

Airports, airlines and aviation organizations in the Nordic region together with Airbus and Boeing, are now calling for a serious awareness that there is a great need for the development and production of sustainable jet fuel. At the same time, it is emphasized that aviation operators are willing to phase in a sustainable alternative to the use of fossil fuels. The specifications for fuel quality are defined internationally. This means that there will be no problems using new fuel products in aircraft engines or tank installations on the ground

Many customers and travelers emphasizes that environmental impact must be reduced. "We do the same and therefore appeal to the existing or new producers to start work on the production of renewable fuel "says Kati Ihamäki, Finnair's director of corporate sustainability

The airline industry also appeals to politicians to help ensure a viable business phase-in and the future use of sustainable fuel. "Today sustainable jet fuel is possible to produce, but there is almost nothing in the market. It has to be changed in a way so that aviation can become more environmentally sustainable, "says Inger Sturm from Copenhagen Airports A/S and Chairman of NISA

Energy Research at Nordic Council of Ministers has put the issue on the agenda. In the report, "Nordic perspectives on the use of advanced sustainable jet fuel for aviation", the technological and logistical options are reviewed and analyzed. It is highlighted that we in the Nordic countries have the necessary know-how, that the technology exists and that there are sufficient opportunities in terms of access to sustainable crops and resources

There are still a number of issues to be addressed. For example, which method of production must be prioritized, how to secure sufficient feedstocks, which synergies can be established and how to combine the production of fuel with other sectors needs of sustainable solutions. - Aviation has adopted a series of ambitious reduction targets. Head of Environment and CSR at SAS, Lars Andersen Resare says: "Parts of the targets can be achieved with new aircraft, better technology and other efficiency measures, but the phasing in of sustainable fuels is also a prerequisite for achieving the reduction targets"

The aviation sector in the Nordic countries are organized in NISA to find sustainable solutions. Several of the actors are directly involved with own specific biofuel initiatives. In Norway, Avinor has together with AirBP, Lufthansa Group, KLM and SAS made Oslo Airport into the world's first hub to offer jet biofuel to all airlines on a commercial basis. The sustainable fuel is dropped into the fossil fuel and distributed via the existing hydrant system and it's planned to continue the supply in 2017. Finnair and SAS have carried out up to several commercial flights with biofuel and Swedavia has established an offset model where a premium price goes directly to the use of biofuel. Finavia is working with other relevant parties in Finland to find a model that can strengthen an interest in the production and use of biofuel. Up to now there are only a microscopic access to biofuel for aircraft. So, there is a need to take decisions on which tracks that must be followed

"The first batch of sustainable jet fuel supplied to Oslo was based on Camelina from the ITAKA project in Spain. In the future we really hope to see fuel produced in the Nordic region," says Olav Mosvold Larsen, Senior Advisor at Avinor

There is a great potential for sustainable jetfuel in the Nordic countries and also globally. Regional production of sustainable fuels will reduce the dependence on fossil oil, - development and manufacturing will create jobs and the emergence of new investment opportunities. Whether to build new plants or if existing refineries may be used, there will be need for engineers, constructors, technicians, and staff for operation and transport. The report estimates that it will result in thousands of new jobs in the Nordic countries. A Long-term sustainable solution is therefore hardly feasible without a serious involvement from Nordic politicians, companies, investors and other stakeholders. It is crucial to promote cross-border cooperation, both between public knowledge institutions and private businesses, - and between countries. The airline industry calls for intensifying efforts to find long-term solutions. There will among other things be a need for further funding and broader cooperation

The need is there, the market is there - and the possibilities are there!

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