

## Book & Claim for SAF – FAQs

### 1. What is Book & Claim?

Book & Claim is a Chain-of-custody model in which the administrative record flow does not necessarily connect to the physical flow of material or product throughout the supply chain (Source: ISO 22095:2020). In other words, book & claim allows one to 'de-couple' specific attributes, like for example the environmental benefits, from the physical product and to transfer them separately via a dedicated Book & Claim Registry without needing the buyer and the seller to be connected with a physical supply chain (as is the case for other Chain-of-custody model such as mass balance).

In close collaboration with stakeholders and industry experts, the RSB has developed a Book & Claim certification approach that we are currently piloting with Sustainable Aviation Fuel (SAF) transactions.

### 2. Why is Book & Claim valuable for the SAF sector?

A key challenge to rapid commercial deployment of SAF is the limited amount of economically viable supply sites vis-à-vis growing demand. This means that SAF is often out of reach for potential airline customers. In addition, demand for the sustainability attributes of SAF, such as its greenhouse gas (GHG) emissions reductions, is increasing among the corporate sector, which is seeking to decrease Scope 3 emissions from its business travel.

Book & Claim provides a solution to the logistical challenges of bringing SAF to market, and to effectively transfer sustainability claims to airlines or their customers. It allows an airline (or their customers) to purchase SAF (or SAF emissions reductions) without being physically connected to a SAF supply site, and to offtake up to 100% SAF via book & claim transactions.

While the customer is not technically flying on SAF, their purchase demonstrates market demand and supports the development of SAF supply globally. In turn they can claim their SAF emissions reduction purchase towards their GHG reduction goals.

### 3. How does Book & Claim work for SAF?

Book & Claim enables customers (airlines and their corporate partners) to purchase SAF without being geographically connected to a SAF production site. It enables them to purchase "SAF Credits" in addition to their conventional fuel, paying the premium for SAF to the SAF producer or supplier, who then sells their SAF as conventional fuel without any sustainability claims.

All transactions are recorded in a timely manner in a Book & Claim Registry, which is the database collecting and storing all Book & Claim transactions and related product and sustainability data.

So that this process is managed in a way that reduces the risk of fraud, a Book & Claim Registry is used to trace transactions and ensure they are credible, traceable and do not lead to double counting of the GHG benefit by multiple parties. The SAF producer 'books' their SAF into the registry, where it is then 'claimed' by a customer. A robust traceability system that guarantees full transparency and zero risk of fraud, backed by independent verification, is essential to ensure the system can be widely supported by the market — which is why the registry must be managed independently by a trusted partner.

### 4. Why can't airlines just purchase SAF directly?

The nature of the aviation industry means that aircraft fly all around the world and require refuelling before their return trips. An airline might have SAF supply close to its home airport, but as each aircraft needs to be refuelled in a foreign country before its return trip, there is no guarantee that SAF will be available at these destinations.

Additionally, current SAF supply is limited to a few locations in Europe and North America. Moving SAF to airports far from the production site can be very expensive, and generates emissions that reduce the benefit of using SAF. With so few SAF sites currently available for a huge global industry, Book & Claim removes a major hurdle in accessing, and incentivising supply.

5. How can customers be sure that they are purchasing 'real' credits? Isn't there a risk of fraud?

Ensuring that there is no fraud in the use of a Book & Claim system for SAF is absolutely vital to maintain credibility and consumer trust in the process. A robust certification, including a registry operated by a third party that guarantees full traceability and mitigates the risk of double counting, is essential to ensure Book & Claim is a credible chain of custody option that can be widely supported by the market and regulators.

That's why the RSB – a globally trusted multi-stakeholder organisation that is committed to driving the development of truly sustainable fuels for the aviation industry, in line with its best-in-class sustainability standard — has developed an approach for the certification of transactions via Book & Claim – namely the RSB Book & Claim System.

The RSB Book & Claim System is being created to ensure a trusted, credible mechanism for book & claim is available to advance the uptake of SAF globally.



6. Can customers really claim GHG reduction credits for flights that do not actually use any SAF?

Yes, under prevailing industry norms and recently published guidance. Within the industry and under international aviation's market-based GHG reduction scheme, CORSIA, SAF emissions reductions are treated like renewable electricity in that it may be applied to flights and airports and even airlines—other than where it was used. Renewable electricity uses Book & Claim accounting—sustainable attributes are purchased at one location but delivered to another for efficiency. In the case of renewable electricity, dedicated power lines from a solar or wind farm to buyers is not practical. Dedicated SAF delivery to specific flights is the same way.

## 7. How does the RSB Book & Claim System work?

The RSB Book & Claim System consists of:

- The Book & Claim Manual, which is a procedure describing the rules which allow a company to register, trade and retire credits in the RSB Book and Claim system.
- The Book & Claim Registry, which is a database to store Book & Claim transaction data.

The system aims to ensure that for each claim made on the basis of the RSB Book & Claim System, products with the same specified characteristics have been produced, and double claiming of the environmental benefit of those products is avoided at all times. Ultimately, no matter where SAF is purchased and used via Book & Claim, the net environmental effect is the same.

## 8. How does the RSB Book & Claim Registry work in practice?

The Registry requires that all users (suppliers who 'book' the SAF, customers who 'claim' it, and potential third parties who 'trade' the credits) are registered within the system as users.

Users that *register* ('book') credits into the RSB Book & Claim Registry must hold a valid RSB Chain of Custody (Trader) certificate against the RSB Global certification scheme. This allows their book & claim transactions to be independently verified by an auditor to ensure traceability and no double counting. Those that *trade* or *retire* ('claim') credits in the RSB Book & Claim Registry need only to be registered within the system as users.

## 9. Who manages the Book & Claim Registry and how is it audited?

The RSB Book & Claim Registry is managed by the RSB Secretariat, with oversight of RSB's independent, multi-stakeholder member community and board of directors. The system will be subject to independent third-party audits.

## 10. Why is RSB developing a Book & Claim Registry?

RSB is developing a Book & Claim Registry to ensure a trusted, credible mechanism for book & claim is available to advance the uptake of SAF globally.

## 11. Is SAF purchased through Book & Claim RSB certified?

While the SAF producer who 'books' the SAF into the RSB Book & Claim Registry must be certified as an RSB Trader so that their transactions can be audited and independently verified by an auditor, the SAF itself does not currently have to be RSB certified. It however must hold a valid EU RED or CORSIA certificate. This means that SAF credits purchased through the RSB Book & Claim Registry cannot automatically carry an RSB claim.

However, if the SAF is RSB certified, it will be able to carry more sustainability claims in the Book & Claim system, such as supply chain specific impacts linked to the RSB sustainability principles or low ILUC risks.

## 12. Can SAF purchased through Book & Claim be used by airlines to meet EU RED and CORSIA targets?

Not at the moment. Book & Claim is not recognised as a Chain-of-custody model by neither EU RED or CORSIA. This means that sustainability claims carried with SAF Credits retired from the RSB Book & Claim Registry can only be used in voluntary markets.

## 13. Can SAF purchased through Book & Claim be used by corporates to meet their Science Based Targets Initiative (SBTi) targets?

Whilst a formal recognition by SBTi is being pursued, the companies listed on the retirement certificate shall take their own independent advice on the legal, accounting and/or regulatory application of the claims set out in the retirement certificate against voluntary GHG emission reduction schemes.

#### 14. What does this pilot mean for RSB's work with other Book & Claim projects in development?

RSB's strength lies in building robust and credible auditing frameworks and conducting multi-stakeholder consultations to give customers and consumers confidence in the fuel purchased through Book & Claim. The pilot process with Air bp, United Airlines, Microsoft, the Sustainable Aviation Buyers Alliance (SABA) will help RSB to flesh out the specifications that can support the development of market scale registry. This first phase will see RSB pilot and refine a robust methodology for Book & Claim and we will in the future likely partner with other global initiatives working on building market-scale registries.

#### 15. Why did RSB partner with these companies for its pilot?

Each of these companies are clear leaders in their respective fields. Air bp has supplied SAF in Scandinavia starting in 2016 for regulatory reporting, Microsoft was the first U.S. company to fund SAF emissions reductions in partnership with airlines, and United was the first airline globally to use SAF on an ongoing basis.

#### 16. Is RSB working on other Book & Claim projects?

Book & Claim is an increasingly important topic in SAF and other fuels at the moment, with various projects working on it. RSB is involved with several other projects in development to support the application of a robust and credible framework for managing Book & Claim.

#### 17. Is Book & Claim limited to SAF?

Book & Claim has been used by in renewable electricity for years, with well-established systems and registries. While this project is mainly focused on SAF, we know that Book & Claim is of interest to the marine shipping sector and we are actively engaging our industry members – including Maersk and the Sustainable Shipping Initiative – on the topic. RSB has been [working with Maersk](#) on a project since 2019 to pass emissions savings from its use of alternative fuels on to its clients, with retail giant H&M among the first to benefit.

#### 18. Does this approach really mean that the aviation industry is becoming more sustainable?

While it might seem strange that an airline can claim GHG and other sustainability benefits for a fuel that they aren't physically using, this approach is actually a powerful way for growing the supply of sustainable fuels for the aviation industry more rapidly in the urgent race to decarbonise and tackle the climate crisis. Book & Claim helps SAF producers, anchored in single geographies, to sell their premium fuels to customers around the world — a strong financial incentive to grow their supply of SAF. It also circumvents the need for SAF to be transported long distances to the customer – by road or ship – which can reduce the GHG benefits.

#### 19. What are the next steps with the RSB Book & Claim System?

The RSB is working with stakeholders globally to further improve and test the Book & Claim System. A stakeholder consultation is currently ongoing and a revised version of the RSB Book & Claim Manual that integrates this additional input is expected by end of Q1 2022. Moreover, Book & Claim is going to be piloted on further SAF supply chains, as well as in other sectors.

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