



→ How better SAF accounting can support sustainable business travel

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Introduction

Business air travel is essential to many corporations and drives an estimated 3%-7% of their scope 3 emissions.

Sustainable aviation fuel (SAF) is the focus of efforts to decarbonize aviation. It offers a solution that's available today and has the potential to scale across the industry. However, current supply is extremely limited, resulting in high prices. The SAF certificate (SAFc) mechanism is a developing tool to allow corporations to close the price gap and receive an allocation of the scope 3 emissions reduction in return. This ultimately attracts greater investment to the sector, scaling supply and reducing costs.

ICF estimates the current market for SAFc could be over \$100m in 2023. The SAFc market has grown faster than many of the supporting guidelines, and their recognition is crucial—both within the sector and by global frameworks such as the Greenhouse Gas Protocol (GHGp). The support of pioneering corporations through the adoption of the SAFc mechanism demonstrates demand and encourages global frameworks to allocate resources to develop the details required.

This paper provides an overview and comparison of current SAF certificate accountancy guidelines and infrastructure, and suggests how corporations can support the development of a more robust system.





Aviation is a significant and growing source of many corporate emission footprints

The aviation industry contributes more than **2% of total global carbon emissions**, with additional impact from non-CO₂ factors. Based on an ICF analysis of a selection of companies, aviation typically represents 3%-7% of their total scope 3 emissions, depending on the sector. This percentage is likely to grow as other operational emission sources—such as buildings and vehicles—decarbonize at a faster rate. Using SAF is the focus of efforts to accelerate decarbonization in aviation, with IATA estimating that **SAF will contribute at least 65% of the industry's decarbonization by 2050**.

However, demand for SAF **has grown faster than supply** as investment has been slow to flow into the sector. This has been due to high production costs and concern that the airline industry cannot absorb or pass through the price premium. Unfortunately, this has compounded scarcity and elevated prices further.

Government policy is playing a key role to break this cycle and has been particularly effective in the U.S., U.K., and EU. However, effective policy takes years to develop and is currently limited, with announced policy only supporting enough SAF for around **5%-8% of global jet fuel** to be replaced by 2030. There is a key opportunity for corporations to accelerate the market,

as even relatively small initiatives can have a significant impact due to low volumes of production. This benefits corporations by reducing their scope 3 emissions today and supports the development of the technologies needed to allow carbon-free staff travel in a timeframe that aligns with global decarbonization targets.

What is an SAF certificate?

SAF certificates (SAFc) aim to unbundle the scope 1 emissions reduction from the scope 3 emissions reduction achieved from the fuel's use. Scope 1 emissions are created by the airline (or other aircraft operator) when they burn fossil jet fuel, while the scope 3 emissions are allocated to the customers using the aircraft for travel. These customers could be corporate employees travelling for work, private individuals travelling for holidays, freight operators, and many others.

The scope 1 emissions recorded by the airline should always equal the scope 3 emissions recorded by the passengers. So, when an airline uses SAF to reduce their emissions, this will also reduce the scope 3 emissions for the passengers. Improving the measurement and reporting of the passengers' scope 3 emissions is a crucial pre-requisite to recognize and reward airlines that reduce emissions, and our team is currently working with leading organizations to develop this environmental labelling system.

The SAFc mechanism allows corporations to move from passive recipients of the emissions reduction to active partners. Instead of evenly spreading the scope 3 emissions reduction across all passengers and freight, the SAFc allows the scope 3 emissions reduction to be claimed by specific passengers that financially support the use of SAF. The total scope 3 emissions reduction is the same regardless of whether a SAFc is sold, so a SAFc represents a change in the allocation of the scope 3 emissions reduction, not a change in the volume of scope 3 emissions reduced. The emissions reduction is additional as the SAF may not have been financially viable without the sale of the scope 3 SAFc. This concept is similar to Renewable Energy Certificates, which allow consumers to support the generation of renewable electricity in return for a reduced allocation of emissions.

These certificates have already played a crucial role in developing the SAF market, with significant volumes of current SAF use supported through the mechanism. With c.0.3 million tonnes of SAF [consumed in 2022](#) and Platts [reporting a premium](#) of \$2000-2500/t, ICF calculates that the market value of SAFc today could be as much as \$750m (equal to almost a third of the voluntary carbon market). Government incentives and other factors may reduce this to perhaps \$500m or less, but the value of the market almost certainly outstrips its public profile.

In the early days, most SAF was delivered as a physically segregated product. While this removed any risk of contamination of the wider fuel supply, it was also extremely expensive. After decades of testing to ensure that SAF is completely safe, nearly half a million flights have now been powered by a blend of fuel that includes SAF. This has allowed the administrative details of SAF (the recorded emissions reduction and other properties) to be separated from the physical fuel—initially through the mass-balance approach, and, increasingly, through the book and claim approach.

This system also supports the increasing recognition of the SAFc mechanism, which allows the scope 3 emissions reduction to be allocated to specific passengers, separate from scope 1 emissions. This means that if an airline uses SAF to reduce their scope

1 emissions, the reduction in scope 3 emissions (usually pro-rated to all passengers) is instead allocated to specific passengers who pay for this benefit. This payment then supports airlines to cover the green premium associated with the use of SAF.

What are the current challenges that SAFc faces?

Considerable effort is focused on improving the accounting systems used to calculate, track, and report the environmental attributes of SAF, and this will benefit the SAFc mechanisms. However, using SAFc is a specific tool within this framework. Significant progress can be made to solve the unique challenges faced by SAFc if given appropriate focus and support from pioneering corporations, airlines, and other stakeholders. These challenges include:

- **Recognition:** The overarching challenge is that the near-universal framework used for emissions accounting, the [Greenhouse Gas Protocol \(GHGp\)](#), is yet to add the detail that would allow SAFc to be recognized. Our understanding is that this is primarily due to scarce resources and considerable demands from so many industries as the transition accelerates. Many grassroots efforts have begun to add detail and build consensus for SAFc accounting, which will ideally be recognized and reflected in these overarching frameworks.
- **Variable value:** Most systems define one SAFc as environmental attributes from one tonne of SAF. However, SAFc will vary based on the sustainability elements of the SAF itself, such as the certification type, the life-cycle greenhouse gas emissions reductions, and whether they are to be used for compliance/voluntary purposes. This means SAFc cannot be valued out of context.
- **Additionality:** Additionality is an important characteristic to demonstrate that additional emissions reductions have been achieved because of SAFc use. However, the size of the investments needed means that it can be harder to link the development of new

production facilities to individual SAFc purchases. It's therefore important to understand that additionality can be seen at the system level, with SAFc purchases serving as a market demonstration and ensuring the market develops much faster.

- **Accountability:** Most corporations use approximations to estimate their staff travel emissions, based on the distance travelled or money spent on flights. As SAF use increases, it will become essential that these multipliers are adjusted so they do not include the emissions reduction from SAFc that have been claimed by specific corporations. To help address this, leading airlines (and some tech companies) are developing complementary systems to improve the calculation and reporting of staff travel emissions—ensuring scope 3 emissions reductions are only counted once.
- **Regulation:** Most SAF production is supported by government regulation such as mandates and incentives. This complicates additionality and sometimes even the ownership of environmental attributes. For example, some organizations will

not allow the sale of SAFc for fuel that is sold as part of mandated SAF volumes.

Government policy must both strive to address national emissions in the nationally determined contributions (NDCs) to align with the Paris Agreement temperature goal and stimulate additional production. Our belief is that no regulation today represents an explicit purchase of the emissions reduction and would likely not be within scope. This is because most NDCs do not include international aviation (where almost all SAF is used). SAF claims also sit alongside carbon market mechanisms, such as emission trading schemes (ETS). These schemes provide an economic incentive to help bridge the cost differential between SAF and conventional aviation fuel.

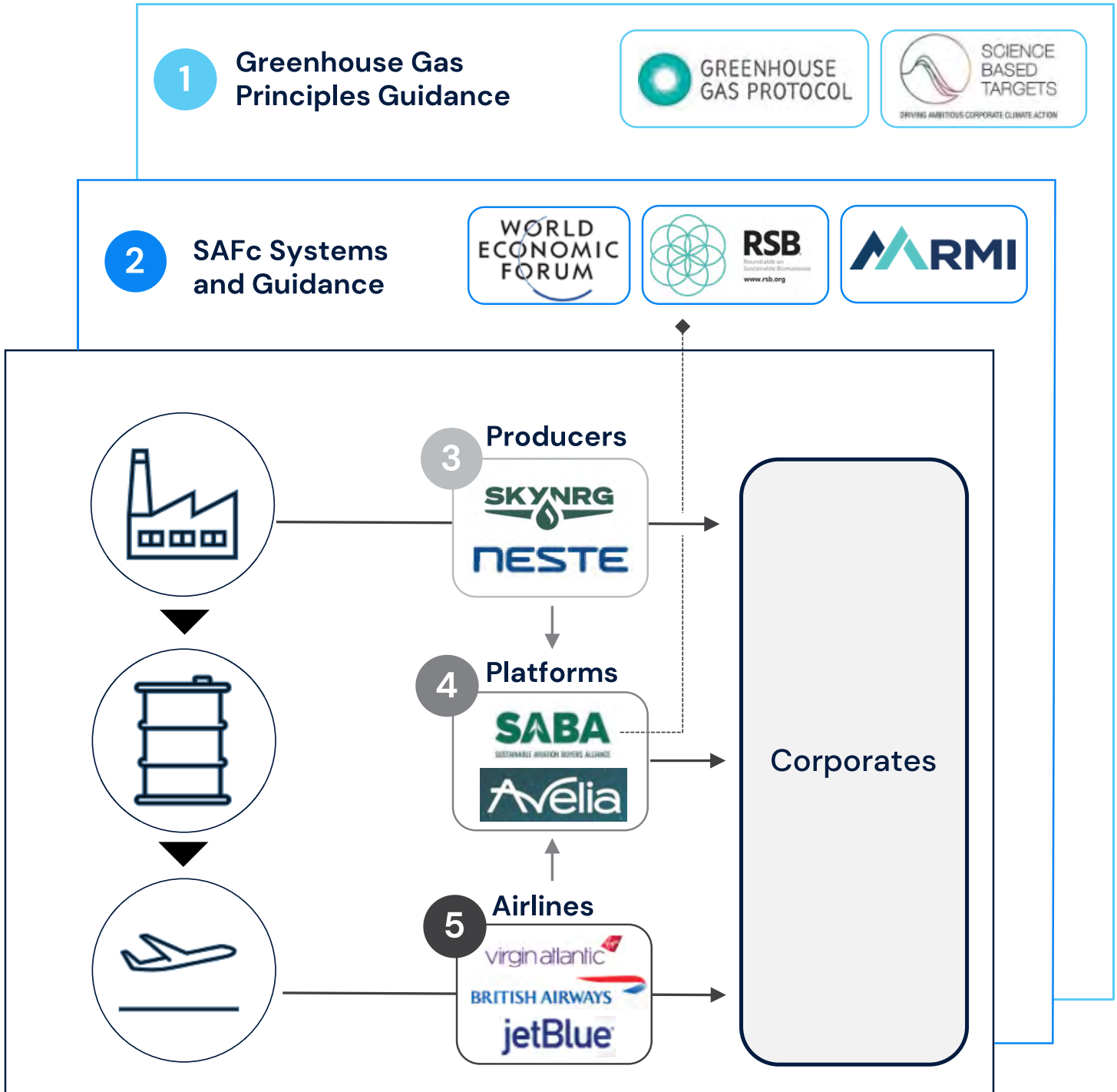
In this regard, some of the existing SAFc can be issued for use in compliance/mandatory schemes, but no voluntary scope 3 claims can be sold as part of that unit if already used towards scope 1. Developing a global consensus on how the multiple compliance and voluntary schemes interact with each other and with SAFc is essential to scale the market.



An overview of the current SAFc ecosystem

There are several organizations supporting the reporting of emissions, developing the guidelines for SAFc, and building systems and infrastructure for implementation.

Figure 1: The SAFc landscape, separated into five key categories.



Note: The fuel producers, platforms, and airlines included in this illustration are examples, with many others also developing offerings.
Source: ICF analysis

Greenhouse gas principles guidance

The greenhouse gas protocol (GHGp)

The GHGp is the most used greenhouse gas accounting standard and is led by the [World Resources Institute \(WRI\)](#) and the [World Business Council for Sustainable Development \(WBCSD\)](#). It draws on a range of partners when developing standards and publishes compliance guidance for organizations. Guidance and standards are comprehensive, but not fixed. Ongoing updates cover clarifications, specific areas/industries, and new technologies.

Currently, the GHGp is developing [Land Sector and Removals Guidance](#), including for activities related to biogenic products (bioenergy for SAF). Guidance covering consumer lifecycle emissions and upstream removals, downstream emissions for producers, and carbon capture and storage across the value chain is expected. At present, carbon emissions from SAF use should be reported as supplementary disclosure outside the scope 1, 2, and 3 boundaries.¹

The challenge for corporations often lies in reporting SAF certificate use. The GHGp does not include the SAF certificate mechanism in its standards or guidance. This means that today, under the protocol reporting framework, corporations purchasing SAF certificates cannot claim lower scope 3 emissions through their use. However, they can disclose their use as a voluntary measure, comparing emissions reductions achieved through funded SAF to their scope 3 passenger/cargo

Initial [guidance from the SBTi](#) on the use of SAF.

The SBTi acknowledges that the practicalities of corporate SAF procurement and accounting are currently poorly defined in the market; however, it is beyond the scope of this guidance to endorse or recommend specific frameworks that are not formally recognized by the Greenhouse Gas Protocol (GHGP). Hence, until standardized guidance on SAF accounting is available and endorsed by GHGP, corporate use of SAF to meet SBTi scope 3 targets should:

- Obtain reasonable proof of fuel consumption / combustion.
- Demonstrate environmental benefits associated with the SAF used (e.g., Certificate of Sustainability (CoS), including SAF lifecycle values).
- Prove clear chain of custody for the SAF consumption down, rather than across, the value chain (i.e., a business traveler could only purchase SAF from an upstream supplier, either an airline or a fuel producer).
- Include full accounting of Well-to-Wake emissions from all fuel consumption (SAF + fossil fuel) in a firm's scope 3 inventory.

Source: SBTi

emissions, but as a supplementary disclosure outside of their emission inventory scope.

While the GHGp lacks standards or guidance for SAFc, more organizations are publishing information to support SAF accounting for corporations. These are the Science-Based Targets initiative ([SBTi](#)), World Economic Forum ([WEF](#)), and the Roundtable Sustainable Biomaterials ([RSB](#)) with Smart Freight Centre and MIT. The summarized guidance from each of these bodies is below. The hope is that this will be formally adopted into existing mechanisms.

Science Based Targets initiative (SBTi)

SBTi is a partnership between the WRI, [CDP](#), the [United Nations Global Compact \(UNGC\)](#), and the [World Wide Fund for Nature \(WWF\)](#) to help companies set robust, climate-model derived targets and emission reduction pathways. The targets allow companies to see by how much and how quickly they must reduce emissions to align with the 2015 Paris Agreement.

Like GHGp, SBTi recognizes that while SAF itself can help consumers of aviation services achieve science-based targets set against jet fuel-related emissions, SAFc cannot currently contribute towards such targets. This guidance follows the International Civil Aviation Organization's (ICAO) [Standards and Recommended Practices \(SARPs\)](#) and aligns with wider SBTi principles. It takes a practical approach to SAF use reporting by providing a set of sensible and achievable criteria that should be demonstrated.

¹ While the non-carbon emissions (CH₄ and N₂O) for biofuels used for power generation should be reported in scope 2 as carbon dioxide equivalent emissions (CO₂e), other guidance suggests that they should not be included for SAF emissions since there is considerable uncertainty on their impact in aviation

SBTi emphasizes transparency, ensuring SAF purchasers’ need for visibility across the process. For example, airlines may be audited to ensure compliance. As the GHGp only recognizes value chain mechanisms (certificates, rather than credits), airlines following this should avoid using SAFc within a marketplace (trading systems in which SAFc are sold and bought). This maintains transparency since marketplaces use mechanisms outside the value chain. In simple terms, SAFc count towards science-based targets only when fuel is purchased vertically through the value chain (i.e., directly from airlines, or producers), rather than from a marketplace that allows horizontal trading and speculation.

This might change with updated GHGp guidance and/or future definitions of SAF procurement frameworks. SBTi envisages that a book and claim approach that decouples physical fuel from environmental attributes will be most suitable. In September 2023, SBTi [opened a call for evidence on the effectiveness of environmental attribute certificates in climate targets](#), indicating that a renewed set of standards is in development, improving the reporting landscape for corporations.

Figure 2: Comparison of seven elements in the World Economic Forum, RSB, and SABA SAF certificate reporting guidelines.

SAFc systems and guidance

Mechanism/system	SAFc unit	Claimable against CORSIA?	Required emission reduction	Counted towards mandates?	SAFc time restriction	Feedstock restrictions	Additional sustainability criteria
World Economic Forum	Volume or LCA emissions	Y	>60%	N	-	Should not threaten food security, result in DLUC or ILUC, or have significant emissions footprints from production	Certification to sustainability certification scheme e.g. ISCC or RSB
Roundtable on Sustainable Biomaterials	1MT neat, certified SAF	Y	50%	N	24 months	Legality, planning, monitoring & continuous improvement, human & labor rights, rural & social development, local food security, conservation, soil, water, air quality, use of technology, inputs & waste management, land rights	Must hold a valid EU RED or CORSIA certificate & from a certified RSB Trader
Sustainable Aviation Buyers Alliance	1MT neat SAF	Y	60%	N	5 years	SABA-preferred units must demonstrate compliance with ICAO LUC risk practices methodology, RSB Low ILUC Risk Biomass Criteria & Compliance Indicators, or RSB Standard for Advanced Biofuels	All participating operators in supply chain certified by an ICAO-recognized sustainability certification scheme

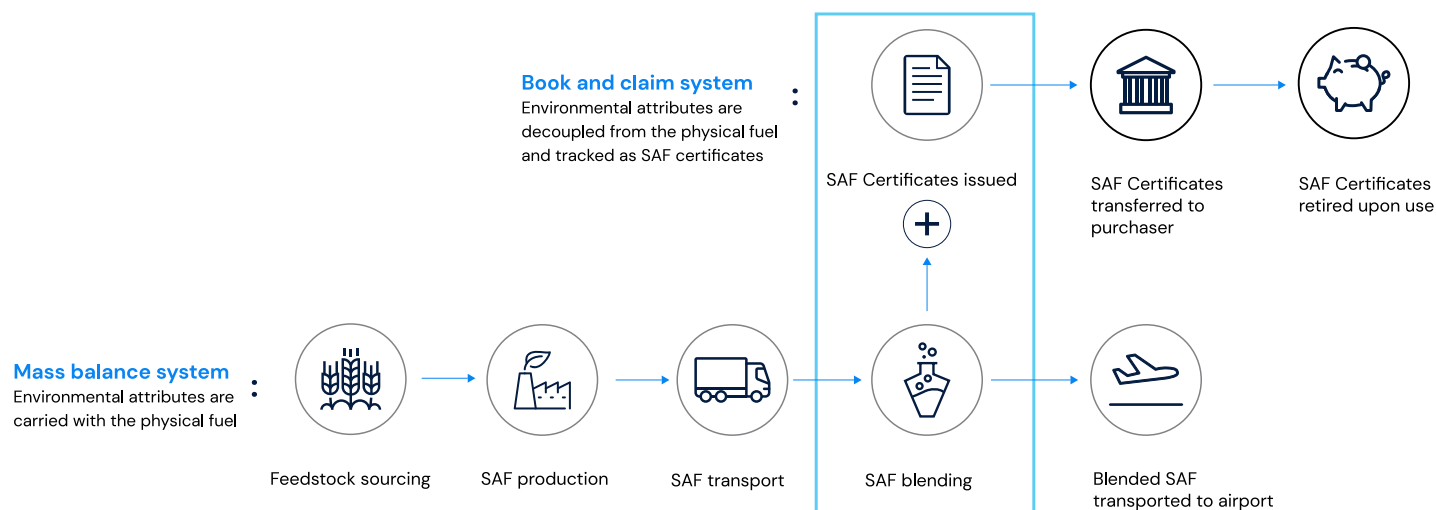
Source: ICF research across WEF, RSB, and SABA publications

The World Economic Forum (WEF)

In 2022, WEF's Clean Skies for Tomorrow initiative published a [Sustainable Aviation Fuel Certificate Emissions Accounting and Reporting](#) document. This proposes a consistent, transparent book and claim methodology for SAF's environmental benefits. It likens SAFc to a renewable electricity certificate. The [WEF SAF Offtake Manual](#), published in June 2023, supports this.

WEF have also developed a book and claim methodology that supports airlines by building on previous mass balance certification systems for SAF supply chains, letting airlines share SAF costs with customers. It allows airlines and carriers without direct SAF access to purchase and claim benefits towards their target reporting, reducing supply chain emissions. However, it should be noted that this system therefore supports the wholesale transfer of both the scope 1 and scope 3 emissions associated with SAF, rather than separating them out, as per other platforms. Therefore, the WEF SAF offtake manual is more relevant to corporate purchasers of SAFc.

Figure 3: WEF / RMI SAF book and claim system overview.



Source: ICF

The SAF offtake manual provides specific guidance for corporate buyers, with a focus on scope 3 emissions. It outlines the processes of procuring and contracting SAF (including sustainability criteria, emissions accounting, and reporting), SAF availability at airports, CO₂ calculations, and pricing.² It also addresses risks associated with scope 3 emissions reduction accountancy. These include double counting, as we have already mentioned in this paper. WEF calls for a robust SAFc accountancy system to accurately track and manage the environmental benefits³ of SAF.

The Roundtable on Sustainable Biomaterials (RSB)

RSB, an international initiative, drives a sustainable transition to a bio-based and circular economy. Their projects and solutions support key decision-makers to deliver net positive impacts. RSB published a [book and claim manual](#) in March 2023, outlining requirements for registering, transferring, and retiring the sustainability attributes associated with SAF. It covers sustainability certification, sustainability data points, claims, double counting, and additionality.

² The manual states that a SAFc should credit CO₂ reduction and be available after using the SAF volume. It should be accompanied by independent third-party verification and LCA emissions reporting under scope 3 category 6 (business air travel).

³ Note that these guidelines only apply to corporations using commercial airlines, and not those with private aircraft.

Sustainable Aviation Buyers Alliance (SABA)

The [Sustainable Aviation Buyers Alliance \(SABA\)](#) has worked in partnership with the [Rocky Mountain Institute \(RMI\)](#) and Energy Web to build and launch a [digital registry](#) for SAFc. The registry encourages corporate investment in SAF and provide rigorous, transparent, certificate-based accountancy support. It aims to build confidence in SAF emissions reduction claims, propel investment in production, and, ultimately, to accelerate aviation decarbonization. It will provide data on the environmental quality and certifications per gallon of SAF, allowing organizations to choose and purchase the associated environmental benefits. A draft [SAFc registry rulebook](#) is under public consultation and provides details on issuance, holding, transfer, and retirement of SAFc.

How do the current SAFc systems work?

All systems require different emissions reductions from sustainable aviation fuel. SABA allows the inclusion of SAF, which offers [60% emissions reduction](#), while the RSB and WEF require [50%](#) and [60%+](#) respectively.

While all three systems agree that a SAFc unit should represent one metric tonne of neat SAF, this means that one SAFc from SABA could reduce far fewer emissions compared to one SAFc from the RSB or WEF. This is linked to the challenge of variable value, as the emissions reduction can be different for SAF produced from different feedstocks, in different processes, and different locations. For example, ICF has worked on SAF facilities expecting to reduce emissions by over 260% compared to fossil fuels, utilizing carbon capture and storage technology. This represents an emissions reduction of as much as 25x compared to SAF meeting the minimum CORSIA criteria of a 10% reduction.

In addition to the variable value of SAFc emissions reductions, sustainability criteria differ across systems. Key themes emerge across protection against land use change, food security, and independent verifications. As a result, corporations should ensure that SAFc purchases are from a reputable organization, but also review requirements against their own sustainability priorities.

The systems discussed do not allow SAFc to be generated by SAF that is consumed as a result of mandated volumes. This aims to ensure additionality, but also creates several challenges. It first assumes that the SAF mandates will be achieved, which is not guaranteed by the existing level of policy support, and particularly the lack of SAF price certainty in both the U.K. and EU. It also creates significant market distortions, with airlines in mandated regions facing higher costs and fewer opportunities to work with corporations to reduce the green premium, compared to airlines in the U.S. and other regions.

A more nuanced approach might allow the use of SAFc for specific categories of SAF. This would recognize that policy is often a blunt mechanism that does not always drive the industry towards the most sustainable and scalable solutions. This view is also shared by some policymakers, with a U.K. official recently stating, during a conference panel session, that they see no issue around the sale of SAFc from SAF used to comply with the U.K. SAF mandate.

Other differences include time restrictions on eligibility. WEF have not defined an expiry period for certificates, based on purchase date, but the RSB states that they must be retired or sold within 24 months. Comparatively, corporations purchasing SAFc through SABA have five years from certificate purchase to expiry, which may benefit organizations that have secured a large amount at a favorable price.

All three SAFc purchase systems highlighted in Figure 2 have their own merits and drawbacks. As a result, the system that a corporation decides to purchase from should be reviewed in alignment with their own sustainability strategy. Using reputable organizations to purchase SAFc provides some protection against double counting of environmental benefits. It also reduces the risk of subsequent claims of greenwashing and provides more clarity in reporting.

Organizations are working to increase the robustness of the reporting process, providing assurance to corporations and industry alike. Preventing double counting of SAF benefits is crucial when buying SAFc. Other customers must not record scope 3 reductions for the same consignment of SAF, as the allocation

is solely for the purchaser of the SAFc. Similarly, as the physical fuel is unbundled from its environmental attributes via a SAFc, the physical fuel must be sold as conventional jet fuel. However, current guidance for recording scope 3 emissions in category 3 (downstream transportation and distribution), category 4 (upstream transportation and distribution), and category 6 (business travel) may not always capture this difference.

Producers

Some SAF producers have developed systems to sell SAFc to corporations, such as Neste ([Neste MY](#)) and SkyNRG ([Board Now](#)). This allows them to sell the scope 3 emissions reductions directly to corporations, and the scope 1 emissions reduction directly to airlines—and the physical fuel either bundled or unbundled with the scope 1 environmental attributes. This approach offers advantages and disadvantages. It has the potential for greater additionality if it allows the producers to scale production volumes and ultimately build new facilities but creating a greater separation between the scope 1 and scope 3 emissions reductions. Careful tracking and reporting of the emissions reduction is even more essential when the scope 1 and scope 3 environmental attributes are separated early in the value chain to ensure no double counting occurs.

Platforms

Producers such as Shell have developed book and claim platforms to support SAF uptake across corporations. For example, Shell's [Avelia](#) is a blockchain-powered digital book and claim system created with the [Energy Web Foundation](#). It helps airlines and corporations using SAF to trace associated environmental attributes. It tracks the SAF lifecycle from production to fuel network entry, ensuring data integrity, traceability, and proof of ownership.

Avelia and other platforms seek to simplify the purchasing process by creating a larger, more liquid market. However, the current guidance from the SBTi suggests that certificates retain the most credibility when they are traded vertically through the value chain, which would exclude the use of any platform that operates as a brokerage. Greater use of platforms might be crucial to simplifying the market, particularly for smaller players, and provide a supportive role

for purchasers. However, they could slow down the recognition of SAFc within the GHGp through a reduction in pressure. This would mean that formal recognition of certificates against SBTis, for example, may be delayed.

Airlines

Many airlines sell SAFc to third parties, reducing their price premium for SAF and allowing them to commit to uplift greater volumes of the fuel. Purchasing from airlines ensures the scope 1 and scope 3 environmental attributes are closely linked, with the airlines claiming the scope 1 emissions reduction, and corporations travelling on the airlines allocated the scope 3 emissions reductions. This approach is therefore the most robust and ensures the SAF emissions reductions overlap with the corporate's value chain as much as possible. Several airlines also offer improved emissions measurements for corporations that purchase SAFc, allowing companies to also improve their measurement of emissions. The localization achieved by purchasing from airlines improves the SAFc traceability, but also reduces market access, with potential volume and price impacts.

Why should corporations use SAFc?

Several mechanisms offer accountancy for SAF that supports corporate action and leadership. The lack of a globally harmonized solution can appear complex from a reporting perspective as there is currently no single solution for corporations who want to use the environmental benefits of SAF towards their own emission reduction targets. Along with the higher price of SAF, the lack of clear reporting benefits also discourages corporations from engaging with the market. To mitigate this, corporations should work on a best practice basis, ensuring the SAFc they purchase are supported by robust paperwork to track the environmental attributes—and the underlying SAF is certified to appropriate sustainability standards.

For leading organizations who incorporate SAF use into their sustainability strategy, there are clear advantages. They become first movers in the field, bringing reputational benefits to investors, employees, and stakeholders. Sustainability's increasing importance

across these groups is an opportunity for corporations to gain credibility and attract customers, talent, and financial investment. They can secure a competitive advantage, guaranteeing access, price, and quality of SAF in a scarce market.

There also exists a key opportunity to encourage wider uptake. Corporate customers are keen to make it easier to decarbonize the aviation industry, and the services SAF provides can help achieve shared climate goals. Due to being dependent on aviation as a part of the supply chain in a carbon-intensive sector, corporations can also be part of the solution to decarbonize. They can signal demand to those developing guidance, including the GHGp, for a system recognizing efforts and financial commitments to reduce environmental impact. A harmonized SAF accounting system further incentivizes and rewards those who choose to pay a price premium for using a more sustainable fuel.

A call to action for standard-setters, regulators, and corporations

SAF is key to reduce aviation emissions at scale, but deployment must be accelerated. Every stakeholder has a role to play, and the SAFc mechanism is crucial to allow corporations to decarbonize their share of air travel emissions and develop the technologies needed for carbon-free flights within a climate-relevant timeline.

If the SAFc mechanism(s) are not developed and universally recognized, there is a real and pressing risk that SAF uptake will fall well below targets. In addition to the damage to the environment, this would strengthen the argument that if corporations cannot travel responsibly, then staff should not travel at all. Early engagement mitigates this risk, and the small size of the SAF industry today creates an opportunity for first movers to be recognized as pioneers and achieve a disproportionate impact from initial purchases.

The absence of a unified SAFc accounting approach is challenging but should be expected when pioneering such a new and crucial innovation. Developing the SAFc market creates pressure on the regulators and rule-setters to address the challenges, establishing a virtuous cycle of market growth and improving tracking guidelines and infrastructure. There's no time to waste: early engagement with the market, even at a small scale, is essential to create this momentum.



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Alastair leads the sustainable aviation team at ICF, supporting companies and governments across the global industry to reduce the environmental impact from aviation.

Alastair works with airlines, airports, investors and start-ups across the globe to improve the sustainability of the aviation industry. This includes development and implementation of decarbonization strategies, working with airlines to understand, identify and contract for sustainable fuels, and supporting organizations across the aviation value chain to measure, mitigate and report on ESG factors. In recent projects, Alastair has worked with several airlines in the US and Europe to accelerate their use of SAF, supported ACI world to establish a net zero carbon target for their ~2,000 airport membership by 2050, and delivered sustainable aviation policy analyses for the UK government and the EU's DG CLIMA.



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Isobel is an aviation specialist with more than five years of experience supporting organizations across the aviation sector value chain to improve sustainability. Her focus is on reducing environmental impacts and improving socioeconomic factors across the industry.

Isobel works on a broad range of projects, including assessing sustainability strategies, writing market outlook reports, supporting stakeholder engagement programs, and developing national sustainable aviation fuel roadmaps. She is also experienced in reporting on internal and external climate change factors and developing emissions-, water-, and waste-reduction strategies for global businesses.



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