

## Press Release

### **SAS takes off with biofuel in the tank**

**SAS is the only Scandinavian airline to be taking part in Avinor's biofuel project at OSL, which from January 22 will ensure regular delivery of the most eco-friendly aircraft fuel. This will make OSL the first international airport where biofuel is available on a regular basis.**

SAS is joined by KLM and Lufthansa in signing a purchase agreement with biofuel supplier Air BP. In doing so, these airlines are contributing to a demand that is necessary in order to encourage the production and delivery of this fuel, and they are helping to make bio jet fuel commercially viable. Biofuel is currently produced in small quantities and is more expensive than fossil jet fuel, but as demand increases, prices are expected to fall.

"When we invest in the latest aviation technology, it helps to reduce emissions that have an impact on the climate, but if we are to achieve a more rapid and large-scale reduction in the impact of aircraft on the climate, then the delivery of biofuel is the most important step to take," says Eivind Roald, Executive Vice President Sales and Marketing at SAS. "That is why we are taking responsibility and making these investments, and so actively contributing to achieving sustainable aviation."

SAS has, through the continuous renewal of its aircraft fleet and extensive climate efficiency work, both in the air and on the ground, succeeded in reducing the airline's *total* CO<sup>2</sup> emissions by around 15% since 2005. Over the same period, production has increased significantly.

As well as investing in biofuel, SAS also carries out the continuous renewal of its aircraft fleet. SAS was the first airline in Scandinavia to have only 'next generation' aircraft, from 2013, and the airline is now taking delivery of the most fuel-efficient aircraft for short haul and long haul, straight off the conveyor belt: Airbus 330 *enhanced* (from 2015), Airbus 320neo (from 2016), and later Airbus 350 *extra wide body* (from 2018).

Achieving society's great expectations of a dramatic reduction in CO<sup>2</sup> emissions from aviation requires greater commitment from the government, with better provision for the local production of biofuel. We need a general climate and taxation policy that does not put a brake on development, but which takes into account the fact that aviation faces strong international competition with small financial margins.

"SAS has already set out its ambitions and drawn up its plans, having worked on biofuel projects for 15 years," Eivind Roald says. "Through investment in biofuel at OSL, we are taking another important step towards more climate-friendly aviation in Scandinavia."