



Yours sincerely,



Air France KLM

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### **Fuel tankering opportunities with a SAF mandate. Example on the Istanbul-Madrid route.**

On the Istanbul-Madrid route, as on many European routes, Turkish Airlines operates mainly widebody aircraft (Airbus A330), and also narrowbody aircraft for a small proportion of their flights.

Widebody aircraft are able to fly the round trip journey Istanbul-Madrid-Istanbul **without** refueling in Madrid (full tankering). Narrowbody aircraft have to refuel in Madrid, but they can reduce by approximately 60% the volume of fuel they purchase in Madrid, by taking additional fuel at the start of their journey in Istanbul (partial tankering).

On these distances, tankering generates additional fuel consumption of approximately 10%, which makes it interesting when the fuel price in Madrid is more than 10% more expensive than in Istanbul.

Based on 2019 prices, the fuel price in Madrid is still cheaper than in Istanbul, which reduces the interest to do tankering from Istanbul to Madrid. Despite this low cost base of fuel in Madrid, and based on an assumed SAF price of 2000€ per ton, tankering fuel from Istanbul would be financially interesting for Turkish Airlines for an EU SAF Blending Mandate of 7% or more. Through tankering, Turkish Airlines would reduce its fuel consumption in Madrid by more than 90%, and the addition fuel consumption generated by tankering would lead to more than 6000 tCO<sub>2</sub> additional emissions. By avoiding refueling in Madrid, Turkish Airlines will also avoid SAF utilisation that could have resulted in 3000 tCO<sub>2</sub> savings or more.

The financial gains are significant: with a 10% SAF mandate, Turkish airlines would make a 4% saving on its fuel bill on this route. These financial savings would even reach 10% for a 15% SAF mandate.

All these results are calculated on Istanbul-Madrid, which is a relatively long European route for Turkish Airlines. For shorter routes, the financial interest of fuel tankering is even stronger.



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