

2024 ICAO REGIONAL SEMINAR ON ENVIRONMENT

In collaboration with



CIVIL AVIATION AGENCY
UNDER THE MINISTRY OF TRANSPORT
OF THE REPUBLIC OF UZBEKISTAN

EUR / NAT Area

10 to 12, September 2024
Samarkand, Republic of
Uzbekistan



ACTSAF

CORSIA





Ministry of Infrastructure
and Water Management

State Action Plan and cleaner energies

Jesper van Manen, NL DGCA,
policy coordinator for fuels

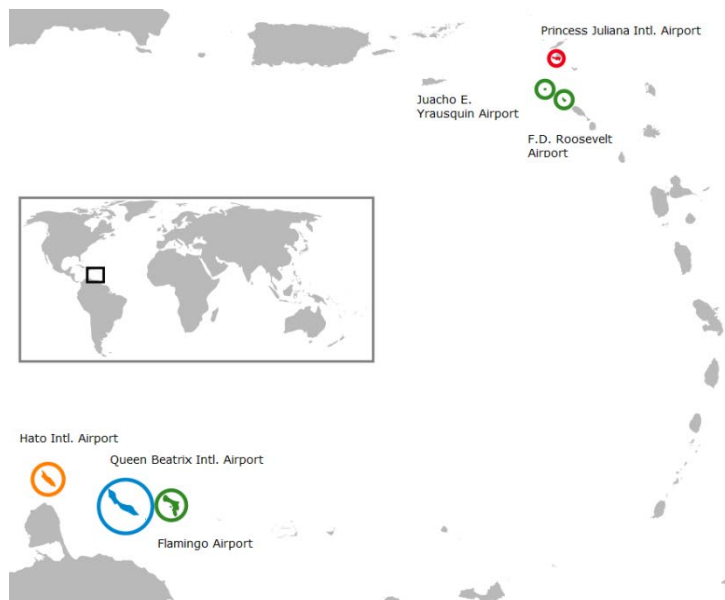
Samarkand, 10 September 2024



State Action Plan



Aviation in the (Kingdom of the) Netherlands



Schiphol 2023:

- > 464k movements
- > 1.4m tons freight
- > 62m pax



State Action Plan history

- › 2016 initial version, not public
- › [2022](#) current version, based on national Civil Aviation Policy Memorandum 2020-2050
- › Update underway



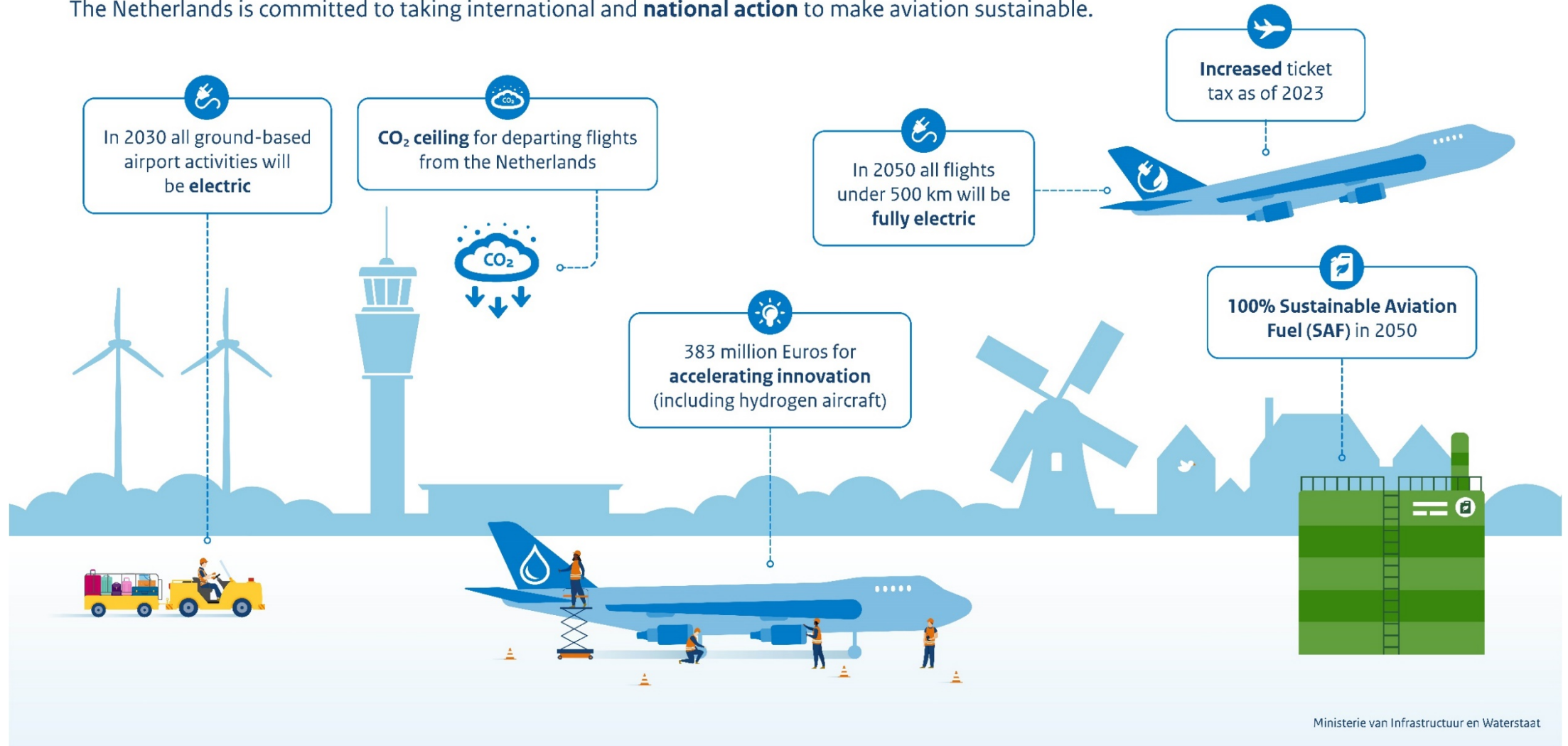
2022 State Action Plan

1. Overall policy framework
2. Targets and monitoring
3. SAF
4. Technology
5. Operations
6. Market-based measures
7. Ground operations
8. Additional measures



What is the Netherlands doing to make aviation sustainable?

The Netherlands is committed to taking international and **national action** to make aviation sustainable.





Example: targets and monitoring

- › National in-sector CO₂ reduction targets for international departing flights
- › CO₂ ceiling
- › Recent developments:
 - Launched a national non-CO₂ policy approach early 2023
 - CO₂ ceiling paused, sponsored ICAO non-CO₂ event

CO₂ targets for international flights departing from the Netherlands

1

2030

CO₂ emissions at the level of 2005

2

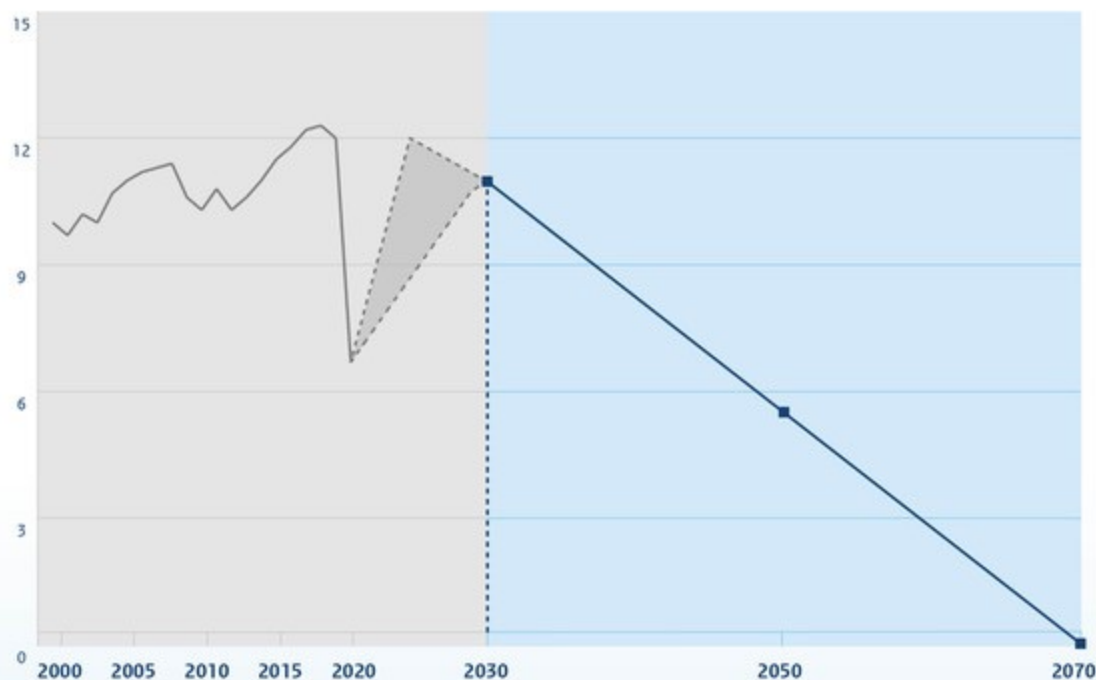
2050

50% less CO₂ emissions than in 2005

3

2070

zero CO₂ emissions



Why a CO₂ ceiling?



Guarantees that aviation will achieve CO₂ targets



Certainty for society



Clarity for aviation industry

How does the CO₂ ceiling work?

Government determines room for CO₂ emissions from international departing flight per airport
→ Airport responsible for keeping CO₂ emissions under the limit
→ Government monitors



CO₂ emissions below limit
↓
No consequences



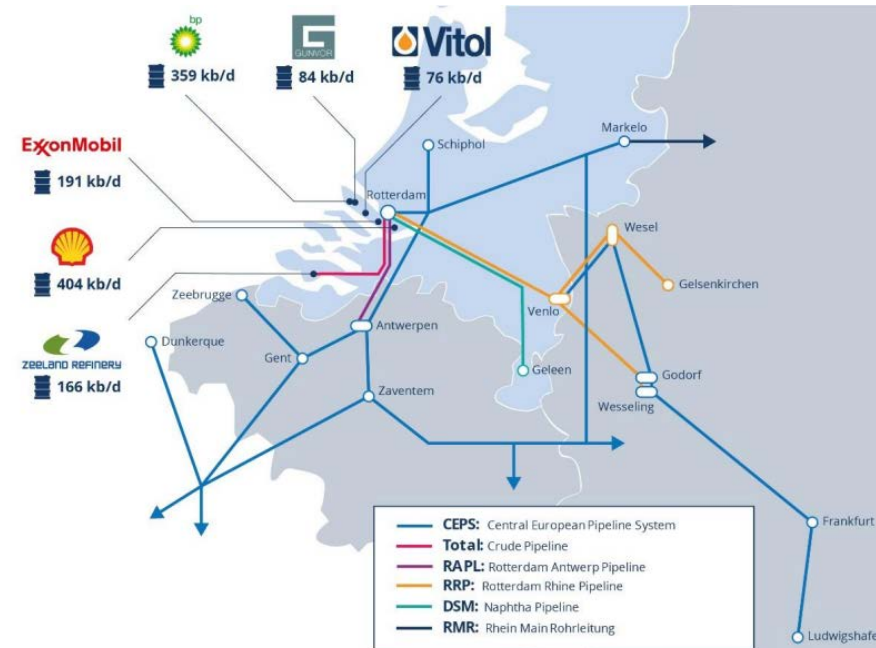
Too much CO₂ emissions
↓
Measures need to be taken



Cleaner energies



Large jet fuel industry and infrastructure



	2022 jet fuel	Refined	Uplifted
EU27		27 Mton	35 Mton
Netherlands		7.1 Mton	3.2 Mton



Detailed SAF Roadmap: 2025

- › [2021 SAF Action Programme](#) developed with national Sustainable Aviation Table, basis for 2022 SAP section on SAF
- › Timeline now outdated, plan to remove in new SAP
- › Proposed to new government to launch a new [SAF Roadmap](#) with industry by summer 2025
- › Focus on timeline to ramp up and diversify (e.g. Alcohol-to-Jet)
- › Currently tendering consultancy for support
- › Inclusion in future SAP to be determined



Cleaner energy policies and ambitions

- › National targets of 14% SAF uplift in 2030 and 100% in 2050
- › AF-KLM: 10% SAF in 2030, 1% now, gov as launching customer
- › Airports (publicly owned) developing own policies such as a local incentive, local blending mandate
- › National hydrogen aviation programme Aviation in Transition
- › New R&D finance for advanced SAF



SAF investments in the Netherlands

- › HEFA plants (nearly) under construction:
 - SkyNRG (greenfield near Groningen): 100k tons SAF p.a.
 - Neste (bio-refinery): 1.2m tons SAF p.a.
 - Shell (refinery): 400 - 450k tons SAF p.a.
 - Gunvor/Varo (refinery): 200 - 250k tons SAF p.a.
- › Various other announcements:
 - Chane, Enerkem (WtJ), Gidara (MtJ), Synkero (PtL), UPM, Zenith (PtL), ...