



ICAO EUR/NAT and ACI EUROPE

REGIONAL GREEN AIRPORTS SEMINAR

**Hosted by the Ministry of Transport
Republic of Kazakhstan**



KMG AERO



**SPEECH BY THE GENERAL DIRECTOR
KAZMUNAYGAS-AERO LLP
SAF IN KAZAKHSTAN**



ICAO



SUSTAINABLE AVIATION FUEL

01

SAF is a sustainable aviation fuel that is obtained from renewable sources by converting biomass from vegetable and waste oils, animal fat, agricultural waste, cellulose, etc.

02

SAF can be considered not only as a type of fuel but also as a financial instrument that allows airlines to receive carbon emissions quotas.

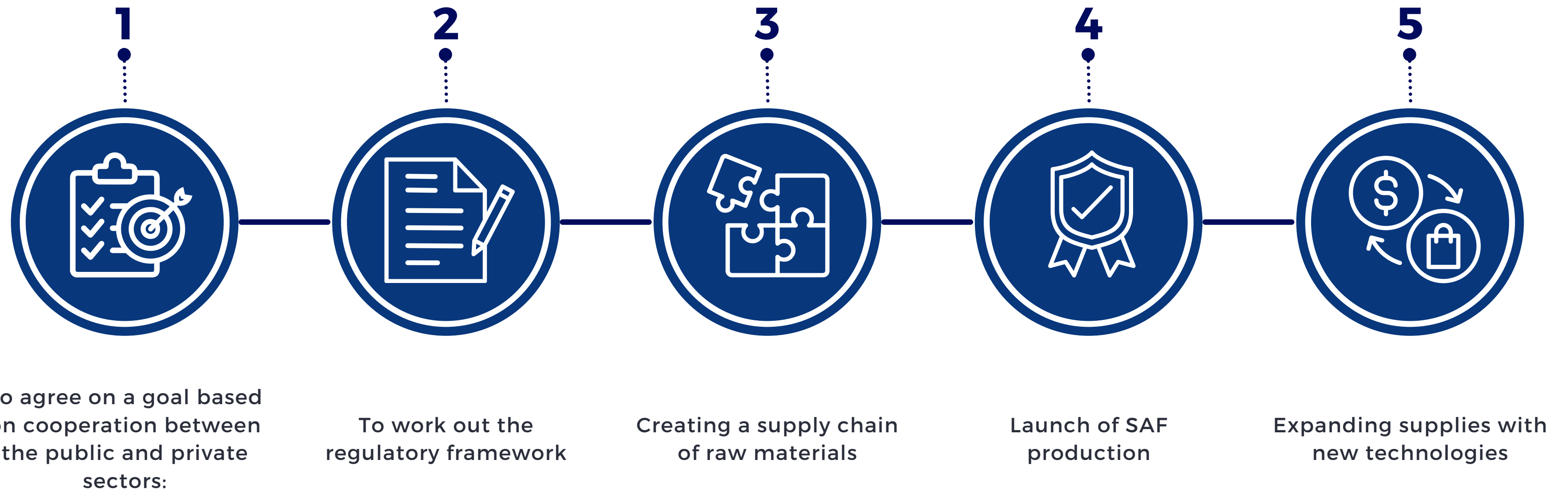
03

There are trends in the use of SAF in aviation all over the world, a number of large oil companies began producing SAF back in 2011.

04

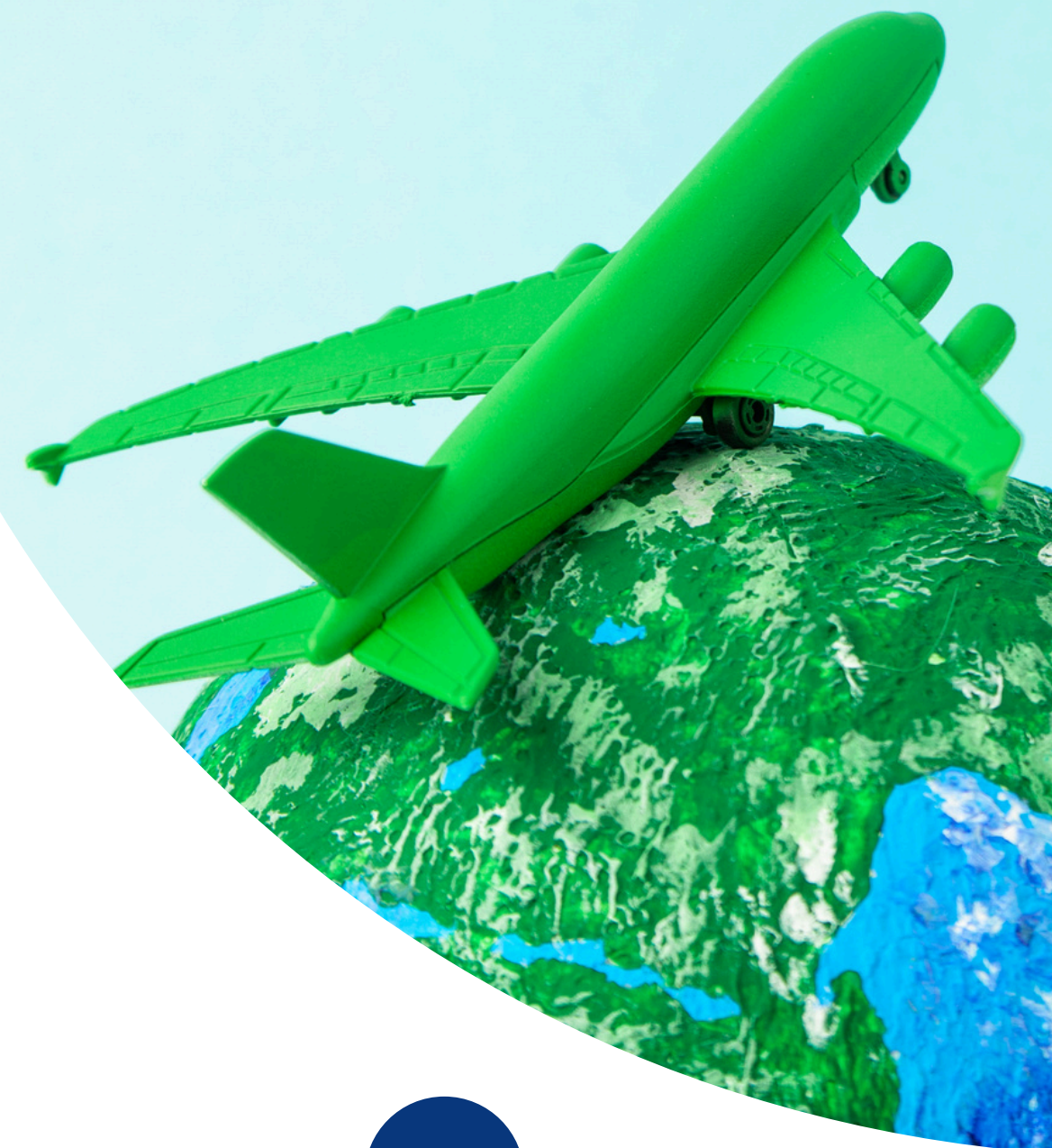
ICAO and regulatory organizations in the EU, USA and leading countries of the world are working on global recommendations and mandates for the use of SAF.

ICF RECOMMENDATIONS



CONSORTIUM

One of the important steps in the development of SAF is the formation of a consortium for production. No one company is interested in implementing the project independently, without the support and cooperation of other players. Joint efforts will provide the necessary resources, knowledge and technology, which is crucial for the successful implementation of such large-scale initiatives.



MANDATES AND TAX BENEFITS

- The cost of SAF is currently significantly higher than the price of traditional jet fuel. This is due to the high costs of its production, as well as the limited amounts of available fuel on the market. Nevertheless, in many countries, such as the USA, Canada, and several European states, governments are developing initiatives and bills to introduce tax incentives on SAF.
- Tax incentives can reduce the cost of SAF and make it more competitive in the market. This will allow airlines to more readily switch to sustainable fuels, as well as provide incentives for SAF manufacturers to increase production volumes.
- We believe that for develop ecological fuels in Kazakhstan, it is necessary to develop tax incentives for SAF producers and consumers that correspond to world practices. Such issues would be within the competence of the previously mentioned Committee on Sustainable Development.

THE KEY - JET A-1

01

Using SAF in Kazakhstan, the first step is to introduce Jet A-1 jet fuel and provide fuel infrastructure throughout the supply chain. In turn, KMG is ready to produce Jet A-1 according to the ASTM D1655 standard. Now, the airports and the supervising Ministry should take the initiative.

02

KMG-Aero is working on the construction of the necessary infrastructure at Aktobe and Astana airports, however, appropriate support is needed from the government and airport management. It would be good if the completion date of the construction and modernization phase of the TPC coincides with the construction period of the planned SAF production plant.



REDUCTION OF CO2

These processes and KMG's work on the introduction of sustainable technologies are aimed at fulfilling the instructions of the Head of State and compliance with global and regional low-carbon development programs. Thus, the transition to sustainable practices will significantly reduce the overall carbon footprint and improve the environmental situation.

DEVELOPMENT

The availability of sustainable aviation fuel in Kazakhstan will allow the country to strengthen its position as an important transit hub in Central Asia, attracting more airlines and passengers. This, in turn, will create opportunities for the development of the local economy and increase in traffic volumes, contributing to the creation of a regional competitive player in the aviation services market.

Thank You

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