

# The SAF demand

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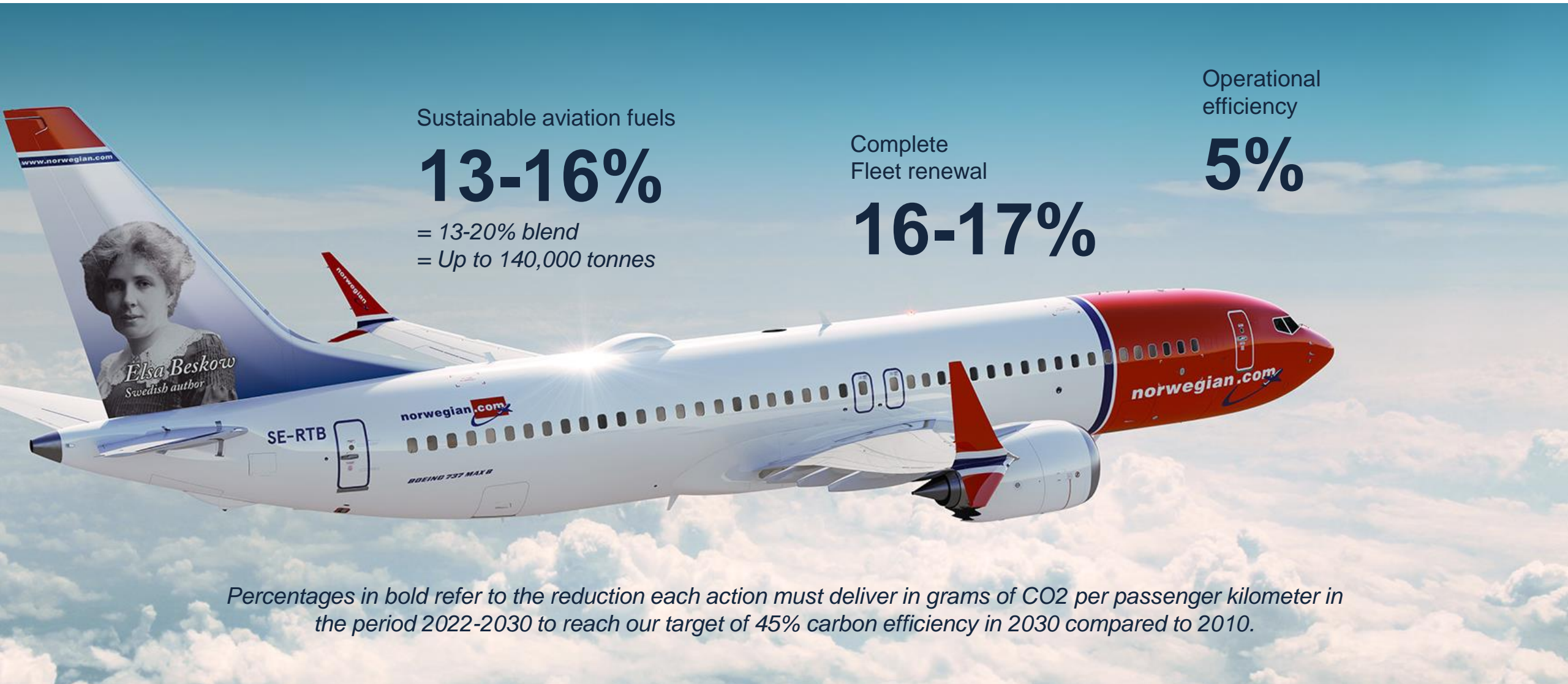
Manager, Sustainability & Public Affairs

# Norwegian and Widerøe

|                  | Norwegian                 | Widerøe                   |
|------------------|---------------------------|---------------------------|
| <b>EMPLOYEES</b> | 5 000                     | 3 500                     |
| <b>FLEET</b>     | 87 airplanes              | 48 airplanes              |
| <b>OFFICE</b>    | Fornebu, Bærum            | Bodø                      |
| <b>ROUTES</b>    | 22 of 107 routes in Norge | 85 of 107 routes in Norge |



# SAF key contributor to reach 2030-target set by the Board



Sustainable aviation fuels

**13-16%**

= 13-20% blend

= Up to 140,000 tonnes

Complete  
Fleet renewal

**16-17%**

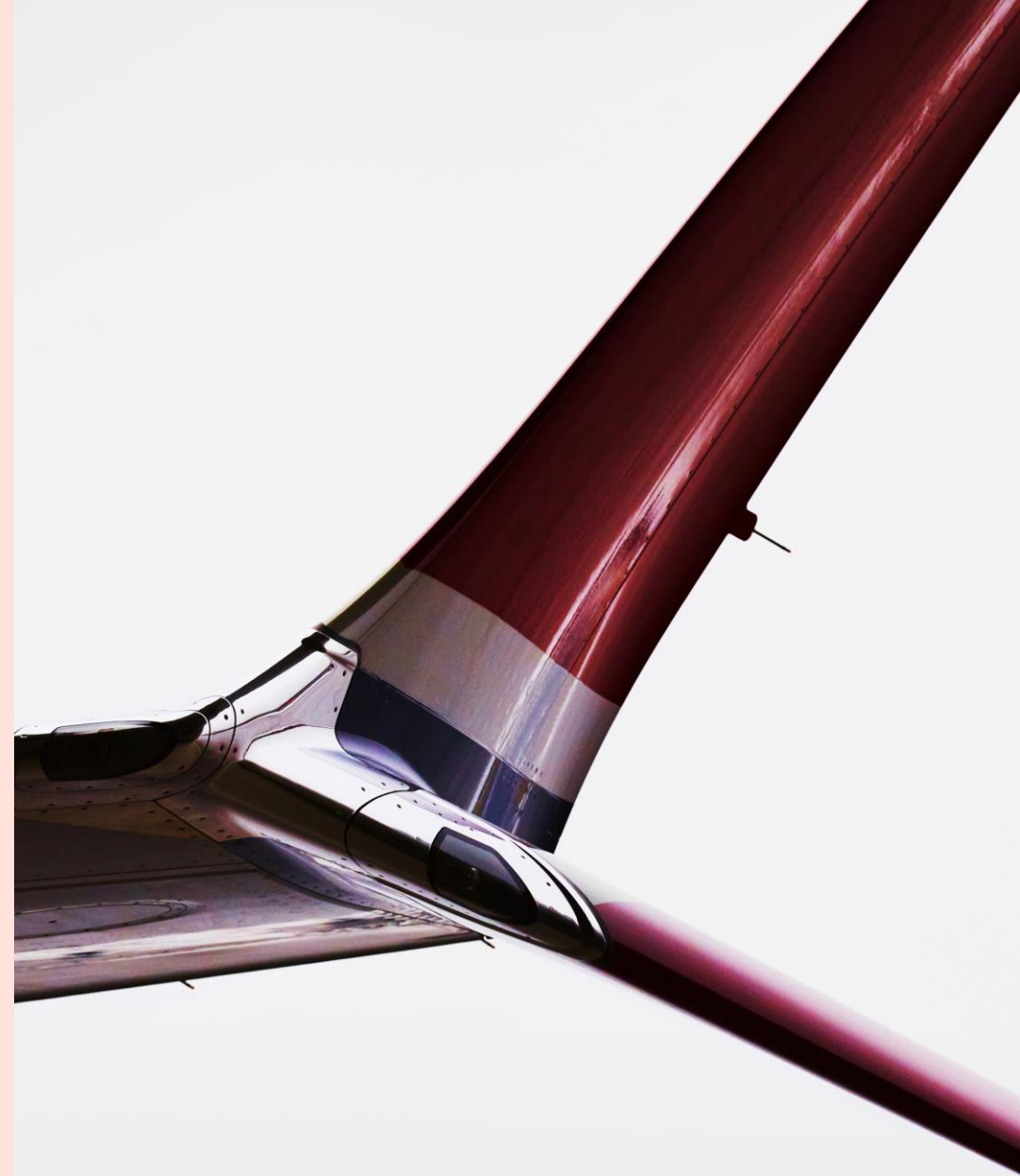
Operational  
efficiency

**5%**

*Percentages in bold refer to the reduction each action must deliver in grams of CO2 per passenger kilometer in the period 2022-2030 to reach our target of 45% carbon efficiency in 2030 compared to 2010.*

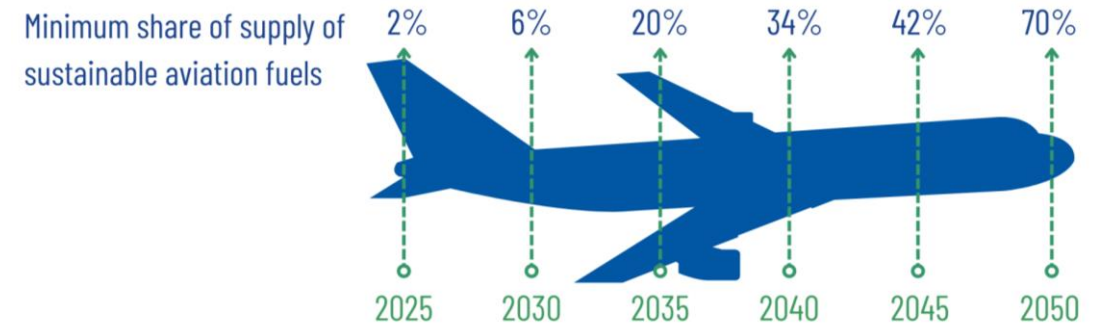
# SAF is the solution today

- There are biofuel production today, and in some years other types of SAF will be produced in the world and Europe.
- SAF do not need any new infrastructure on airports or remodelling of current fleet.
- Our airplanes are already certified to tank up to 50%.
- SAF cut emissions today.

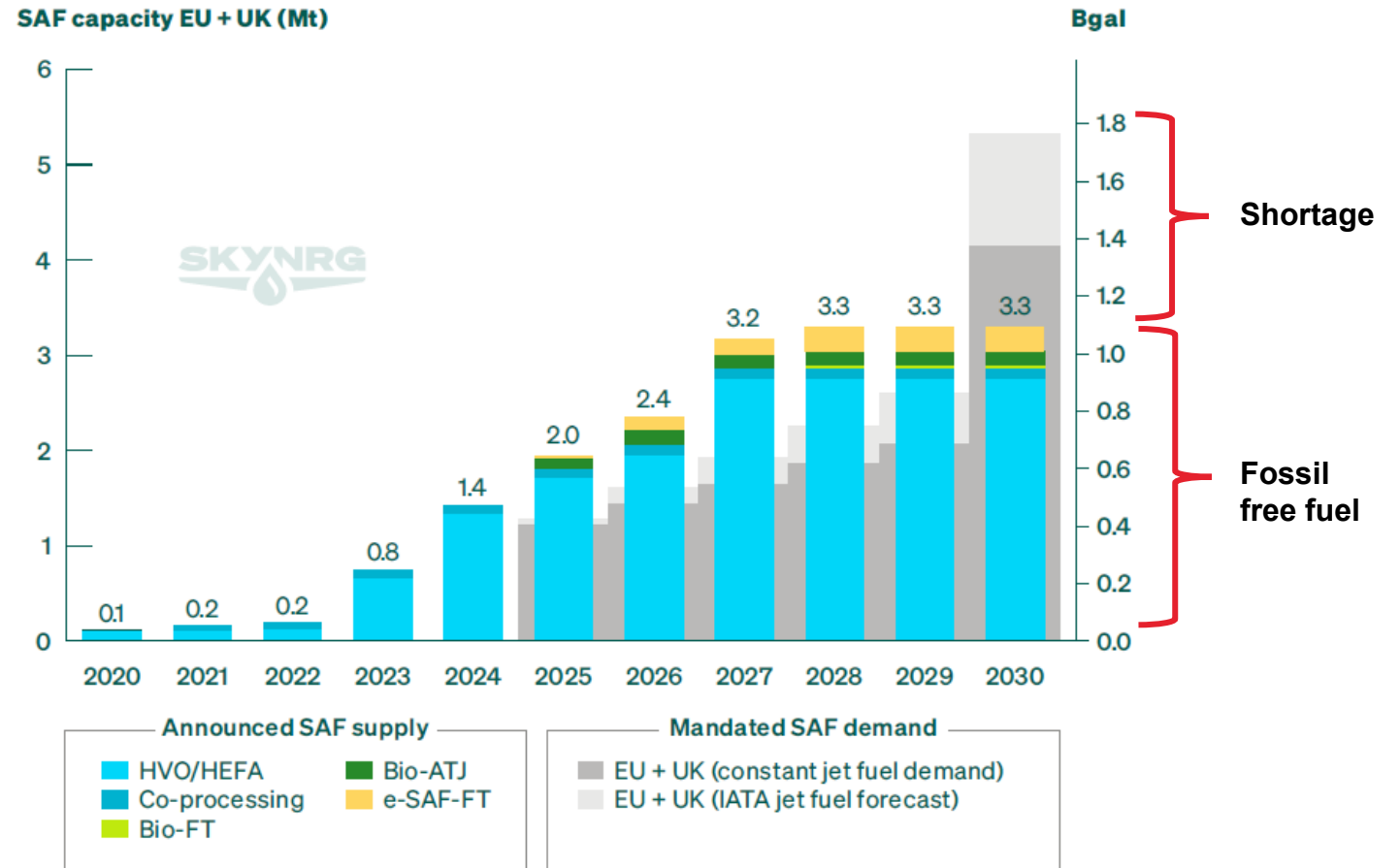


# EU demands the use of SAF this year and forward

The obligation for aviation fuel suppliers to ensure that all fuel made available to aircraft operators at EU airports contains **a minimum share of SAF from 2025** and, from 2030, **a minimum share of synthetic fuels**, with both shares increasing progressively until 2050. Fuel suppliers will have to incorporate 2% SAF in 2025, 6% in 2030 and 70% in 2050. From 2030, 1,2% of fuels must also be synthetic fuels, rising to 35% in 2050.



**There will be a shortage on SAF by 2030**  
**- High demand might favorize bigger airlines**



# Sustainable aviation fuel – a step change for Norwegian aviation

Norwegian has a strong belief in Norwegian production of electrofuel from **renewable resources**.

Scaling will create **industry jobs** in the districts and deliver large **emission reductions** in the aviation sector.

Norway has **competitive advantages** that can accelerate the sustainability transition for both the **aviation sector and the process industry**.

Norwegian is also **evaluating other technology routes** based on different feedstocks in other countries.





# The world's first scaled e-fuel plant in Norway





# How we work now

- Fly better – use less fuel
- EU:
  - No RED II and III – No SAF allowances
- Constantly working for more SAF
  - Invested in Norsk e-Fuel and try aid in different stages
  - Looking for partnerships and offtake agreements
  - Public Affairs work in Norway
- Norwegian defence
- 100 flights on SAF Alborg - Copenhagen



**norwegian** 

