

CADO SAF Registry

Introduction



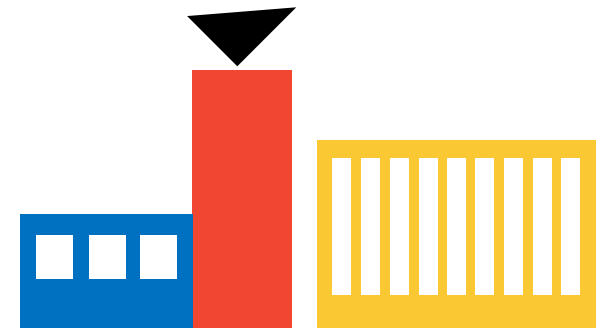
Why we need SAF Registry?

- Most significant decarbonization lever
- Challenge: insufficient supply not available in all geographical locations
- Solution: decoupling environmental attributes from the physical SAF so that SAF claims can be made without physically flying SAF
- Need for a trusted SAF accounting system that will transparently track and account for the SAF environmental attributes

65%

of aviation emissions expected to be abated using SAF by 2050

Source: IATA Net Zero Roadmaps



Launch of SAF Registry

- SAF Registry went live on Thursday, 3 April
- Close to 40 early onboarding parties
- Phased implementation during 2025
- Dedicated webpage – www.saf-registry.org
- Use of the registry is free of charge
- Interoperability enabled among 4 registry providers



SAF Registry – design principles

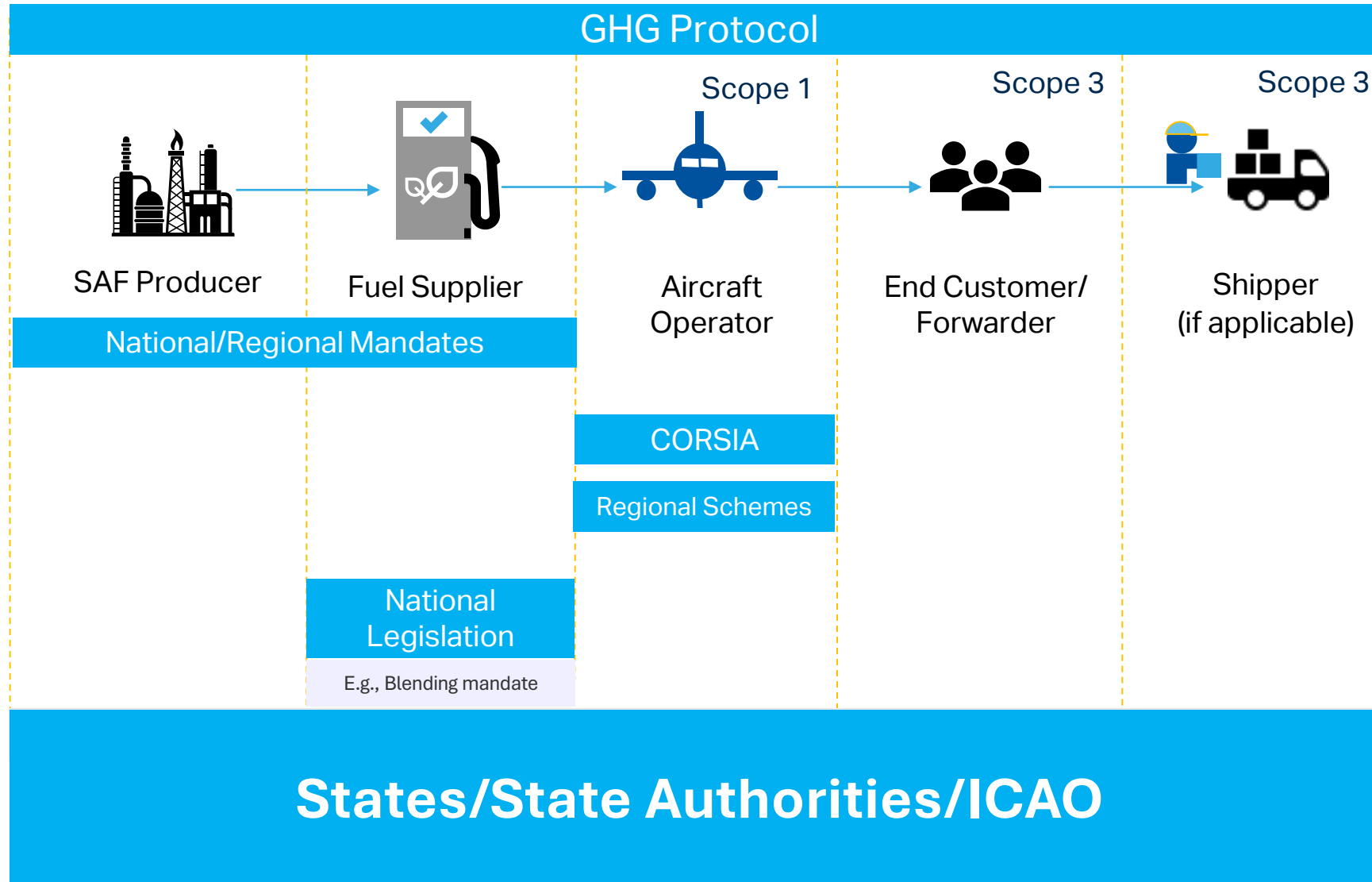
SAF Registry ensures that the SAF environmental benefits can be tracked as they move across the SAF value chain and enable their claiming under regulatory obligations and voluntary schemes by airlines and corporate customers.



Key design principles:

- Underpinned by IATA SAF Accounting and Reporting Methodology, which complements ICAO SARPs
- Follows the **natural SAF value chain** in accordance with the GHG Protocol philosophy – all stakeholders involved
- **Customizable user experience** with support for different units and emission reduction formulas, including CORSIA formulas
- **Flexibility in SAF transactions** without imposing restrictions on specific transactions observed in the market
- Ability to **support existing regulations**, starting with CORSIA
- **Interoperability** and coordinated data transfer with public and private registries to prevent double-counting
- **Minimize costs** and administrative burdens throughout the SAF value chain (free until April 2027, operational cost recovery afterward)

High-level overview



Transactional Integrity

- Record sustainability attributes of SAF and transactions
- Ensure immutable tracking of SAF batches and related certificates

Reporting Integrity

- Facilitate Scope 1 and Scope 3 claims following GHGP
- Enable airlines to comply with regulatory frameworks (e.g. **CORSIA**, or other regional schemes)

Incorporation of CADO

- **Civil Aviation Decarbonization Organization (CADO):** established by IATA, non-profit based in Canada
- **Mission:** Manage and operate the SAF Registry, while ensuring impartiality and representation of all user groups.
- **Membership:** Open to organizations in the SAF value chain:
 - Governmental/intergovernmental organizations
 - Associations representing user groups
 - Others
- **Goal:** To ramp up SAF production and support decarbonization in aviation.
- **IATA's role:** ongoing technical support and operations.
- [IATA - SAF Registry to be Operated by the Civil Aviation Decarbonization Organization](#)



High-level timeline

January 2024 – March 2025:

- System development, end-to-end testing, pilot sessions, publishing of [SAF Accounting and Reporting Methodology](#)

April 2025 – Release 1

- Accounts: Producer, Supplier, Aircraft Operator, Freight Forwarder, End Customer

Q3 2025 – Release 2.1

- Accounts: Intermediary, Enhanced Freight Forwarder – option to have multiple accounts at the same time
- SAF reservation, SAF redemption on command
- Interoperability framework expanded - automated data exchange with interoperability partners
- Other enhancements

Q4 2025 – Release 2.2

- Accounts: Carbon Auditor, State
- Other enhancements

In progress:

Refining requirements for R2
Progress on interoperability

End of 2025/start of 2026: Release 3

- Enhanced State account
- Regulatory claims toward selected schemes
- Enhanced allocation of Scope 3 emissions reductions to airline customers

Introducing the SAF Registry

Useful links:

- SAF Registry website: [SAF Registry Home | SAF Registry](#)
- Access to the Registry: [SAFR - SAF Registry Portal](#)
- SAF Registry User Manual: [saf-registry-user-manual.pdf](#)
- SAF Registry System Rules: [saf-registry-system-rules.pdf](#)
- IATA SAF Accounting and Reporting Methodology: [saf-accounting-reporting-methodology](#)

- Contact: safregistry@cado.org
- Book a session with SAF Registry Team: [Sustainability Programs](#)



Q&A



Appendix

SAF Registry Formulas (as of May 2025)

IATA WTW (kg of CO₂e)

$$3.84 \left[\frac{kgCO_2e}{kg} \right] \times \text{Amount of Neat SAF [kg]} \times \left(1 - \frac{\text{Total } LCA_{SAF} \left[\frac{gCO_2e}{MJ} \right]}{89 \left[\frac{gCO_2e}{MJ} \right]} \right)$$

IATA TTW (kg of CO₂)

$$3.16 \left[\frac{kgCO_2}{kg} \right] \times \text{Amount of Neat SAF [kg]} \times \left(1 - \frac{\text{Total } LCA_{SAF} \left[\frac{gCO_2e}{MJ} \right]}{89 \left[\frac{gCO_2e}{MJ} \right]} \right)$$

Formula 3 (kg of CO₂e)

$$\frac{\text{Neat SAF Energy Content [MJ]} \times 89 \left[\frac{gCO_2e}{MJ} \right] \times LCA_{SAF} \text{ Reductions [\%]}}{1000}, \text{ where } LCA_{SAF} \text{ Reductions [\%]} = 1 - \frac{\text{Total } LCA_{SAF} \left[\frac{gCO_2e}{MJ} \right]}{89 \left[\frac{gCO_2e}{MJ} \right]}$$

Formula 4 (kg of CO₂e)

$$\frac{\text{Neat SAF Energy Content [MJ]} \times 94 \left[\frac{gCO_2e}{MJ} \right] \times LCA_{SAF} \text{ Reductions [\%]}}{1000}, \text{ where } LCA_{SAF} \text{ Reductions [\%]} = 1 - \frac{\text{Total } LCA_{SAF} \left[\frac{gCO_2e}{MJ} \right]}{94 \left[\frac{gCO_2e}{MJ} \right]}$$