



This project has received funding from the European Union's Horizon 2020 research and innovation program under grant agreement No 957824



ALIGHT -

a Lighthouse for the introduction of sustainable aviation solutions for the future





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About project ALIGHT



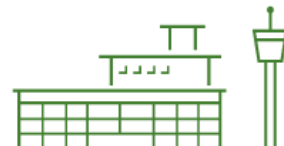
Copenhagen Airport is the lighthouse for the H2020 Smart Airports project ALIGHT. CPH will showcase the way to the sustainable airport of the future. The mission is to give best practice recommendations that can be replicated by other airports.



A best practice guide for Sustainable Energy Fuel handling and logistics will be developed. An innovative concept for a cost-effective fuel supply chain will be demonstrated at CPH.



Solutions for renewable energy for ground activities and vehicles within the airport will also be found. This includes own production of sustainable energy, energy storage and electrification.





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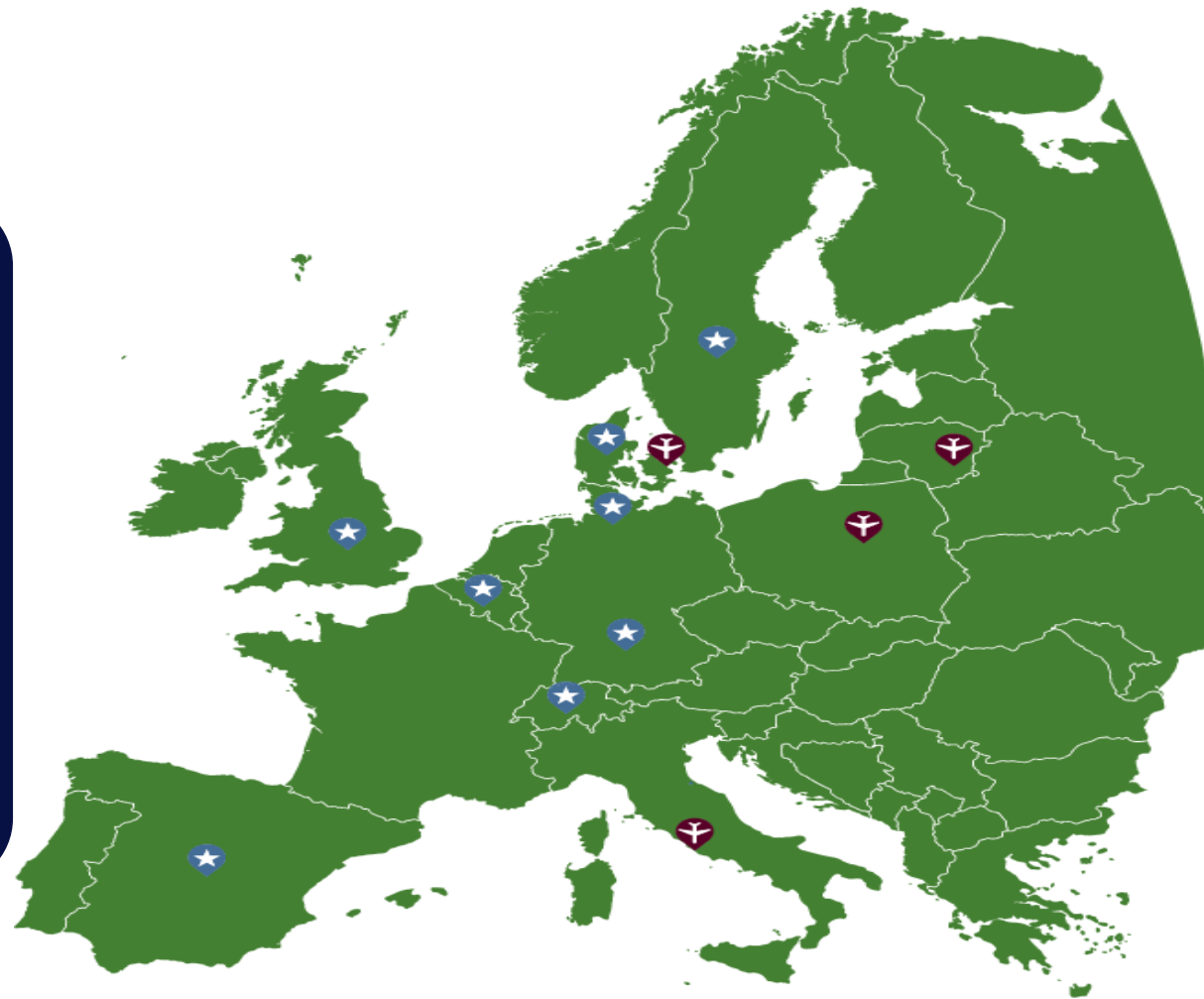


ALIGHT
SUSTAINABLE AVIATION

Partners



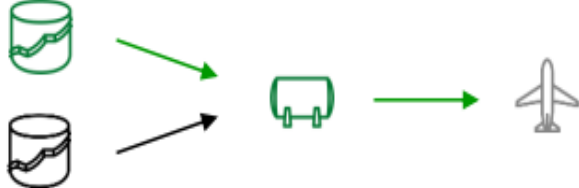
16 European partners

- Copenhagen, Rome, Vilnius and Warsaw airports
- Knowledge Institutions: IATA, DLR, DTI, NISA, Hamburg Univ. of Technology, University of Parma, Roundtable on Sustainable Biomaterials (RSB)
- Technology providers: SAS, Air BP, Hybrid Greentech, BKL, BMGI Consulting, (Airbus recently joined)





Source: AirBP

Segregation	Mass Balance	Book and Claim
<p>Fully segregated infrastructure used. Physical separation to other jet fuel volume all the way to wing tip</p>	<p>Using current supply chain, as much as possible. Delivery of product to customer airport, using co-mingled storage at airport or pre-airport pipelines.</p>	<p>Most efficient supply chain used. Product does not get delivered to customer location</p>
<ul style="list-style-type: none"> + Physical delivery to customer - Higher cost for separate infrastructure and transport - Operationally inflexible, and non-scalable 	<ul style="list-style-type: none"> + Using currently existing infrastructure + Higher GHG savings than a segregated supply chain - Higher GHG Footprint than Book & Claim 	<ul style="list-style-type: none"> + Using currently existing infrastructure + Reduces logistics cost and emissions - Not eligible for most local
		



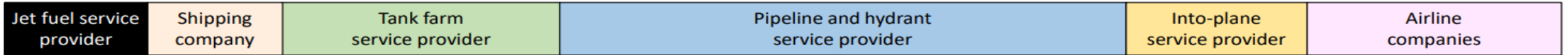
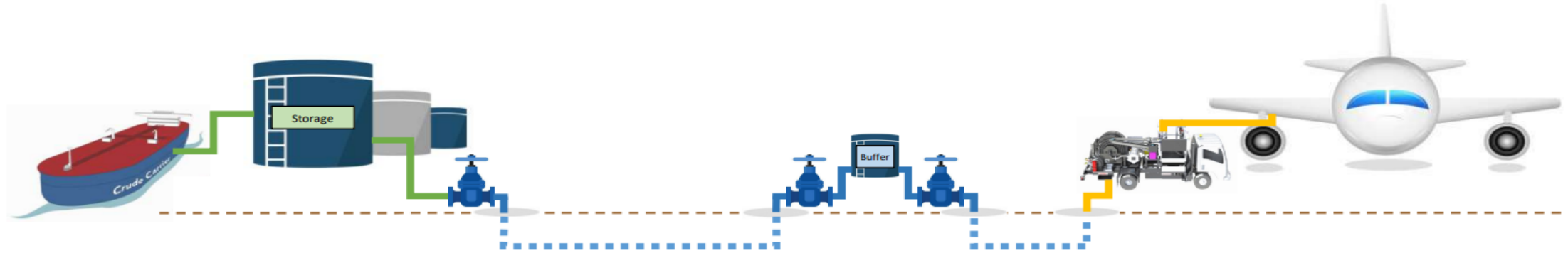
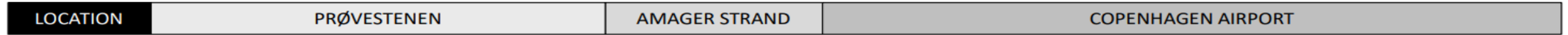


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Source: BKL

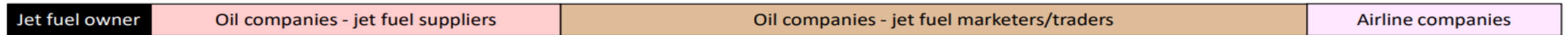
JET FUEL SUPPLIES AT COPENHAGEN AIRPORT



- Oiltanking Copenhagen A/S
- Samtank A/S

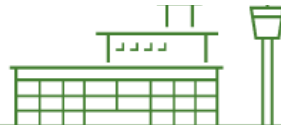
- Brændstoflageret Københavns Lufthavn I/S

- SST Fuelling Service I/S
- Danish Refuelling Services I/S



- Shell
- Statoil
- BP
- Totsa
- Etc

- BP Aviation A/S
- DCC & Shell Aviation Denmark A/S
- SASOIL Denmark A/S
- Total Denmark A/S
- World Fuel Commodities Service (Ireland) Limited





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Logistics to reduce Non-CO2 impacts

Non-CO2 are the main contributor to cirrus clouds which has a severe impact on aviation's environmental impact.

By fueling with high SAF blends or non-drop in 100% SAF (with low aromatic content) the environmental impact can be reduced significantly

Would require strategic delivery and coordinated with EU blending mandates, along with a robust accounting system.

