

Voluntary Report – Voluntary - Public Distribution

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Report Name: Japan to Develop SAF Standards

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Report Category: Biofuels

Prepared By: Daisuke Sasatani

Approved By: Craig Elliott

Report Highlights:

In order to support the introduction of sustainable aviation fuel (SAF), the Ministry of Economy, Trade and Industry (METI) is going to hold expert committee meetings to discuss the framework of upcoming SAF regulations. Japan is likely to rely on ASTM D7566 as SAF definition. Japan is likely to set to reduce aviation greenhouse gas emissions by 5 percent or more through SAF by 2030. METI hopes to start drafting SAF legislation from as early as autumn 2024.

Background: In 2016, the International Civil Aviation Organization (ICAO) adopted a global, market-based mechanism named the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) to address CO₂ emissions resulting from international aviation. Adoption of Sustainable Aviation Fuel (SAF) is a key component of the Government of Japan's (GOJ) plan to reduce greenhouse gas (GHG) emissions from aviation. Since April 22, 2022, the Ministry of Economy, Trade and Industry (METI) and the Ministry of Land, Infrastructure, Transport and Tourism (MLIT) have jointly hosted [meetings](#) of the Public-Private Council to Promote the Introduction of SAF ([JA2022-0041](#)).

On June 27, 2024, METI and MLIT held the [5th meeting](#) of the Public-Private Council. During the meeting, METI's Agency for Natural Resources and Energy (ANRE) announced plans to establish a new Technical Expert Committee aimed at introducing next generation fuel (official name has not determined yet) in July 2024. The committee will convene multiple meetings to discuss the key aspects and direction of a new notification as SAF standards. Following the conclusion of these discussions, ANRE will proceed with drafting legislation related to SAF implementation¹.

[ANRE outlined](#) several discussion points for the upcoming Expert Committee Meetings to draft the new notification as follows:

- **Supply Target Volume:** The introduction of SAF with a high GHG reduction target is crucial. Japan aims to achieve a 5 percent or greater reduction in aviation GHG emissions by Japan's fiscal year (FY) 2030 compared to FY 2019 levels (as base-line). This target (i.e., 5 percent) is derived from a SAF blend rate of 10 percent combined with a GHG reduction rate of 50 percent or higher.
- **Definition of SAF:** The qualification and specification of SAF must meet [ASTM D7566](#), the globally recognized fuel standard.
- **Covered Period:** The first SAF notification will cover the 5-year period from FY 2030 to FY 2034.
- **Target Operators:** The new notification will require jet fuel producers supplying more than 100 million liters annually to comply with the rules. The allocation of target volumes will be based on the average annual production volume of each company.
- **Flexibility:** Due to uncertainties during the introduction phase, METI plans to allow some flexibility for circumstances beyond the control of business operators.
- **GHG Reduction Goals to Achieve:** To increase the supply of SAF with higher rates of GHG reduction, Japan aims for SAF to achieve a minimum of 50 percent reduction in GHG emissions. Additionally, Japan intends to establish obligations to make the best efforts to develop and promote raw materials and new production technologies for SAF.

METI already announced plans to set a new target volume for SAF under the Sophisticated Act ([JA2023-0050](#)), separated from on-road ethanol of 500 million liters of crude oil equivalent ([JA2023-0014](#)). MLIT anticipates that SAF replaces 10 percent of conventional jet fuel by 2030. For more information about Japanese biofuels and SAF, please see [Japan Biofuels Annual](#).

¹ ANRE hopes they can start drafting a SAF notification proposal as early as autumn 2024.

Attachments:

No Attachments.