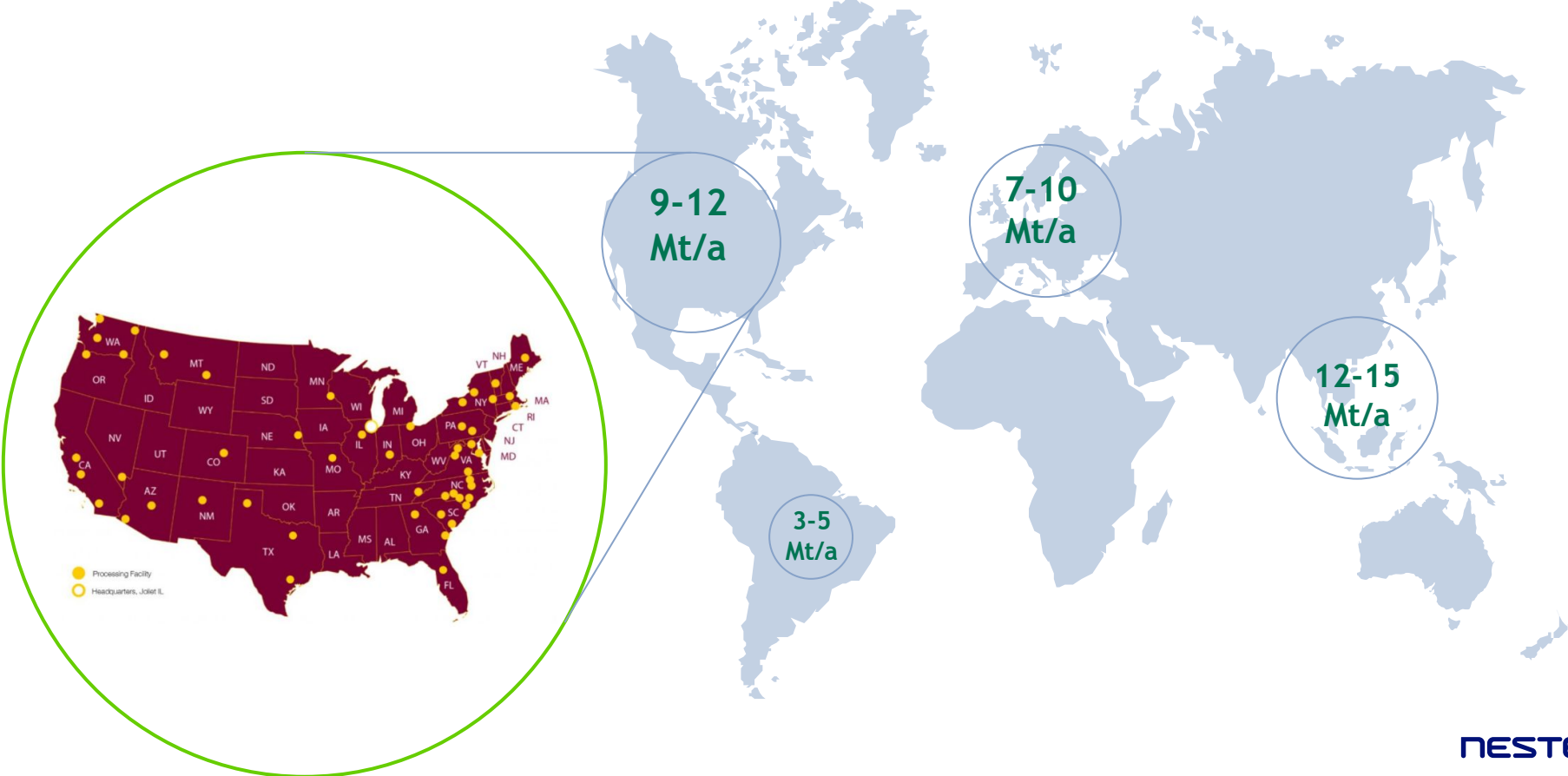
- Burns clean, reducing local emissions
- Additional climate benefits through reduced particulate emissions (non-CO<sub>2</sub> effects of aviation may have equal or higher climate impact than carbon emissions<sup>1</sup>)

<sup>1</sup> EASA Final Report: Updated analysis of the non-CO<sub>2</sub> climate impacts of aviation and potential policy measures pursuant to the EU Emissions Trading System Directive Article 30(4), November 2020

# Following start of commercial sales in 2019, Neste's SAF is in use on a commercial basis across the world

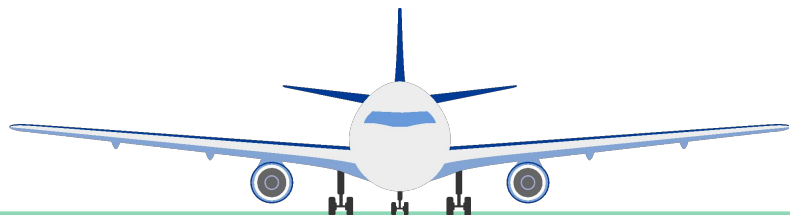


# Building a global platform for access to available waste and residue feedstock



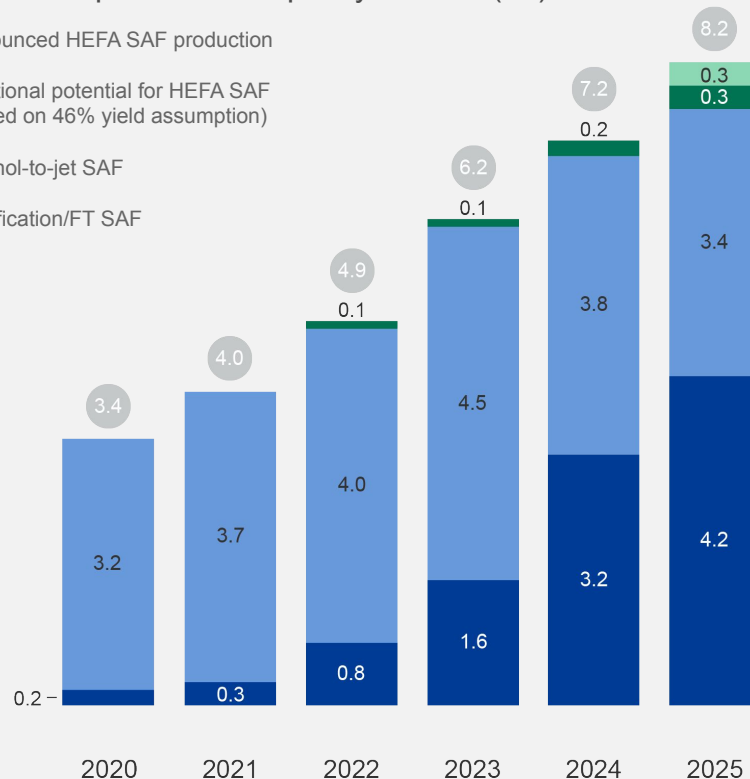
# Near term Sustainable Aviation Fuel capacity is almost all HEFA, dependent on lipid feedstocks

Demand certainty for SAF can drive new investments for additional capacity in addition to pipeline in place



## Global SAF production capacity outlook (Mt)

- Announced HEFA SAF production
- Additional potential for HEFA SAF (based on 46% yield assumption)
- Alcohol-to-jet SAF
- Gasification/FT SAF
- Total

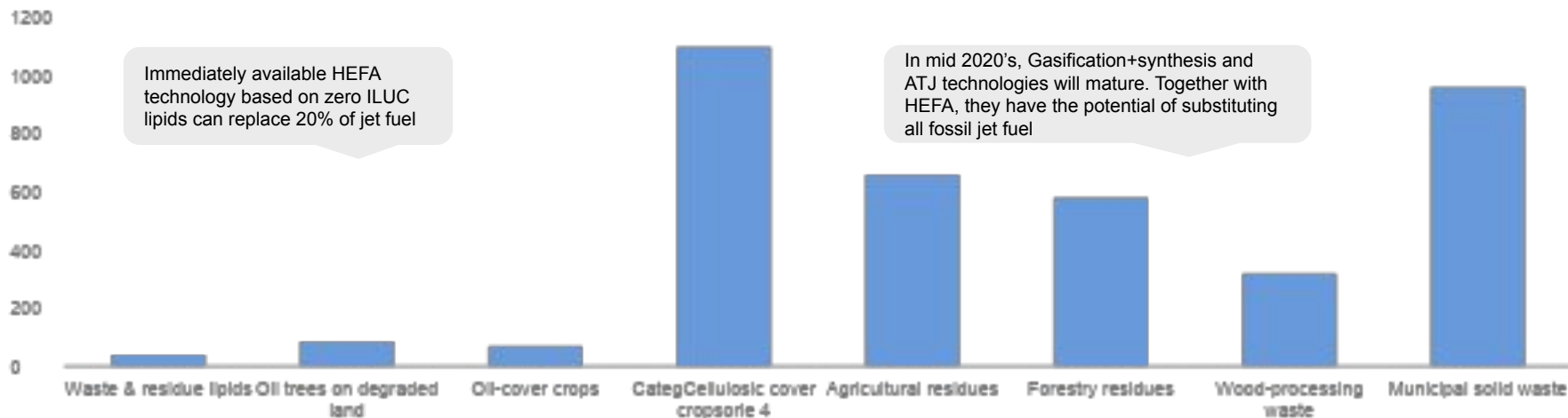


# Sufficient bio-feedstock potential for substituting fossil jet fuel

Power-to-liquids will bring unlimited additional potential as the technology matures

Up to 120% of estimated global jet fuel demand of 410 Mt in 2030

Estimated SAF potential 490 Mt in total in 2030



## Practical feedstock availability in 2030, Mt/year

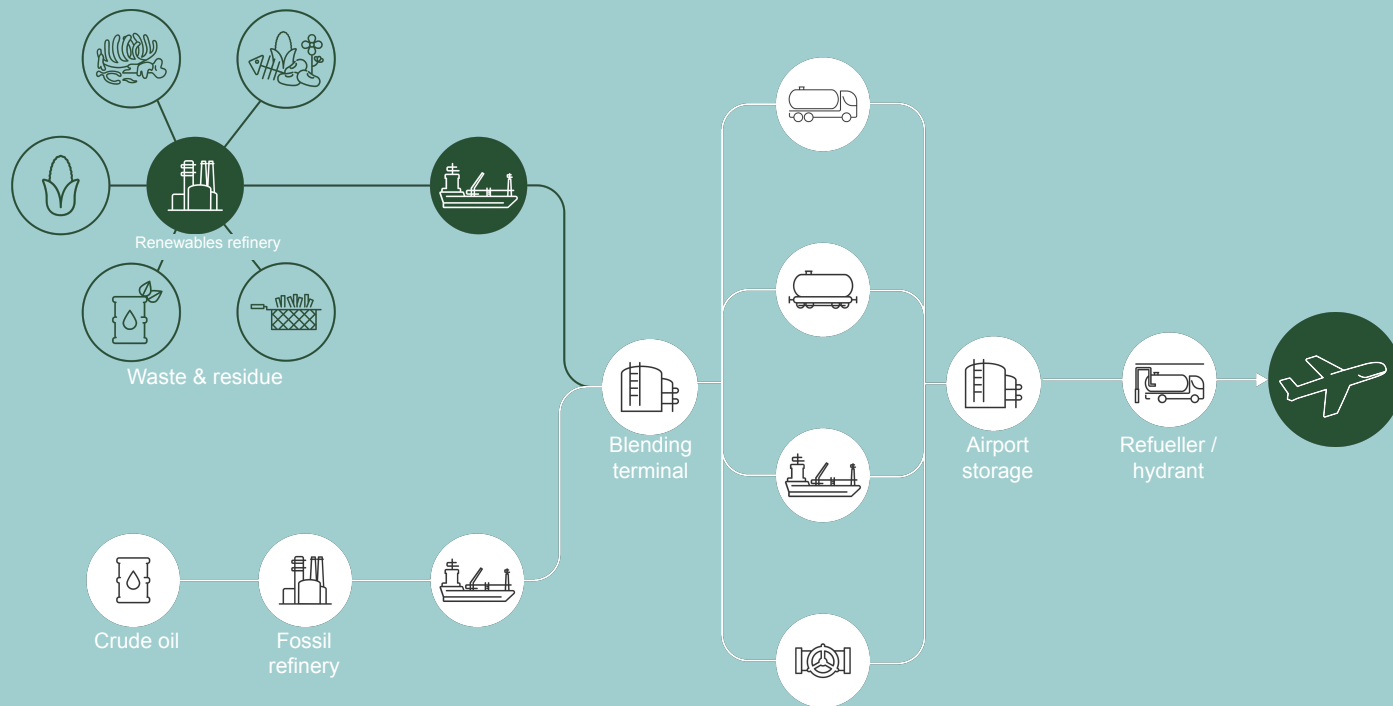
Power-to-Liquids (CO<sub>2</sub>)



Unlimited

Starting around 2030, industrial volumes of PTL can become available

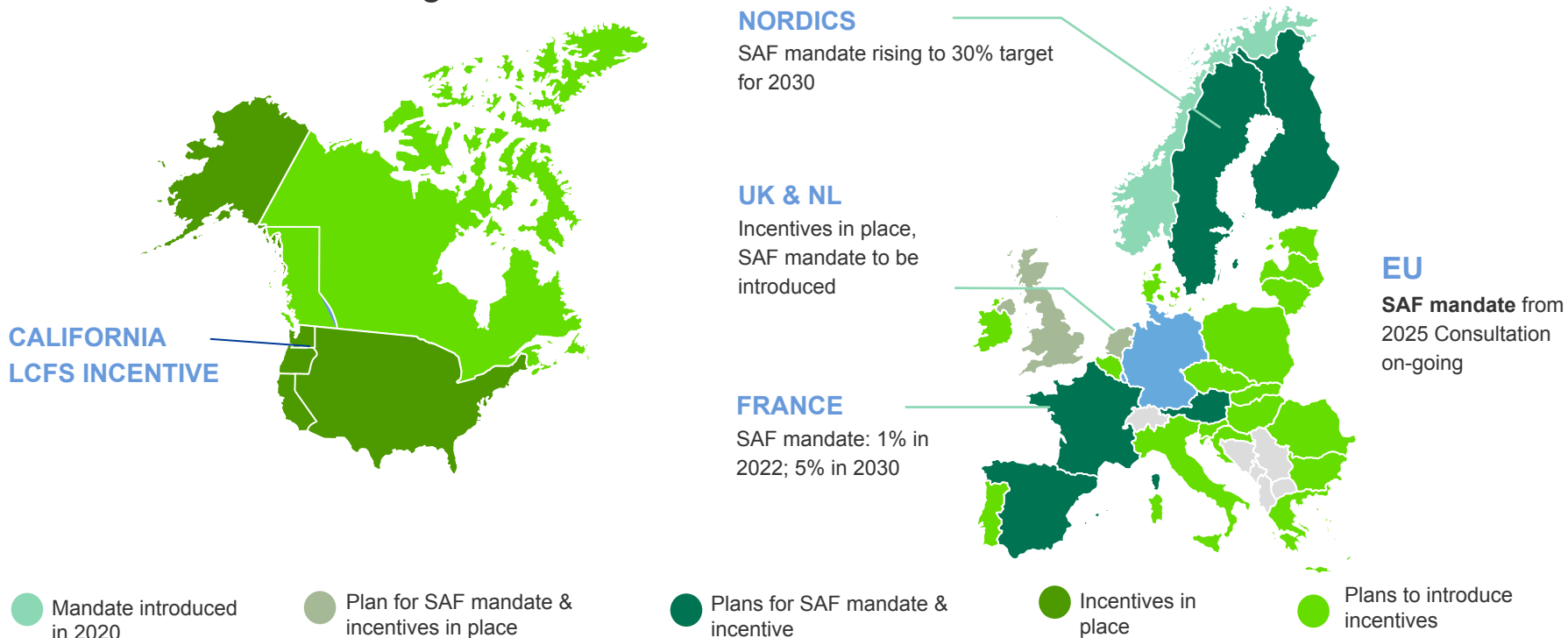
# Existing infrastructure without major modifications can be used to supply SAF





# Regulatory support is key in driving SAF use & supply

Incentives in place in many markets to bridge the price gap to fossil fuel. Supply mandates are also being introduced



# Neste's SAF capacity will grow to 1.5 million tonnes (0.5 bn gallons) in 2023

And will continue to expand with new technologies





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Change runs on renewables