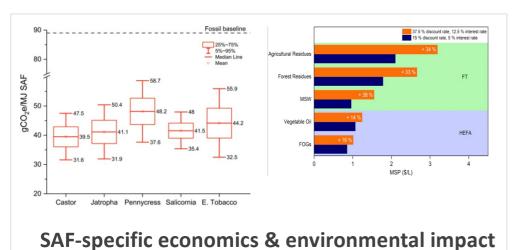
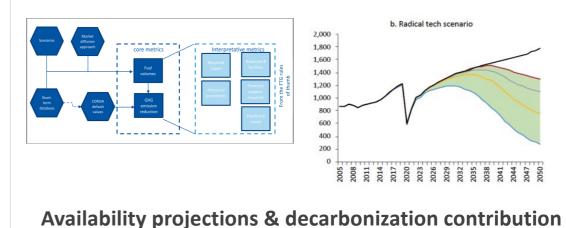
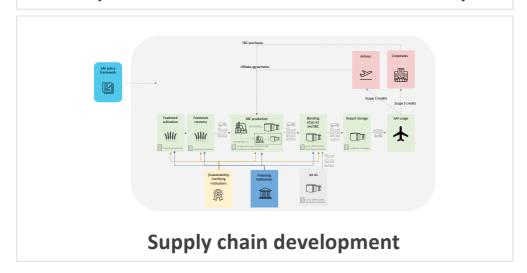


What we do in the space of SAF





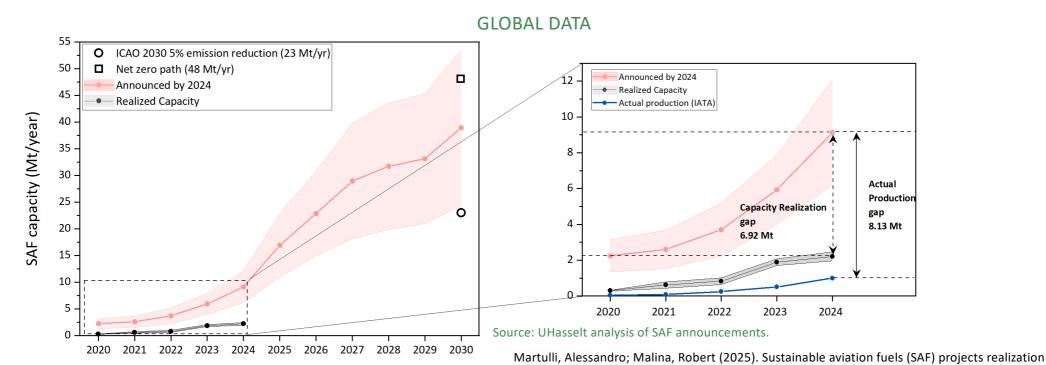






SAF scale-up is not fast enough



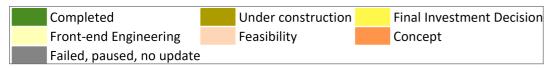


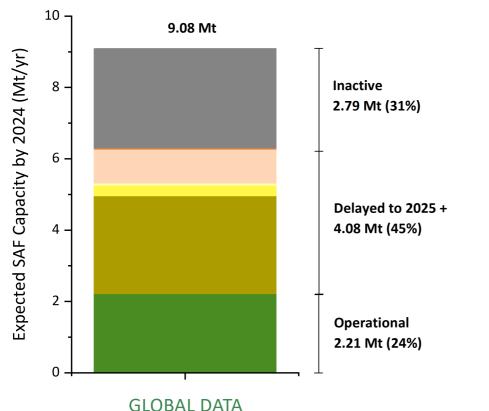
Actual SAF production in 2024 was only 11 % of originally announced capacity.

gap and state. figshare. Figure. https://doi.org/10.6084/m9.figshare.28659074.v3

A lot of projects are delayed







Martulli, Alessandro; Malina, Robert (2025). Sustainable aviation fuels (SAF) projects realization gap and state. figshare. Figure. https://doi.org/10.6084/m9.figshare.28659074.v3

Cumulative capacity expected by end of 2024:

31% Inactive

45% Delayed

24% Operational

Inactive (by capacity):

58% Fischer-Tropsch

36% HEFA

6% Others

Operational (by capacity):

71% HEFA

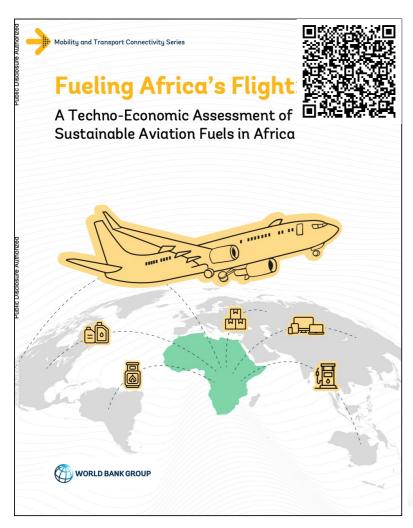
24% Co-Processing

5% Others

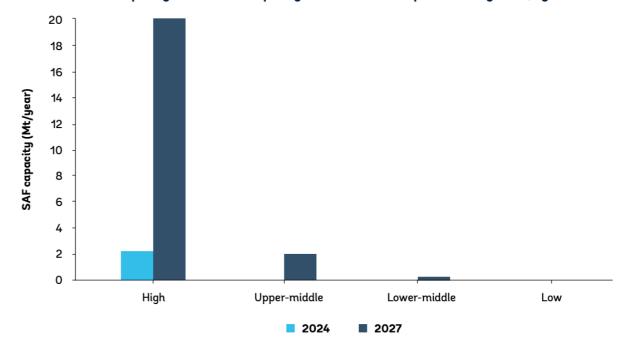
Source: UHasselt analysis of SAF announcements.

Projects primarily in rich countries





B. Installed SAF capacity in 2024 and capacity announced to be operational by 2027, by income

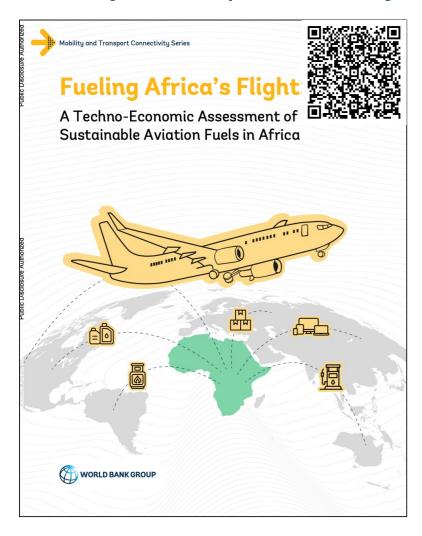


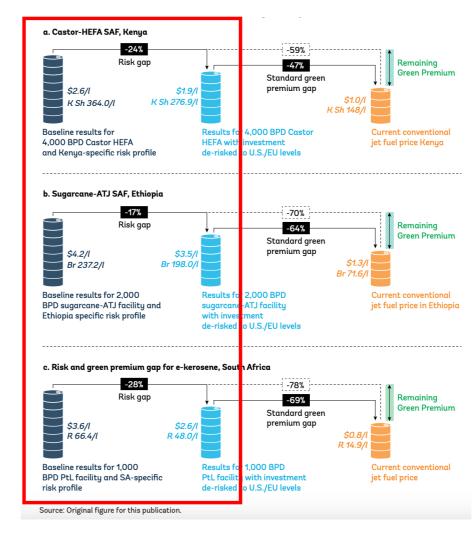
Note: The figure is based on analysis of publicly available data on operational SAF facilities and announcements of planned SAF facilities capacity in millions of tons per year. It includes only concrete announcements of facilities with location. In cases where only total production is provided, SAF output was estimated using the following assumptions about the SAF product share: Hydrotreated esters and fatty acids (HEFA): 0.51; co-processing: 0.1; alcohol to jet: 0.7; Fischer-Tropsch: 0.57, power to liquid: 0.47, catalytic hydrothermolysis: 0.4. Mt = million tons.

Source: Original figure for this publication.

Projects primarily in rich countries









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