

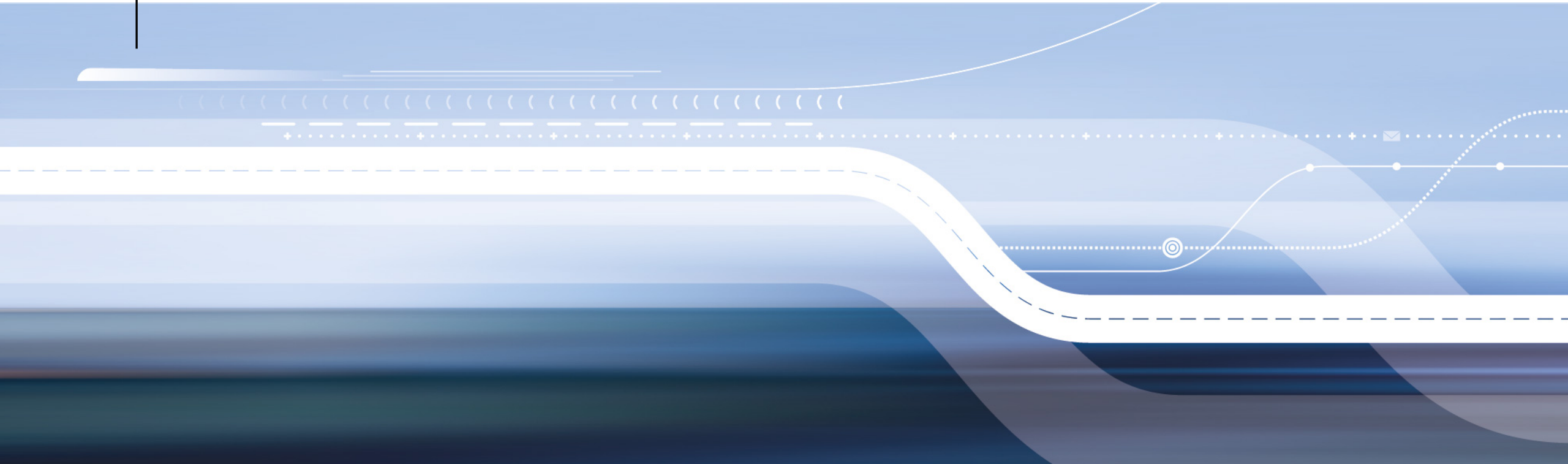


Norwegian Ministry of Transport and Communications

Sustainable aviation biofuels in the Norwegian Transport Plan

Ms. Tove Flølo, Director General

Nordic leadership in aviation emission reductions – Copenhagen 10 October 2017



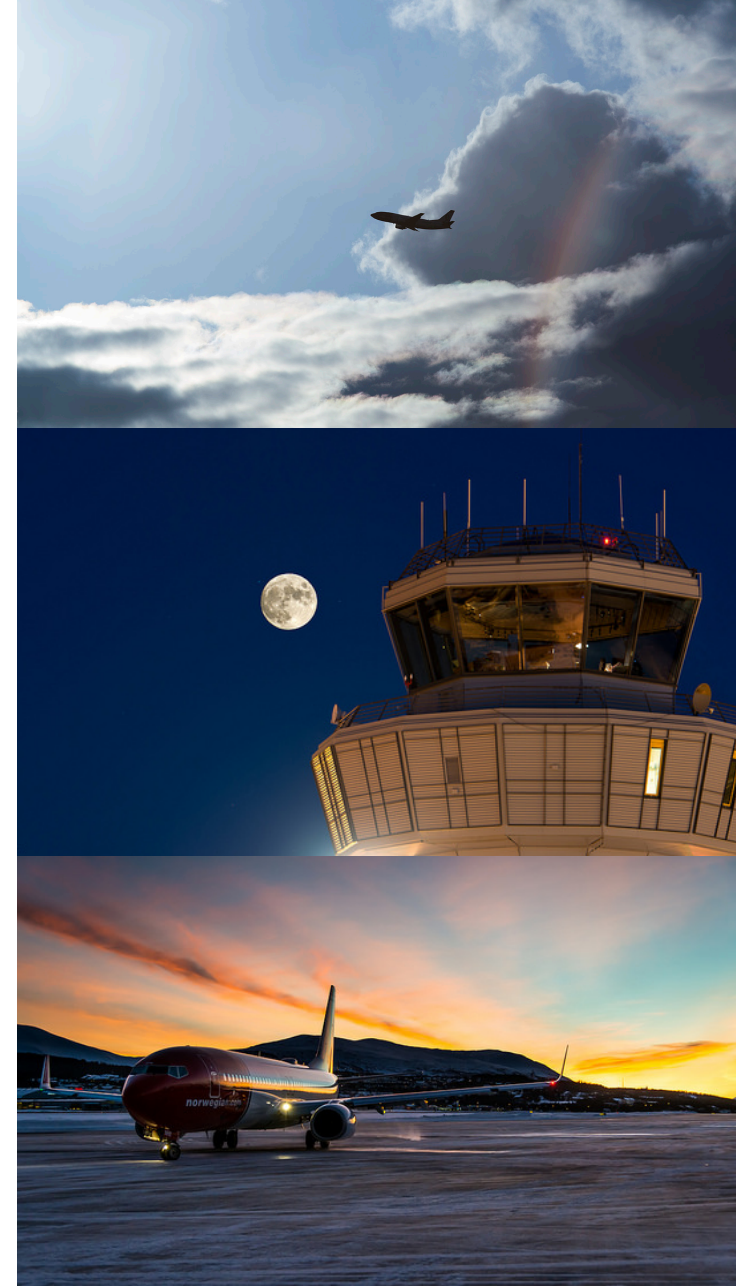
Norwegian transport policy and the environment

- Goals of Norwegian transport policy
- Adhere to Norwegian emission reduction targets
- Transport accounts for 60 per cent of non-ETS sector emissions
- Many different policies pursued to reduce emissions in the different transport modes
- Increase the use of zero emission vehicles
- Increase the use of public transport
- Increase the use of sustainable biofuels



Air transport in Norway and emission reductions

- Aviation ensures connectivity
- Regionally, domestically, and internationally
- Emissions from aviation increasing
- A variety of measures taken to reduce emissions in the aviation sector in Norway
- Both by authorities and aviation industry
- Economic / Market-based measures
- Taxation
- Operational/technical improvements
- Electricity part of the solution



Sustainable biofuels – the Avinor project at Oslo and Bergen airports

- Norwegian aviation industry very much engaged from an early stage
- First test flights in Norway in 2014
- January 2016: Biojetfuel offered as a drop-in fuel to all airlines refuelling at Oslo airport– a worlds first
- Cooperation Avinor, AirBP, KLM, Lufthansa Group, and SAS
- Proving no need for separate supply chain
- Avinor invests about EUR 11 million over 10 years



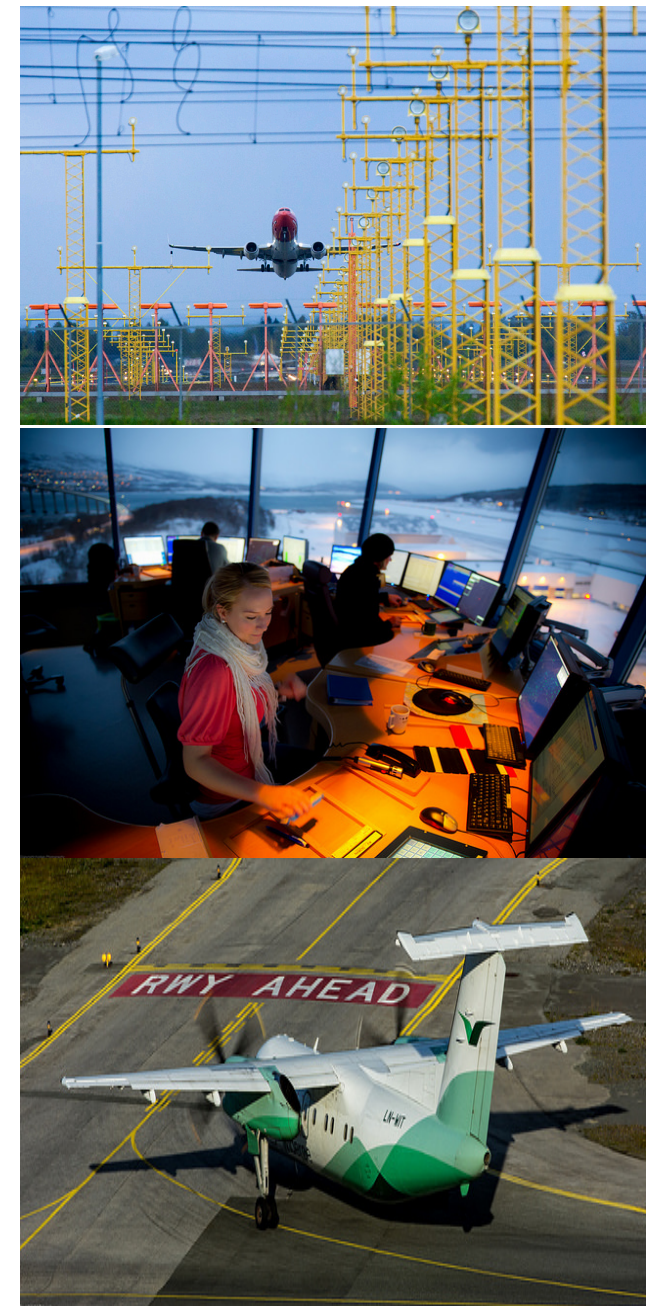
Sustainable biofuels - The blend-in requirement in the National Transport Plan 2018-2029

- Many policy options for promoting sustainable biofuels available
- National Transport Plan contains a proposal to establish a blending mandate of sustainable jet bio fuels of 1 % in 2019
- Plan is to gradually increase to 30% by 2030
- Depending on the availability of sustainable jet biofuels and technical opportunities



Assessment of different aspects of the future blend-in requirement

- Advise requested from the Civil Aviation Authority Norway, the Norwegian Environmental Agency and Avinor
- Who should be obligated?
- Sustainability
- Market consequences
- Legal consequences
- Technical/certification requirements
- Impact on other public policy measures



Concluding remarks

- Potential for the use of sustainable biofuels
- Interest from other states
- Role for ICAO
- Cross-border nature of aviation
- Climate integrity a crucial point
- Blend-in requirement – a contribution to global efforts of reducing aviation emissions





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Thanks for your attention !

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