Opening Remarks

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SAF Policy: Refueling Aviation in the US

Alex Piper
Federal Policy
The Three Pillars of US Federal SAF Policy

**US SAF Grand Challenge**
3 Billion Gallons by 2030
35 Billion Gallons by 2050

**Renewable Fuel Standard Program**

**Inflation Reduction Act**
40B SAF Credit
45Z Clean Fuel Credit

Can US achieve its goals?
Looking at current project pipeline, a gap will exist in 2030.

Can it handle advanced fuels like e-SAF?
Currently it can’t handle e-SAF.

Is the credit duration too short?
40B SAF credit runs out in 10 months. 45Z ends by 2027.
State-Level Policy

State policies can be game-changers for the SAF Industry

The "$" indicates direct incentives for SAF in the states of Washington, Colorado, Minnesota, and Illinois.
Stacking State & Federal Incentives

New analysis suggests SAF outcompetes Renewable Diesel when considering the combined incentive stack.
Policy Takeaways

Given the urgency of decarbonizing the aviation sector, creative and certain policy implementations will be critical for the industry to innovate, finance to invest, and for airlines to adopt SAF as a decarbonization solution.
SAF - Targeted Opportunity Regions

Aamir Shams, Joey Cathcart & Corey Stewart
Targeted Opportunity Regions (TORs) are select regions in the US that have relevant industrial networks and significant SAF scaling opportunities. These regions can play a crucial role in helping the US aviation sector achieve its decarbonization targets. TORs are not limited to the US and this concept can be scaled globally.
TORs can realize benefits of SAF quicker than a disaggregated process. Specialized Stakeholder Working Groups (SSWGs) will set the tone by building trust, paving the way for quicker action (permitting + offtakes + financing) and decarbonizing the sector in line with US & global targets.
Rocky Mountain - Targeted Opportunity Region

Salt Lake City SLC
Denver DEN
Key Rocky Mountain Attributes for SAF Deployment

Source: BNSF Railway Network Map
Rocky Mountain TOR will demand 100M+ gallons of SAF in 2030 and ~1.5B gallons by 2050

<table>
<thead>
<tr>
<th>State</th>
<th>Jet Fuel Demand, 2030 (gallons, millions)</th>
<th>Jet Fuel Demand, 2050 (gallons, millions)</th>
<th>RM TOR SAF Grand Challenge Target 2030* (gallons, millions)</th>
<th>RM TOR SAF Grand Challenge Target 2050* (gallons, millions)</th>
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<td>CO</td>
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<td>WY</td>
<td>10</td>
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<td>13</td>
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<td>Total</td>
<td>921</td>
<td>1,557</td>
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* US SAF Grand Challenge: 2030 - 3 billion gallons, 2050 - 35 billion gallons
Rocky Mountain TOR production potential exceeds the 2030 Targets

- The total SAF production potential in the Rocky Mountain TOR is estimated to be 430-1,250 million gallons, considering lipid-based, waste-based and forest residue-based feedstocks.

- Production potential exceeds the 2030 SAF Grand Challenge goal for the region based on projected jet fuel demand.
Great Lakes - Targeted Opportunity Region
Key Great Lakes Attributes for SAF Deployment
SAF Refining Creates Skilled Jobs

Job figures for a simulated 50 million gallon/year SAF plant by value chain stakeholder

- Construction and engineering
- Material and equipment
- Supplier plant investment
- Operations and maintenance
- Supplier Operations and maintenance

Closing Remarks

Andrew Chen
Principal, Climate Aligned Industries
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RMI’s Work in the Aviation Sector

**Demand side**
- Demand aggregation, piloting SAFc transactions
- SAF sustainability performance criteria
- Aviation Framework for Climate Aligned Finance
- GHG accounting and reporting

**Supply side**
- SAF Policy
- SAF Targeted Opportunity Regions (TOR)
- Techno-Economic Modeling
- SAFc registry, Book & Claim standards
- MPP Clean Industrial Hubs
- Contrail Impact Task Force
- World Economic Forum
- Mission Possible Partnership