

CT-TR-004 — Sustainable Aviation Fuels

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iea_aligned	Y — IEA ETCS covers sustainable aviation fuels
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Description

Sustainable Aviation Fuels (SAF) produced from biomass, waste oils, renewable electricity (e-fuels/PtL), or other non-fossil feedstocks. Includes HEFA, Fischer-Tropsch, alcohol-to-jet, and power-to-liquid production pathways. SAF is currently the primary decarbonisation lever for aviation emissions.

Colombia Context

SAF is nascent in Colombia. Ecopetrol (state oil company) has expressed interest in SAF production leveraging its refinery infrastructure at Barrancabermeja and Cartagena. Colombia's palm oil sector (Fedepalma) could supply feedstock for HEFA-pathway SAF. IATA commitments and international airline mandates create export market pull. Avianca (Colombia's flag carrier) has set SAF blending targets aligned with IATA's net-zero 2050 commitment. No national SAF production mandate or incentive framework currently exists.

EUDR Relevance

Indirect connection if SAF feedstocks include palm oil, which is an EUDR-regulated commodity. Palm-based HEFA-SAF would require EUDR-compliant sourcing. This creates a tension between biofuel feedstock demand and deforestation-free sourcing requirements.

CTH Data Coverage

No current CTH coverage. SAF is an emerging sector not yet addressed by CLP cohort or Sustenttia diagnostics. An opportunity for future coverage as Ecopetrol and Fedepalma advance SAF pilots.

Green Finance Alignment

Partial green finance alignment. TVC does not explicitly cover SAF but it falls under energy transition activities. CBI certification is possible for SAF projects meeting sustainability criteria. EU Taxonomy includes SAF production as climate mitigation. IEA ETCS prioritizes SAF as a critical aviation decarbonisation technology. Limited bankability in Colombia until national policy framework is established.

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