SABA

SUSTAINABLE AVIATION BUYERS ALLIANCE

A joint initiative of EDF ENVIRONMENTAL DEFENSE FUND® RMI ENERGY. TRANSFORMED.

With expert support from NEOTERIC Energy & Climate

THE SUSTAINABLE AVIATION BUYERS ALLIANCE

MISSION STATEMENT

The Sustainable Aviation Buyers Alliance (SABA) is committed to **accelerating the path to net zero air transport** by driving investment in high quality SAF, catalyzing new SAF production and technological innovation, and supporting member engagement in SAF policymaking.

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SABA Members

Customers

Aviators

SABA

Our work to grown and expand member engagement in the SAF market spans multiple workstreams

SUSTAINABILITY FRAMEWORK

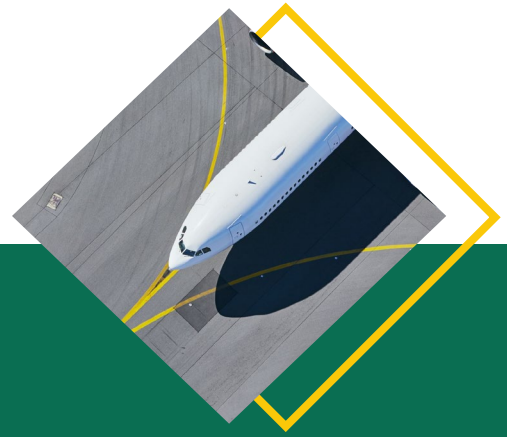
Supports buyers' investments in high integrity SAF and prevents unintended environmental consequences.

SABA published V1 of the SAF Sustainability Framework in December 2022.

SAF CERTIFICATE REGISTRY

Allows buyers to make transparent emission reduction claims related to their SAF investment.

The SAFc Registry is expected to go live for public use by 2024.



ACCOUNTING GUIDANCE

Provides guidance on how to measure and report aviation emissions involving SAF.

SABA collaborated with WEF CST to publish guidance in October 2022. This guidance will be regularly updated.

COLLECTIVE PROCUREMENT

Competitive, collective procurement to standardize and simplify the procurement process for companies.

SABA successfully completed its first collective procurement in early 2023 and has now begun our second.

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SABA Collective SAFc Procurement

A flexible, ambitious and multi-year procurement is underway

Multi-year structure

Providing greater certainty to fuel providers via a longer-term market signal ranging from 2024-2028

Market-relevant demand

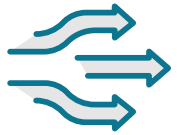
Demonstrating volume needs that reflect members' current and future demand for SAFc

Environmental integrity

Leveraging SABA's Sustainability Framework to provide customers with high-integrity SAFc

Lowest possible price

Purchasing SAFc in bulk will help secure competitive prices; multi-year procurement with flexible cost structures in anticipation of feedstock price swings



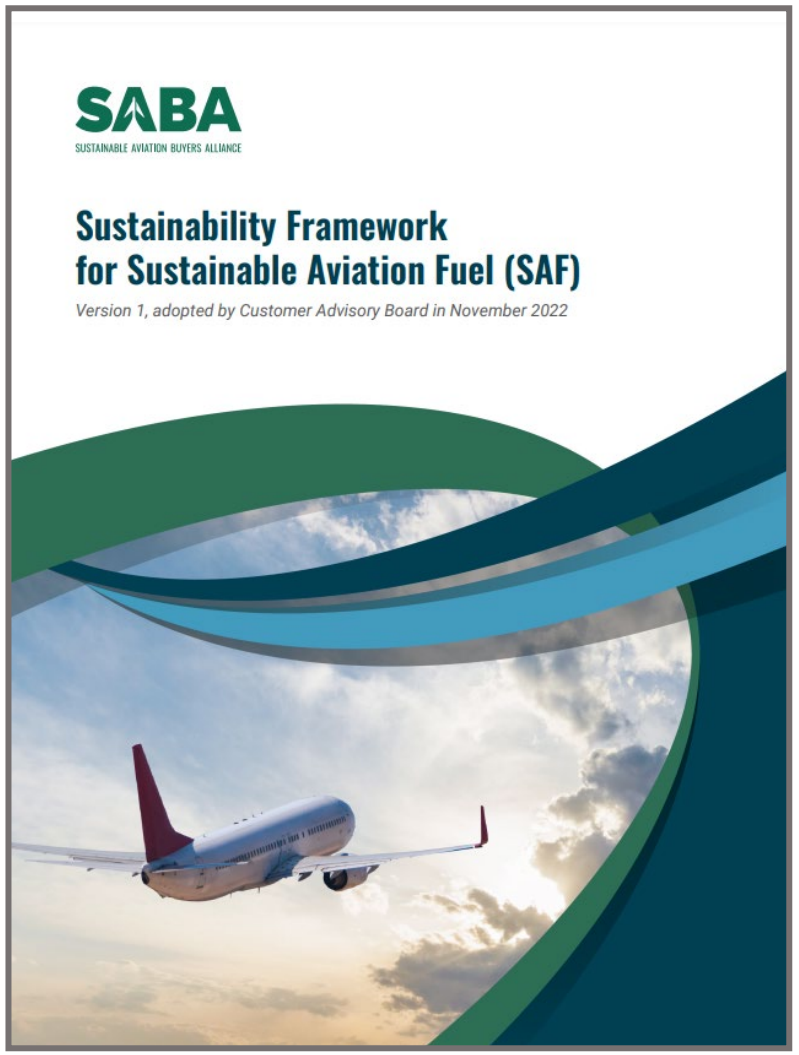
Flexible response pathways

Seeking both fuel provider-led and airline-led responses

Demand for fuels demonstrating >85% reduction from fossil jet will be managed as a separate stream within the RFP

The RFP was released at the end of April 2023 with projected demand of 165,000 tons CO_2e in 2024, growing to 450,000 tons CO_2e in 2028.

SABA Sustainability Framework
Overview



The **purpose** of the SABA Sustainability Framework is to determine the types of SAF that **advance SABA's objective of driving production and use of SAF with high environmental integrity**.

The Framework is intended to **guide SAF certificate (SAFc) procurement decisions** by aviation customers, especially those aiming to use SAFc towards climate targets set under the Science Based Targets Initiative.

SABA Sustainability Framework
Categories

Certifications

CORSIA-approved Certification Body must attest to compliance with full ICAO criteria

- Land-use based fuels: RSB CORSIA, ISCC CORSIA
- Non-land-use based fuels: RSB Global, RSB EU, ISCC Plus, and ISCC EU

Note that additional ILUC and/or displacement certifications are required for SAF to meet the 'SABA preferred' criteria.

Atmospheric Benefit

Emissions reductions from SAF being claimed for use toward voluntary climate targets must generate emissions reductions beyond those already incentivized by compliance obligations.

Emissions Threshold

SAF must demonstrate 60% reduction in emissions on a lifecycle basis from CORSIA Baseline for conventional jet fuel (35.6 gCO2e/MJ or lower).

LCA Approach

Ensures all GHG emissions in the SAF supply chain are accounted for, including direct emissions and indirect emissions.

Out-of-sector removals such as LECs and RECs are disallowed. Soil carbon sequestration is also disallowed given concerns around accounting and permanence.

Prevent Double-counting

Specifications for how air transport providers can prevent double-counting by customers when reporting publicly by distinguishing between reductions that can only be claimed by a particular customer(s) vs. all customers.

Updates coming soon

1. **Registry requirement.** All SABA-eligible fuel must be registered in the SAFc Registry
2. **Feedstock restrictions.** PFAD will be categorically disallowed as a feedstock under SABA.
3. **LCA for advanced fuels.** A certifiable LCA calculation methodology will be specified for e-fuels providers.
4. **Carbon capture and storage.** Rules pertaining to the eligibility of SAF involving CCS, inclusion of CCS in SAF LCA to meet the SABA emissions threshold and generate SAFc will be defined.

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Atmospheric Benefit Principle
Ensuring regulatory additionality

SABA's Atmospheric Benefit Principle

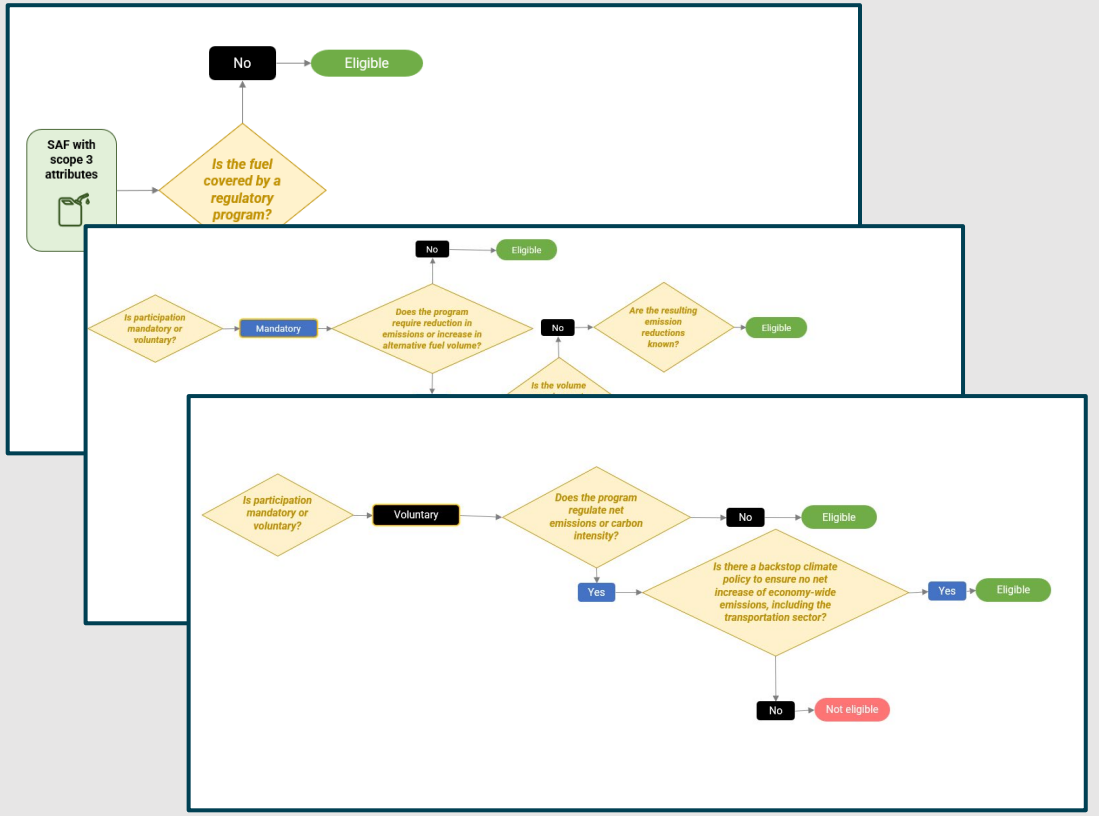
*"Emissions reductions from SAF being claimed for use toward voluntary climate targets will need to generate emissions reductions **beyond** those already incentivized by compliance obligations, creating an **atmospheric benefit**"*

Allowed Regulatory Credits

National
- US Renewable Fuel Standard (RFS) RINs
- US Inflation Reduction Act (IRA) SAF Tax Credit and Clean Fuel Production Credit
- US IRA Carbon Capture Credit and Hydrogen Production Tax Credit

Regional
- CA Low Carbon Fuel Standard (LCFS) Credits
- Oregon Clean Fuels Program (CFP) Credits
- Washington Clean Fuel Standard (CFS) Credits

Preview of a SABA tool in development to deconflict voluntary and compliance systems for SAFc



SABA Sustainability Framework
LCA Approach and Emissions Threshold

Crosswalk of Sustainability Framework Sections and Requirements

	CORSIA	SBTi	SABA Eligible	SABA Preferred
LCA Methodology	ICAO's LCA approach			
GHG Reduction Threshold	10% on an LCA basis		60% on an LCA basis	
ILUC for Crop-Based Feedstocks	Addressed through 10% GHG reduction threshold		Addressed through 60% GHG reduction threshold	ICAO Low LUC Risk Practices
Displacement for Waste-Based Feedstockss				Must demonstrate low or no displacement
Atmospheric Benefit			SAF purchases must drive additional CO_2 reductions beyond regulatory mandates	
Avoided Emissions & Removals		No out-of-sector avoided emissions or removals counted		Soil carbon sequestration not counted

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