



Norway Product Regulation
Applying on
Jet A-1 (SDS number SAV2101 (UN 1863))
Meeting Defence Standard 91-091 Issue 11

As defined herein

From 1 January 2020, regulatory changes will come into force mandating that 0.5 per cent of aviation fuel sold in Norway must be sustainable aviation fuel (SAF). The increased use of SAF will contribute to reaching Norway's climate targetsⁱ. The increased cost associated with the delivery of SAF will appear as a line item on all Norwegian location invoices.

Flights carried out by military aircrafts are exempted from the scope of the mandate due to technical requirements in the defense sectorⁱⁱ.

In response to the mandate Air BP, as a jet fuel supplier, is obligated to replace 0.5% of all our commercial airline and business aviation Jet A-1 supply, with SAF in 2020.

SAF will not be delivered to every airport in Norway. Instead the required volume of SAF will be supplied into select locations in order to minimise logistics cost for our customers and seeking to keep overall emissions from deliveries of SAF to a minimum for the industry.

Customers will not need to make any operational changes. SAF is a 'drop in' fuel which has been used worldwide for commercial flights for over 10 years totalling hundreds of thousands of flightsⁱⁱⁱ. Once SAF is blended with regular jet fuel and demonstrated to be on-specification, it is certified as Jet A-1 and can then be handled in existing infrastructure and used in existing jet engines without requiring any modifications. At this point, it is simply a Jet A-1 fuel like any other.

Air BP is committed to meeting the requirements set out by the Norwegian Ministry of Climate and Environment and we are proud to say that we've been actively supporting our customers in their low carbon journey since 2010.

ⁱ <https://www.regjeringen.no/en/aktuelt/mer-avansert-biodrivstoff-i-luftfarten/id2643700/>

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ⁱⁱⁱ <https://www.icao.int/environmental-protection/GFAAF/Pages/default.aspx>