



**ISCC BOOK AND CLAIM OF
SUSTAINABLE AVIATION FUEL
GUIDANCE
Version 1.0**

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Table of Abbreviations

Abbreviation	Name
ASTM	American Society for Testing and Materials
B&C	Book and Claim
BCU	Book-and-Claim Unit
CAF	Conventional Aviation Fuel
CB	Certification Body
CEF	CORSIA Eligible Fuels
CTS	ISCC Credit Transfer System
CORSIA	Carbon Offsetting and Reduction Scheme for International Aviation
ESG	Environmental, Social and Governance
EU ETS	European Union Emissions Trading Scheme
GDPR	European General Data Protection Regulation
GHG	Greenhouse Gas
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
ISCC	International Sustainability and Carbon Certification
ISO	International Standardization Organization
LCA	Life Cycle Assessment
MJ	Mega joule
mt	Metric tonne
PoS	Proof of Sustainability
RED	Renewable Energy Directive

RFNBO	Renewable Fuels of Non-Biological Origin
UK RFTO	United Kingdom Renewable Transport Fuel Obligation
SABA	Sustainable Aviation Buyers Alliance
SAF	Sustainable Aviation Fuel
SAFc	Sustainable Aviation Fuel Certificate
SBTi	Science Based Target Initiative
SSL	Secure Sockets Layer
TTW	Tank-to-wake
TCU	Transferable Claim Unit
UCO	Used Cooking Oil
WTT	Well-to-tank
WTW	Well-to-wake

1. Introduction

This guidance document sets out the principles and requirements for the establishment and operation of book-and-claim systems via digital registries in the sustainable aviation fuel (SAF) market. The purpose of this document is to define the roles, responsibilities and processes necessary to maintain integrity, transparency and credibility in the handling of transferable claims and the associated sustainability documentation. It aims to support stakeholders in establishing and operating registries which enable verifiable claims corresponding from SAF usage. In addition, it aims to facilitate dialogue across the aviation sector and strengthen the wider market by offering a common reference point. Although it provides essential direction for registry operators, it is designed for all participants involved throughout the book-and-claim process.

Purpose of the guidance document

Decarbonisation of the aviation industry remains a critical component of global climate mitigation efforts, given the industry's significant contribution to greenhouse gas (GHG) emissions and global footprint. With both passenger and freight demand expected to rise in the coming decades, reducing the sector's reliance on high carbon fossil-based jet fuel is essential to align with international climate targets and net-zero pathways, and to support the transition to a cleaner industry. SAF use is pivotal, and will play a central role in this transition, and book-and-claim systems may serve as a practical mechanism to accelerate market uptake by enabling credible claims on SAF usage even where physical delivery is not economical or logistically feasible. Together, conventional SAF deployment and book-and-claim systems allow the sector to address its carbon footprint while maintaining global connectivity and meeting the expectations of regulators, investors and society at large.

SAF and book and claim as a lever towards net-zero

A book-and-claim system offers increased flexibility in the provision of SAF. A limited, yet growing, global supply of SAF has been restricted by geographical limitations. As the impact of GHG emissions have a global effect, replacing high-carbon fossil jet fuel delivers climate benefits regardless of the geographic location of production or use.

Rationale and benefits of SAF

The absence of an established system to secure traceability of transactions creates a significant risk of incorrect or duplicative claims downstream of SAF delivery. Without a well-governed book-and-claim system, the credibility of sustainability claims cannot be assured, undermining trust in reported emission reductions and exposing market participants to reputational and regulatory risks. The aviation sector is in the early stages of developing credible approaches for the use of book-and-claim systems. Therefore, it has a clear need for practical guidance to support a consistent and transparent implementation. As these systems gain relevance in climate accounting, harmonised principles are essential to ensure environmental integrity and avoid conflicting claims.

The need for book-and-claim guidance

2. Scope and Normative References

The aim of this guidance document is to serve as a robust framework for the governance and operation of book-and-claim registries specifying the chain-of-custody approach¹ and providing overarching guidance for stakeholders within the SAF market. It shall build the basis for the ISCC Credit Transfer System (CTS) as well as other registries worldwide.

Aim of this document

This guidance document draws upon key principles of the Science Based Targets initiative (SBTi) for the aviation sector, the GHG Protocol, the B&C community and the Smart Freight Centre. It also follows suggested guidance provided by the International Standardization Organization (ISO) on chain-of-custody models² and considers registry standards provided by the International Air Transport Association (IATA) and the Sustainable Aviation Buyers Alliance (SABA). During the concept phase, registry standards by other operators were reviewed for additional input. This document applies to the voluntary markets and regulated markets where book and claim is explicitly allowed. ISCC has no responsibility for the validation of book-and-claim allowance in regulatory market(s). As book and claim is a new chain-of-custody option for the SAF market, this document will be subject to revision and updates if deemed necessary.

Normative references

3. System Overview

3.1 What is Book and Claim

Book and claim refers to a chain-of-custody model in which the environmental attributes of a product are decoupled from its physical flow. Under this approach, producers of sustainable products generate “claims” that represent the environmental benefits of their production. These claims can then be transferred to end users, who “book”³ the sustainability attributes in their inventory and “claim” the associated benefits, even if the physical product they consume may not be from the associated sustainable source. This approach enables expanded participation in sustainability initiatives by removing logistical constraints and allowing for flexible trading of claims. It is particularly valuable in sectors where direct delivery of sustainable products is impractical or cost prohibitive, or where geographical distances and/ or constraints limit the environmental sustainability. The integrity of book-and-claim systems depends on clear governance, upstream production certification, traceability of transactions within registries as well as safeguards to prevent double counting and misrepresentation of claims.

Definition of book and claim

In the aviation sector, a book-and-claim model enables airlines and their customers (such as corporations or cargo clients) as well as intermediaries to

Book and claim in the aviation sector

¹ The chain of custody describes a process that ensures the traceability of certified materials from their origin through all stages of processing to the final product.

² ISO 22095 Chain of custody — General terminology and models

³ In some instances, “booking” is also referred to the registration process of sustainability attributes in a registry.

support the use of SAF even when it may be physically delivered to an alternate location. As the SAF remains nascent, and is not widely available at every airport, this system allows its environmental benefits to be claimed by those funding its use, regardless of where the fuel is consumed. This supports the scaling of SAF adoption, increases investment and enables climate-conscious travel choices, while maintaining transparency and avoiding double claiming. Such an approach supports the demand growth for sustainable production by allowing for more flexible participation in the SAF market.

3.2 Comparison with other Chain-of-Custody Models

Sustainability certification of raw materials, intermediate products and final fuels is paramount for the foundation of credible book-and-claim systems. For such, the chain of custody is the utilised method to monitor certified materials and their associated claims and verify them as they move throughout the supply chain. Chain-of-custody models currently employed as industry-standard within such spaces include, for example, mass balance, physical segregation and controlled blending. Such chain-of-custody approaches are a key requirement in the certification and trading of sustainably certified materials.

Chain-of-custody models

Among all chain-of-custody models, the mass balance system is currently the most widely utilised to track and manage sustainably certified materials. It is the option under which the sustainability attributes, often referred to as “characteristics” within relevant chain-of-custody documentation and regulations (e.g. type of raw material, country of origin of the raw material, GHG value etc.) remain assigned to batches of material in the bookkeeping while the physical mixing of material with non-certified material is allowed. A book-and-claim approach decouples the sustainability characteristics from physical batches of material within the bookkeeping.

Mass balance and book and claim

Chain-of-custody models may be used in combination, provided there is a clear, traceable framework. However, it must not be possible to move to a different chain-of-custody model after a book-and-claim system has been selected or otherwise utilized (i.e., from a book-and-claim system back to a mass balance system). This guidance document establishes how certified SAF can move from a mass balance system into a book-and-claim system while preserving the integrity of sustainability certification systems, as well as the resulting end claims.

3.3 Book-and-Claim Registry

Under a book and claim chain of custody model, SAF sustainability attributes are decoupled from the physical fuel and are typically recorded and transferred within digital registries. A book-and-claim registry is a digital platform that enables the secure registration, transfer and retirement of transferable claim units (TCUs) independently of the physical movement of the fuel. It is the technical translation of a book-and-claim system into practice and provides the

Registry definition

foundational infrastructure for tracking and managing TCUs along the value chain, from SAF suppliers to aviation end-customers.

3.4 The Transferable Claim Unit

In a book-and-claim registry, the transferable claim unit (TCU) is the fundamental unit of traceability, sometimes also referred to as a sustainability claim or credit, SAF certificate (SAFc) or book-and-claim unit (BCU). It is equivalent to one metric tonne (mt) of neat, certified SAF. It represents the right to claim direct emissions (scope 1) and indirect emissions (scope 3) reductions through retirement in a registry. While emissions reductions of a TCU related to scope 1 can only be claimed once, scope 3 emissions reductions may be claimed multiple times if completed by varying entities within a singular supply chain (e.g. a logistics provider and an aviation end-customer). Such concurrent scope 3 claiming remains an evolving space, and this document will be revised with further updates as the market and acceptable practices develop. Indirect emissions reductions associated with a reporting company's generation of purchased electricity, steam, heating and cooling (scope 2), are not relevant in the context of SAF book-and-claim systems.

Definition of the transferable claim unit

In line with the principles of the GHG Protocol⁴,

- Direct GHG emissions (scope 1) are released from sources that are owned or controlled by the reporting company. For an aircraft operator, these include, among others, emissions from aircraft engines, ground support equipment and other on-site combustion sources. For a SAF producer, scope 1 emissions comprise process-related emissions and energy use associated with fuel production activities.
- Indirect GHG emissions (scope 3) refer to emissions arising from upstream and downstream activities within the reporting company's value chain, beyond its direct operational control. For SAF producers, scope 3 emissions include, for example, the combustion of sold fuels by end users. For aircraft operators, they encompass activities such as the extraction and refining of feedstocks, as well as the transportation and distribution of fuels, among other value chain processes. (Emissions from the generation of purchased electricity, steam or heat are excluded in scope 3, as these are accounted for under scope 2).

A TCU includes information on the sustainability attributes of the related batch of SAF. TCUs are recorded and transferred via book-and-claim registries in which the sustainability attributes are decoupled from the physical SAF itself. This decoupling allows downstream actors to book TCUs from registries and make credible claims in line with accepted GHG accounting standards (see figure 1).

Usage of registries for TCU transfer

⁴ The GHG Protocol – A Corporate Accounting and Reporting Standard

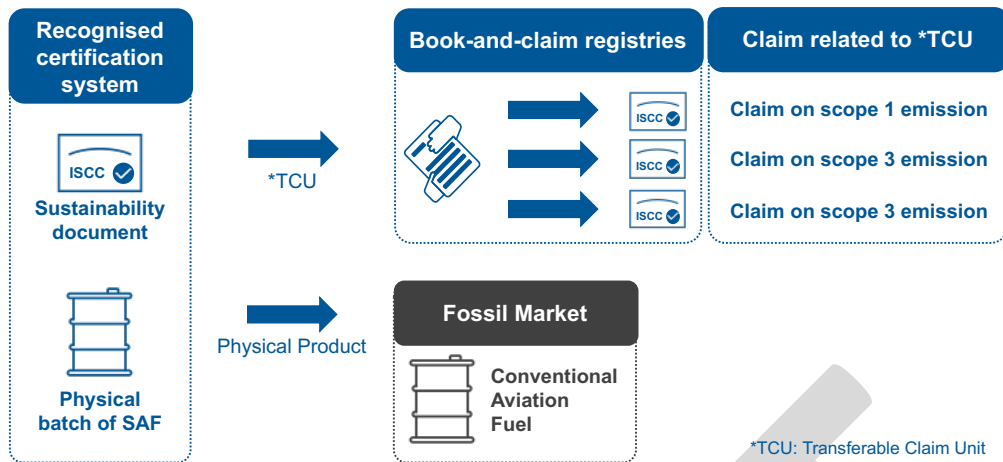


Figure 1: Example of interactions with book-and-claim registries based on certified SAF.

In addition to emissions data, a TCU may also include verified sustainability attributes such as the feedstock origin, production pathway or certification scheme under which the SAF was produced. Depending on the system boundary of a registry and the SAF-specific information included in a TCU, such sustainability attributes other than the emissions reductions may also be used for claims. It is up to the registry operators to set rules or guidelines to verify the sustainability attributes contained in a TCU. For now, only claims related with emissions reductions are being covered by most registries.

4. Users and Functions in a Book-and-Claim Registry

4.1 Book-and-Claim Registry Users

Every book-and-claim system comprises several system users, which may differ depending on the market and system boundaries of a book-and-claim registry. Book-and-claim registries for SAF should enable the participation of the following registry users:

Registry users

SAF supplier: Entity, which is either a producer, blender or distributor of certified SAF blends under an official fuel specification e.g. ASTM D1655, ASTM D7566, UK Defence Standard 91-091, Number 3 Jet Fuel.

Facilitator: Entity that acts as a facilitator and/or aggregator for SAF purchases or associated emissions reductions by bringing two or more organisations together via the facilitation of the exchange of goods, services or information. E.g. this could include aggregators or entities acting as a demand support organization, or centralized SAF procurement function for other organisations.

Aircraft operator: Entity providing air transport services for passengers and freight. Examples include airlines, freight carriers and private aircrafts.

Logistics provider: Entity organising transport services with aircraft operators on behalf of aviation end-customers e.g. freight forwarders that act as delegates between the company that makes the shipment and the aircraft operator, or travel management companies arranging business travels.

Intermediary: Entity supporting the distribution of TCUs and/or emissions reductions in book-and-claim systems. They can occur at different points of the book-and-claim supply chain. Examples include demand aggregators, book-and-claim buyer clubs, airport or aircraft lessors and scope 3 intermediaries.

Aviation end-customer: Entity requiring air transport of their employees or products e.g. shippers (companies with freight that requires transportation) and business travellers (companies with employees actively involved in air travel).

4.2 Functions in a Book-and-Claim Registry

Book-and-claim registry users may perform different functions within a book-and-claim registry. The following functions related to the handling of TCUs should be allowed:

General user functions

Register: To register a TCU is the entry point into the book-and-claim registry. It refers to the first upload of the TCU. A registration of a TCU may only be done once.

Transfer: To transfer refers to a transfer of ownership of a TCU from one system user to another via the registry accounts.

Hold: To hold a TCU refers to having ownership over a TCU as documented by holding it in its system user's book-and-claim account.

Retire: To retire a TCU refers to booking a TCU out of a registry for the purpose of allowing the user to make a claim on the certified attributes of that TCU.

Figure 3 summarises the performable functions by the book-and-claim registry users and the recommended tradable scopes as well as allowed scope claims based on currently applicable market-based scenarios. The SAF supplier, with appropriate documentation should be allowed to register, hold, transfer and retire (on behalf of others) TCUs linked with scope 1 and scope 3 emission reductions. Intermediaries have the same functions. The only difference is that they cannot register TCUs. Aircraft operators are the entities that can hold, transfer and retire (also on behalf of others) TCUs linked with scope 1 emission reductions. Logistics providers and aviation end-customers should be in the position to hold, transfer and retire only scope 3 emissions reductions. More information on scope 1 and scope 3 emissions reductions and related claims can be found in the remainder of this document (chapter 6).

User-specific functions and tradable scopes

User	Functions				Tradable TCU scope	Allowed scope claims
	Register	Hold	Transfer	Retire		
SAF Supplier	✓	✓	✓	*	1 and 3	
Facilitator		✓	✓	*	1 and 3	
Aircraft operator		✓	✓	✓	1 and 3	1
Logistics provider		✓	✓	✓	3	3
Intermediary		✓	✓	*	3	
Aviation end-customer		✓	✓	✓	3	3

* On behalf of others, with their permission

Figure 3: Recommended user functions in a book-and-claim registry according to the different users and their tradable TCU scopes.

4.3 Book-and-Claim Supply Chain Overview

The SAF supplier is the first and only entity in a SAF supply chain that is eligible to register sustainability claims as TCUs within a book-and-claim registry. The supplier may act as the distributor delivering SAF to an airport or, alternatively, as any entity producing or handling certified SAF blends under an approved fuel specification. The sustainability attributes recorded in the accompanying documentation of the certified SAF serve as the basis for the information entered into a book-and-claim registry. In a fully additional supply chain, as depicted in Figure 4, and in accordance with the additionality requirement, all underlying documentation used to support registry entries must be appropriately addressed to the registry and may no longer be forwarded except through the book-and-claim registry. TCUs generated within a registry may be transferred among registry users until they are retired, with all transfers conducted in adherence to defined system boundaries and verified registry operations. It should be noted, however, that based on currently defined information available under ICAO CORSIA, there may be such possibilities for CORSIA claims to be made, in addition to Scope 3 sales to airline customers, however this remains largely unexplored in the market.

Book and claim within a supply chain

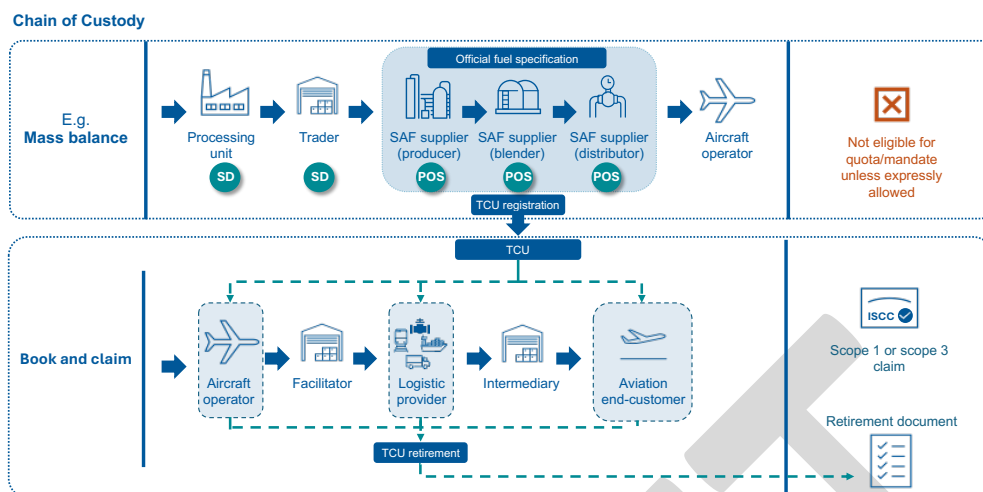


Figure 4: Overview of a fully additional supply chain under different chain-of-custody options regarding claim functions.

5. Registry Operation

This section outlines the procedural and documentary requirements that should be implemented for registering TCUs in a book-and-claim registry. It provides guidance for registry operators on setting up registration and retirement conditions as well as registry control mechanisms that ensure traceability and integrity.

5.1 Registry System Boundaries

Clear system boundaries are essential for the credibility and functionality of book-and-claim registries. These boundaries define the types of fuels and attributes that are eligible, their certification requirements, the conditions under which additionality applies and the point at which fuels may be entered into a system. They also establish which users are authorised to make specific claims, ensuring consistency, traceability and integrity across all transactions.

System boundary purposes

SAF traded in book-and-claim registries should be certified under a certification system. A certification system must be officially recognised by a competent government authority, industry association, or relevant organisation to ensure regulatory alignment. Such a system must incorporate regular audits and verification procedures conducted by accredited third-party certification bodies (CB)⁵. It must also apply a standardised GHG accounting methodology to ensure consistency in emissions reporting. Furthermore, the certification framework needs to operate under a chain-of-custody model that excludes book-and-claim mechanisms until the entry point into book and claim, requiring full certification of the entire up-stream supply chain to guarantee traceability. Examples of such certification systems include certification of fuels by recognised voluntary schemes under the Renewable Energy Directive (RED) of the European Commission or certification of CEF

Certification requirement

⁵ A 'certification body' means an independent accredited or recognised conformity assessment body.

(CORSA Eligible Fuels) under the Carbon Offsetting and Reduction Scheme for International Aviation (CORSA).

Certified SAF within book-and-claim systems should further fulfil additionality requirements. Additionality refers to the principle that the environmental benefits claimed via book-and-claim registries, such as GHG reductions, must be above and beyond that which would have occurred in the absence of such intervention. This stance remains unless a given scheme, regulatory authority, and/ or other governing body explicitly allows Scope 1 or 3 sales in addition to the regulatory claim, such as ICAO CORSA. SAF should be exempted from the additionality requirement when voluntary incentives are applied such as tax incentive schemes or opt-in schemes.

Additionality

Additionality ensures the safeguarding of the certification system and provides a basis for documentation. Particularly, it is used as a protection to avoid both double counting (counting the same batch of fuel multiple times against the same quota) as well as double claiming (claiming the same batch of fuel against different quotas where not permitted).

Book-and-claim registries should be operated by independent, auditable organisations to ensure environmental integrity and prevent multiple registrations of the same batch of SAF in different registries as well as by several entities. A registry operator is an organisation responsible for maintaining the data that records ownership, transfers and other related transactions. It is important that registries are run by independent third-party operators that are not obligated to retire TCUs to meet legislative requirements in order to avoid conflict of interest.

Registry operators

Commercial transactions or fuel purchases usually do not take place within a book-and-claim registry itself. Commercial aspects are handled separately through contractual arrangements outside the registry. Through unique digital accounts, registry users can view, receive and manage their claims securely and in compliance with a registry's rules and integrity safeguards.

Commercial transactions

5.2 Book-and-Claim Registry Usage

Any entity seeking to use a book-and-claim registry should maintain an active account corresponding to its specific role in the supply chain. A single organisation may operate multiple accounts if it performs more than one role. For example, an intermediary may, in one capacity, transfer TCUs on behalf of other registry users, while in another capacity it may retire TCUs to report e.g. scope 3 emissions reductions. In all cases, the roles associated with each account should be clearly defined. If a company has several subsidiaries or trading offices spread within or across countries, each of these entities must obtain their own registry account if they wish to action TCUs.

Active registry accounts

A registry account should contain at minimum general legal information on the account holder (company name, address, official registration number, company representative and account contact, etc.), the type of registry user,

Account information

documentation of the ownership and type of TCUs as well as the activities that are actioned under the account (e.g. transfers, retirements etc.).

5.3 Requirements for Registry Functions

5.3.1 Registration

The registration of a TCU in a book-and-claim registry should follow a structured process to ensure the accuracy and integrity of data entered into the registry. In cases where SAF has initially been handled under e.g. a mass balance system, registry operators must establish safeguards to ensure that the transfer of associated sustainability attributes into a book-and-claim registry does not result in double registrations or unverified TCUs.

Reliable registration

If a SAF supplier wishes to register their SAF, they can only do so for SAF that exists in their chain of custody at the time of registration. In general, only the amount of neat, certified SAF⁶ specified in a traceability document (e.g. Proof of Sustainability, Proof of Compliance or any equivalent document) can be registered as a TCU. The additionality principle requires that only volumes that

Prerequisites for registration

- have not been used to meet compliance obligations in mandated markets (e.g. EU ETS, UK RTFO) unless otherwise specified within such regulation as allowable, and
- have not been previously claimed by any entity through other mechanisms, certificates, and/or registries
- may be eligible for entry into a book-and-claim registry.

Registry operators should require a formal procedure and documentation of withdrawal within the SAF supplier's chain of custody when accepting book-and-claim registrations of SAF. If the sustainability attributes related to a batch of fuel enter a book-and-claim registry, the respective quantity of SAF must be marked as withdrawn from the mass balance of the certified material and invalidated for further use within their chain of custody. This means that the SAF can only further be traded as a conventional aviation fuel (CAF) without any sustainability attributes attached. A SAF supplier that wants to register a claim must ensure that they are either certified for the use of the registry or ensure another type of third-party audit of this process. Recommendations for such audits are provided in the remainder of the document.

Chain-of-custody procedure

Where quantities of SAF are transferred from a supplier's chain of custody into a book-and-claim registry, the registrant must provide evidence that the corresponding SAF quantity to be registered is:

- Cancelled in the registrant's chain of custody (e.g. marked as "withdrawn" or "transferred"),

⁶ For co-processed SAF, this refers to the bio-yield.

- Retired from a state and/or national database (e.g. Union Database) if the registrant uses one, or
- Formally invalidated through written confirmation by the registrant (if applicable).

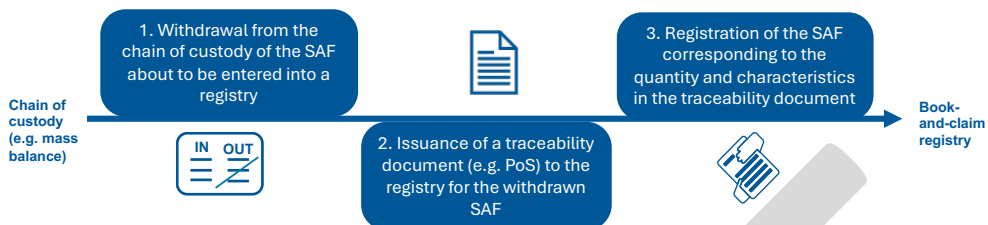


Figure 5: Overview of the chain-of-custody procedure for SAF suppliers changing to book and claim.

A core requirement for the registration of SAF in a book-and-claim registry is that a traceability document (e.g. a PoS) must be issued into the registry where the SAF is registered. Such a document should contain among others the following data:

Issuance of a traceability document

General information: Unique identification number for the PoS, date of issuance i.e. date of SAF submitted to the registry, SAF supplier name and address, site of decoupling sustainability attributes from the physical fuel (if different from the supplier’s address), identification number of registry user account, sustainable certification scheme and ID number of the SAF certification, name of certification body.

Fuel information: Feedstock type and country of origin, feedstock category (i.e., certified as primary product/co-product, or waste/residue/by-product, or e-SAF (RFNBOs)), product type/conversion pathway, quantity of neat certified SAF (in mt), energy content of neat certified SAF (MJ), lower heating value (in MJ/kg), information if product is blended, unblended or co-processed.

GHG information: Total LCA GHG value (in g CO_{2e}/MJ) as certified under the respective sustainability certification scheme, LCA GHG emissions per life cycle step (optional), indication of LCA emissions calculation (i.e., via default and/or actual values), GHG emissions reductions (in %) compared to fossil reference value (e.g. RED, CORSIA), absolute GHG emissions reductions (in mt of CO_{2e}), declaration of SAF incentives.

Optional if known: Name of SAF producer, location and date of SAF production, name of SAF blender, location and date of blending, airport of SAF delivery, date of SAF delivery to airport, name of aircraft operator uplifting SAF.

The more complete and detailed the information is at the point of registration, the higher its overall integrity and the stronger the quality of any associated claim(s).

The registration should follow a structured process for which the following steps are recommended:

Registration steps within registries

1. **Submission of application:** The registry user submits an application for SAF registration through the digital platform, providing all required documentation and confirming eligibility criteria.
2. **Review and verification:** The registry operator conducts a review of the submitted documentation including automated checks.
3. **Registration of a TCU:** Upon successful validation, the SAF is registered by TCU creation and linked to the user's registry account.
4. **Assignment of TCU status:** The TCU is assigned a status such as "active", "blocked", or "expired", based on its completeness, eligibility and age. TCUs must not be activated or transferred within a registry until the entry of an accompanying traceability document is confirmed.

Registries shall individually define the relevant data points at the time of registration. However, it is recommended that a SAF supplier submits the following data:

Recommended information at the point of registration

Supplier information: Name, location and certification number of the SAF producer or supplier.

Fuel attributes: All relevant fuel sustainability attributes that will be covered by the TCU in a registry such as volume (in mt), feedstock type, production pathway and GHG emission intensity (g CO₂e/MJ), information on the certification scheme under which the SAF is certified.

Sustainability certification documents: Upload of the related traceability document issued towards the registry and information on their valid sustainability certificate of the SAF supplier under an approved certification scheme.

Transaction details: Date of SAF delivery or production date of SAF, commercial contract reference (if applicable) and ownership confirmation (e.g. delivery documents of SAF or raw materials). Compliance and/or incentive scheme under which the SAF has / will be claimed (if applicable)

Declarations:

- Confirmation that the SAF has not / will not be inappropriately claimed under any compliance or voluntary scheme
- The SAF will be consumed in the aviation market
- Agreement to registry terms and conditions

To maintain temporal integrity between SAF production and environmental claims, registries must define a clear registration window. It is recommended that TCUs should be registered within 90 days following the physical delivery (i.e. the date of dispatch) of the former SAF that has been converted to CAF and sold without attached sustainability characteristics to the customer.

Timeframe requirement for registration

5.3.2 Transfer and Hold

It is eligible to transfer TCUs either downstream in the supply chain or in parallel between entities operating at the same level. For example, it is possible for an aircraft operator to transfer a TCU to another aircraft operator, which is particularly relevant in cases where an airline group manages multiple subsidiaries or brands. A transfer of a TCU can only occur when that TCU is held within a sender's account. It is not possible to transfer more SAF or sustainability attributes than available. An account may not be negative. A transfer is considered complete only when the TCU is no longer in the sender's account and is successfully recorded in the account of the receiving registry user within the registry. This ensures traceability, prevents duplication and maintains the integrity of a registry.

Transfer requirements

In order to hold a TCU, an active registry account is required for the entirety of the holding time. If the account is deleted or deactivated, all TCUs held within that account at the time must be invalidated by the registry operator. The validity timeframe of a TCU within registries should be limited to 24 months, although shorter timeframes may be possible. After that, the TCU will expire and must not be available in a user's account. The sustainability attributes must not be reinstated into the market even if the registry user still has a corresponding amount of SAF in their inventory.

Holding requirements

The aggregation of individual TCUs should not be allowed. The disaggregation, i.e. dividing TCUs into smaller units, is possible on the other hand. It is up to the registries to ensure a secure splitting process to avoid double usage.

Aggregation and splitting of TCUs

5.3.3 Retirement

Retirement is the final action in the lifecycle of a TCU in a registry and represents the point at which the associated sustainability attributes are formally booked out of a registry and can no longer be transferred. Thus, the TCU must be flagged as ineligible for further usage and automatically blocked by the system. This measure ensures that only timely and credible claims are used for reporting purposes. Retirement must be treated as a definitive and irreversible step. Once a TCU is retired, it becomes ineligible for any further movement or allocation within and outside the registry. The retirement process must be initiated by a registered user – whether for scope 1 or scope 3. It is necessary that a scope 1 TCU gets transferred to an aircraft operator or retired either by the operator or on behalf of them before scope 3 TCUs can be transferred or retired in order to guarantee a reasonable proof of consumption. It is up to the registry to ensure this mechanism, e.g. as an automated process.

Retirement process

The registry should generate a formal retirement statement, which shall also be used as a verification document for the company for which the TCU is retired. It should among others cover the following information:

Retirement statement

General Information: Unique retirement identification number, date of issuance of retirement declaration, related identification number of the TCU, name of retiring system user, name of entity for which the TCU is retired, type of scopes retired, sustainability certification scheme of SAF.

Fuel information: Feedstock type and country of origin, product type/conversion pathway, energy content of neat certified SAF (MJ), quantity of neat certified SAF (in mt), information if product is blended, unblended or co-processed.

If provided upon TCU registration: Name of SAF producer, location and date of SAF production, name of SAF blender, location and date of blending, airport of SAF delivery, date of SAF delivery to airport, name of aircraft operator uplifting SAF.

GHG information: Total LCA GHG value (in g CO_{2e}/MJ) as certified under the respective sustainability certification scheme, LCA GHG emissions per life cycle step (if provided at registration), indication of LCA emissions calculation (i.e., via default and/or actual values), GHG emissions reductions (in %) compared to fossil reference values (e.g. RED, CORSIA), absolute GHG emissions reductions (in mt CO_{2e}), declaration of SAF incentives.

Other info (optional): country of SAF claim, name of logistics provider (if retired for an end-customer).

To uphold environmental integrity, each retirement must be traceable, transparent and unique. The registry must ensure that retirements are linked to valid, unexpired TCUs and are appropriately documented. Once invalidated, the registry logs the retirement with a unique identifier and timestamp. Where public disclosure is part of the registry design, basic retirement data should be made accessible to third parties to ensure transparency and build trust in the system.

Transparency

5.4 Confidentiality and Data Handling

The registry must ensure that all sensitive data is managed with strict security and protected against access violation, loss, or misuse. This includes information of system users and TCU transactions, all of which must be treated as confidential and protected by appropriate technical and organisational measures. To this end, registries should align with internationally recognised frameworks such as ISO 27001⁷ Information security, cybersecurity and

Data confidentiality and compliance

⁷ ISO/IEC 27001 Information security, cybersecurity and privacy protection — Information security management systems — Requirements.

privacy protection as well as local data protection regulations such as the European General Data Protection Regulation (GDPR).

The registry should use a valid SSL certificate to encrypt all data exchanged between users and the server, preventing unauthorised access or interception. Additionally, the access to the web platform should be feasible only after successful user authentication, reducing exposure to potential threats and minimising the risk of unauthorised access. Multi-factor authentication mechanisms should verify users' legitimacy during account creation and login. Access levels within the system should be tailored to the roles of the system users and type of registry account.

Secure communication and access control

A system security policy that outlines responsibilities and procedures for maintaining a secure environment should be implemented. In addition, to keep system integrity, the registry operator should be required to apply regular security updates.

System security maintenance

The registry is responsible for maintaining secure and comprehensive records of all registry users and their transaction activities, which include the registration, transfer, holding and retirement of TCUs. It must preserve documentation related to original traceability documents issued to the registry, any notices of invalidation or withdrawal of TCU and the retirement statements. Every transaction from registration up to retirement must be supported by a clear audit trail including a timestamp on the activity.

Record keeping

It is recommended that such records are stored in a secure, tamper-proof format and remain accessible for audit purposes or third-party verification for a minimum period of five years to ensure long-term traceability.

Regular data backups and a recovery plan must be established ensuring the ability to fully restore all transactions from backup files if a system outage occurs.

Data backups

5.5 Registry Control Mechanisms

Ensuring the effectiveness of book-and-claim registries requires operators to uphold the credibility and consistency of the TCU registered within the system. This involves a strong governance aligned with recognised normative frameworks, such as the ISO 22095, as well as with best practice guidelines from the industry.

Governance and standards

A well-governed registry should feature clearly defined procedures, roles and rules that promote transparency and minimise conflicts of interest among all registry users. The registry should provide public access to all relevant information and ensure that registry functions and participation rules are clearly documented and openly accessible. This includes methodologies to assess emissions reductions related to the TCUs as well as criteria for registry audits. In case documentation is modified, this should promptly and clearly be communicated.

System transparency

To translate governance principles into practice, registry operators must implement robust control mechanisms to protect the system from vulnerabilities such as fraud, double counting and data manipulation. Registry operators are advised to implement the following control mechanisms:

Control mechanisms

- Verifying identification numbers of traceability documents
- Restricting double registration, transfer and retirement of TCUs
- Checking the validity of user accounts on a regular basis
- Ensuring that the information provided by entities during their registration, as well as any data associated with TCU transactions, is accurate and regularly updated
- Record keeping of registry user activities
- Retracting expired TCUs from registry user accounts
- Verifying information on the additionality of the fuel such as an additionality declaration

All functions performed within a registry need to be overseen by the registry operator. In addition, it is recommended that registry operators collaborate to prevent double registration of TCUs across registries.

Internal and third-party audits of registries are recommended to be conducted on a regular basis to verify that control systems are functioning as intended. If a non-conformity is identified in any registered, held, transferred or retired TCU operated in a registry, the registry operator must invalidate the TCU in the registry. In addition, relevant corrective measures such as the notification of related parties and CBs should be taken. Claims on faulty TCUs must be avoided and prevented.

Audits within registries

In case of fraud, whether intentional or unintentional, solely the registry user remains responsible for all downstream sales. The registry user must fully disclose all information related to the volumes sold (e.g. name of purchasing company, quantity of fuel, etc), which will be communicated by the registry operators to affected parties. Registry users found to have engaged in fraudulent activity shall be publicly blacklisted and/or reported to other registry users and operators.

Registry user fraud accountability

Procedures for resolving disputes to address cases of fraud, complaints or mistakes should be implemented and available to all registry users. In situations where entities fail to comply with registry rules and requirements, operators should apply appropriate penalties. To protect the credibility of the system, registry operators should also reserve the right to suspend or restrict access for users found to have engaged in misuse or repeated non-compliance.

Dispute resolution and penalties

6. Type of Claims

6.1 Scope 1 and Scope 3 Claims

In the context of book and claim, a claim refers to the declared information about specific environmental attributes of SAF. It is attributed to an aircraft operator, logistics provider or aviation end-customer following the retirement of the corresponding TCU from a registry. A claim may be applied for internal accounting or external disclosure purposes, including emissions reporting and environmental, social and governance (ESG) integration, subject to recognition under applicable reporting standards as these evolve. Claims are substantiated exclusively through the retirement of the TCU in accordance with recognised book-and-claim principles.

Claim definition

A valid claim must correspond directly to retired TCUs recorded in a registry. Each TCU represents the right to claim one scope 1 emissions reduction and multiple scope 3 emissions reductions after booking and retirement of the TCU – tracked and managed within a registry. A claim does not imply physical delivery and usage of SAF to a specific flight or end-customer but instead reflects the attribution of SAF environmental beneficial attributes through a registry system.

The scope 1 claim may be made by the aircraft operator after the retirement of the respective TCU and booking the related information in their inventory. It allows for one emissions reduction claim within scope 1 (direct emissions) associated with the combustion of SAF by the aircraft operator. The emissions reduction is expressed as the decrease in emissions measured in metric tonnes of CO₂ equivalent (mt CO₂e), which is explained in more detail in the following chapters.

Scope 1 claims

The scope 3 claim represents the indirect GHG emissions reduction that may be attributed along the value chain. In contrast to scope 1, scope 3 reductions may be claimed by more than one registry user if the claims are made at different levels within the supply chain. For example, a logistics provider and an aviation end-customer may both claim the same scope 3 emissions reductions associated with a TCU. However, it is recommended that the corresponding scope 1 claim has been retired by, or transferred to an aircraft operator either by themselves directly, or on behalf of them. By utilizing such sequencing, the scope 3 claim credibly reflects the associated GHG emissions reduction in mt CO₂e across other actors in the value chain, beyond the point of fuel combustion.

Scope 3 claims

6.2 Fuel Life Cycle Stages

GHG emissions calculations of fuels are typically defined within three system boundaries as shown in figure 6.

Well-to-tank (WTT) covers all processes from the extraction of raw materials through processing, production and delivery of the fuel to its point of combustion in an aircraft but without the actual combustion. Tank-to-wake

(TTW) refers to the phase in which the fuel is consumed, including its combustion and the associated emissions. Taken together, well-to-wake (WTW) represents the whole life cycle of a fuel, combining production, processing, transport and combustion.

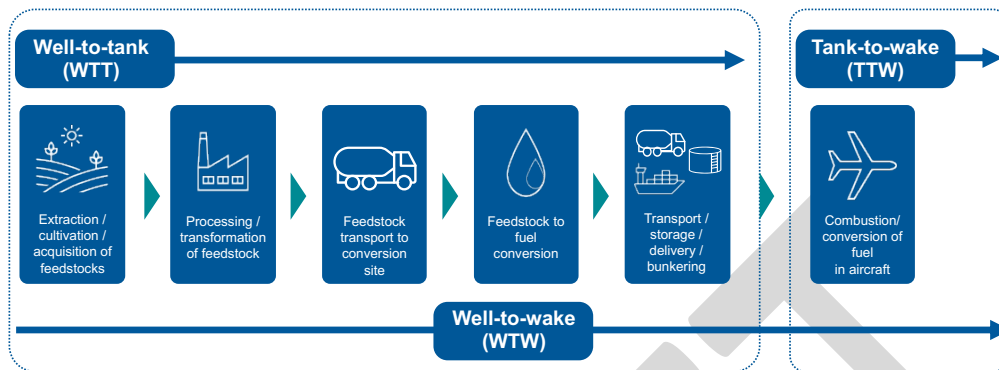


Figure 6:2 Life cycle boundaries

6.3 GHG Emissions Reduction Calculation

To ensure transparency, consistency and credibility in the book-and-claim registry, emissions reduction calculations for SAF shall follow a defined methodology. This section describes how to calculate GHG emissions reductions associated with each TCU at the point of registration. This methodology is commonly used across existing registries.

Emissions reductions from SAF are assessed using a full life-cycle perspective, referred to as WTW approach. This methodology is based on life cycle assessment (LCA) principles and accounts for all stages of the fuel supply chain, including the cultivation or sourcing of feedstocks, processing and conversion steps, as well as transportation and distribution up to the point of combustion. For transparency and comparability, emissions associated with SAF are assessed at the point of physical delivery into the airport fuel supply system. Where SAF is registered in a book-and-claim registry prior to airport delivery, recognised default emission factors must be applied to the product's GHG LCA value and noted in a traceability document. These factors ensure that emissions reductions are consistently accounted for, even if actual delivery to the airport occurs later. Where available, confirmed and verified actual values shall be applied. The total WTW emissions are then benchmarked against the corresponding life-cycle emissions of conventional aviation fuel (CAF), as expressed in the equation below:

Life cycle boundaries

$$\text{GHG emissions reduction} = \frac{(\text{Reference value CAF} - \text{GHG emissions value SAF}) * \text{Energy content SAF}}{1,000,000}$$

The LCA calculation of SAF is required to meet the same technical and operational specifications as for CAF and is therefore assumed to release a comparable quantity of carbon dioxide per unit of fuel mass during combustion. Reference values for CAF comparators must be retrieved from official

GHG emissions reduction principles

legislation documents such as the RED (94 g CO₂e/MJ fossil fuel) or CORSIA (89 g CO₂e/MJ fossil fuel).

The emissions reduction potential of SAF arises from its non-fossil origin, which may include a range of biogenic and non-biogenic⁸ feedstocks. Under the GHG Protocol, biogenic emissions are CO₂ emissions released from burning biomass-derived fuels. SAF contains biogenic carbon, unlike CAF which releases fossil carbon. Although SAF combustion emits similar CO₂ volumes to CAF, its TTW CO₂ emission factor is set to zero due to its non-fossil origin, in accordance with leading accounting methodologies as applied under GHG Protocol, RED and CORSIA. As a result, SAF pathways can deliver significant reductions in life cycle GHG emissions relative to CAF, subject to verification through recognised LCA methodologies and compliance with applicable sustainability criteria.

Combustion emissions

6.4 Stakeholder Claims Related with Emissions Reductions

Only specific stakeholders are entitled to make GHG reduction claims. This prevents double claiming and ensures that reductions are attributed to the actors who are responsible for the emissions in their inventories. It should be noted that different scopes may apply depending on the organisational boundaries used. Decisions on which claims to make should be assessed on a case-by-case basis in line with the GHG Protocol. Under any circumstances, communicated claims shall not exceed the quantity of fuel actually combusted for the reporting period concerned.

Aircraft operators are allowed to make scope 1 direct emission reduction claims. If a WTW approach is used to calculate the emissions reductions, a portion of these reductions could technically be attributed to scope 3 category 3⁹ (fuel- and energy-related activities).

Aircraft operator claims

Logistics providers and aviation end-customers are entitled to make scope 3 related claims. For logistics providers, claims fall under scope 3 categories 4 (upstream transportation) and 9 (downstream transportation), depending on the point in the value chain, but claims must be carefully managed to avoid double counting with aviation end-customers. For end-customers, claims may be made under scope 3 category 6 (business travel) as well as categories 4 and 9 for cargo-related emissions. Category 9 is typically claimed by logistics providers, not end-customers, to avoid double counting. These claims allow companies purchasing aviation services to account for the climate benefits of SAF use within their own value chains.

Logistic provider and aviation end-customer claims

6.5 Communication of Claims

⁸ Non-biogenic feedstocks may refer to those of renewable origin, such as wind and solar, in accordance with e-SAF production.

⁹ The GHG Protocol differentiates between 15 different scope 3 categories depending on upstream and downstream emissions. Depending on the role of the book-and-claim registry user, different categories may apply.

Claims on GHG emission reductions constitute the primary focus of this chapter. However, claims may also relate to other sustainability attributes, such as feedstock origin, production pathway or comparable attributes, depending on the information contained in a TCU. Communicated claims must not exceed the quantity of specified attributes represented by the retired TCUs. Furthermore, communicated claims must not, under any circumstances, exceed the quantity of fuel combusted for the reporting period. Emissions reductions associated with retired TCUs should be disclosed in the same reporting year in which they were retired.¹⁰ In accordance with ISO 17033¹¹, claims must be reliable, verifiable, transparent and not misleading. Supporting information, such as registry evidence of retired TCUs, must be made available for auditing upon request to substantiate a communicated claim.

Linkage between claim and TCU

Where materials or products have been certified by an existing certification scheme and this scheme has already defined rules on book-and-claim related claims, the rules of that scheme shall prevail for claim communication. This is consistent with ISO 22095, which specifies that when a product claim is based on a certification scheme with its own chain-of-custody rules (e.g. certification or verification through third-party assessment), those rules shall take precedence unless they explicitly allow substitution by ISO 22095 or equivalent guidance.

Interaction with certification schemes

Furthermore, organisations shall apply the rules for ethical claims as outlined in ISO/TS 17033. Claims must not be misleading or overstated, particularly in cases where there is no physical link between product flows and attributes. In such cases, communications shall avoid implying direct physical use of SAF, for example by suggesting that a specific aircraft or flight combusted SAF, when the claim instead refers to the environmental attributes allocated through the book-and-claim system.

In the following, the key principles governing the integrity of book-and-claim communications are outlined

Principles of claim integrity

- **Accuracy:** Claims must be factually correct and reflect the attributes supported by retired TCUs.
- **Clarity:** Wording must avoid ambiguity, overstatement, or implications of physical traceability where none exists.
- **Transparency:** Each communicated claim must be traceable to a unique retired TCU in a registry, ensuring verifiability.
- **Ethical compliance:** Claims must adhere to the requirements of ISO/TS 17033 and align with internationally recognised best practices (e.g. ISEAL guidance) to ensure they are credible and not misleading.

¹⁰ In line with the clarity and transparency requirements set out in ISO 22095 Chain of custody – General terminology and models.

¹¹ ISO/TS 17033 Ethical claims and supporting information – Principles and requirements

Aircraft operators, logistics providers and aviation end-customers may claim only the specific environmental attributes of SAF that are substantiated by retired TCUs on a company level¹², including:

What can be claimed by reporting entities

- Lifecycle GHG emission reductions associated with SAF use (expressed in mt CO₂e/MJ or % reduction compared to conventional aviation fuel)
- Any other verified sustainability attributes if allowed by the respective certification scheme under which the SAF is certified.
- Support for SAF production and deployment, through financial contributions enabled by the purchase of TCUs.

Intermediaries may also wish to communicate their transfer of TCUs in a registry. If this is the case, it shall be ensured that the communication is non-contradictory, easy to understand and follows the registry's rules if available.

Claims made under this document shall not be presented as ISCC-recognised or ISCC-certified claims. Organisations wishing to make ISCC-specific claims must contact ISCC directly for a case-by-case assessment. Such assessments would require review by relevant experts in book-and-claim systems to verify supporting documentation and determine the eligibility of potential claims. Claims should only be made after third-party verification. In line with ISCC's legal notice on claims and logos, ISCC accepts no responsibility or liability for the accuracy, compliance or interpretation of claims made by organisations using this book-and-claim guidance.

Claims in relation with ISCC- certified material

7. Audit and Verification

Audits and verification of registry users are essential to maintaining the credibility and integrity of book-and-claim registries. Independent verification ensures that registry entries accurately reflect certified volumes and that no double claiming or wrongful claims occurs. Therefore, registry operators must ensure auditing at the point of registration. Regular third-party audits provide transparency, strengthen stakeholder confidence and demonstrate compliance with established sustainability standards. By embedding oversight mechanisms, the system safeguards its reliability and supports trust among market participants and external stakeholders alike. In general, audit procedures are determined by registry operators which define the verification requirements. Registry operators shall appoint accredited CBs to perform audits in alignment with their audit procedures.

7.1 Recommendations for Book-and-Claim Registry Users

¹² In line with ISO 22095 claims shall be made at the company level. Product-level communication, such as suggesting that a specific flight or ticket is directly powered by SAF, is not allowed unless explicitly allowed by the relevant certification scheme.

7.1.1 Audit Requirements for SAF Suppliers

SAF suppliers need to be audited in accordance with the audit procedures of the respective book-and-claim registry. Suppliers are subject to regular (e.g. annually or quarterly) audits to verify the accuracy and integrity of their entries. The audit shall include a review of documentation from the previous chain-of-custody option, such as mass balance records, and confirmation that all associated documentation has been appropriately submitted to the registry and the quantity of SAF is booked out of the mass balance to prevent further claims on sustainability attributes. Suppliers must provide details of the movement of the physical SAF, as well as evidence of its sale to the next supply chain participant. In addition, SAF producers must provide proof of the official fuel specification to the auditor. Audits also require verification of the GHG emissions and confirmation that data has been transferred accurately from the prior chain-of-custody system into the book-and-claim registry. These audits may be conducted either on-site or through desk-based verification, depending on the level of assurance required. The audit shall be performed via an accredited CB, and the auditor shall be knowledgeable regarding SAF as well as book-and-claim systems.

Basic audit criteria for SAF suppliers

Whether the SAF suppliers receive a book-and-claim certification and for which scope, is up to the registry operator. Further requirements, either from the book-and-claim registry or frameworks used for reporting, may apply.

Book-and-claim certification

7.1.2 Audit Requirements for Other Users

Other users of the book-and-claim registry may not be directly subject to audits under the registry itself (unless deemed necessary by respective registry operators); however, they remain bound by the requirements of the overarching reporting framework that governs the use of TCUs. These requirements apply to the claims made on the basis of retired TCUs. Accordingly, retirement statements issued by the registry must be subject to review to ensure that claims are consistent with the volumes retired and that no further use of the same TCU is possible. Additionally, a third party shall verify that no overclaiming or wrongful claims have occurred during communication or reporting of claims. This process provides the necessary assurance that claims made by registry users are credible, verifiable and aligned with the reporting framework's integrity principles.

Compliance obligations for other users

7.2 Non-Compliance and Sanctions

Registry users found to be in non-compliance, whether identified through audits or through other credible sources, shall be subject to sanctions under the rules of a book-and-claim registry. The type of non-compliance and severity of the sanctions need to be determined by the registry itself and may vary according to the specific circumstances of the breach. Measures can include a formal warning coupled with a defined grace period for corrective action, temporary suspension of access to the registry or other restrictions deemed necessary to uphold system integrity. The application of sanctions

Non-compliance response measures

must ensure that users adhere to the established requirements and that the credibility of TCUs within the book-and-claim registry is maintained.

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Annex I: Glossary

Term	Definition
Additionality	The principle that the environmental benefits claimed via book-and-claim registries, such as GHG reductions, must be above and beyond that which would have occurred in the absence of such intervention.
Aircraft operator	Entity that operates aircraft, consumes aviation fuel and provides air transport services for travelling passengers and freight. Aircraft operators include commercial airlines, freight carriers and private aircrafts.
Aviation end-customer	Entity requiring air transport of their employees or products that includes business travellers and shippers. Business travellers are businesses with employees that are actively involved in business travel by air, in aircraft operated by aircraft operators. Business travellers may travel management companies to arrange air transport services on their behalf or may hire aircraft operators directly. Shippers are purchasers of freight transport services with freight that they require to be transported by air. Shippers may hire freight forwarders to arrange air transport services on their behalf or may hire aircraft operators directly.
Book-and-claim registry	A book-and-claim registry is a digital platform that facilitates the secure registration, transfer and retirement of TCUs without linking them to the physical delivery of the fuel. It serves as the technical implementation of a book-and-claim system and provides the core infrastructure for tracking and managing TCUs throughout the value chain from SAF suppliers to aviation end-customers.
Chain-of-custody models	Systems that are used to track the flow of certified materials and their associated claims through the supply chain. Common models include physical segregation, mass balance and book and claim, each offering different levels of physical traceability and flexibility.
Claim	A claim refers to the declared information about specific environmental attributes of SAF. It is attributed to an aircraft operator, logistics provider or aviation end-customer following the retirement of the corresponding TCU from a registry.
Double claiming	Claiming the same batch of fuel against different quotas where not permitted.

Double counting	The multiple counting of the same batch of fuel against the same quota.
Facilitator	Entity that acts as a facilitator and/or aggregator for SAF purchases bringing two or more organisations together by facilitating the exchange of goods, services or information. E.g. this could include aggregators or entities acting as a central SAF purchasing function for other organisations.
Intermediary	Entity supporting the distribution of TCUs in book-and-claim systems. Examples include demand aggregators, book-and-claim buyer clubs, airport or aircraft lessors and scope 3 intermediaries.
Logistics provider	Entity that arranges transport services with aircraft operators on behalf of end-customers. Includes freight forwarders and travel management companies. Freight forwarders are entities that arrange aviation transport services on behalf of end-users of freight transport, thereby acting as delegate between the company that makes the shipment (i.e., the shipper) and the carrier (i.e., the aircraft operator). Travel management companies are entities that arrange air transport services on behalf of business travellers.
Mass balance	Mass balance is the chain of custody method, where certified and non-certified materials can be physically mixed during storage, transport or processing, but are kept segregated on a bookkeeping basis.
Parallel claim	A situation in which two or more entities claim ownership of the emission reductions, removals, or low-carbon attributes corresponding to the same volume of fuel, within varying SBTi categories.
Proof of Sustainability (PoS)	A traceability document specifying the sustainability attributes for a specific quantity (batch) of SAF.
Registry user	A SAF supplier, facilitator, aircraft operator, logistics provider, intermediary or aviation end-customer participating in a book-and-claim registry. To become a registry user, organisations will have to open an account in a respective registry (e.g. the ISCC Credit Transfer System).
SAF supplier	Entity that supplies SAF on a mass balance basis. The SAF supplier has the SAF in its chain-of-custody system at the time of TCU registration.

Scope 1 TCU	Unit representing the scope 1 emissions reduction associated with one metric ton (mt) of neat, i.e., unblended, certified SAF.
Scope 3 TCU	Unit representing the scope 3 emissions reduction associated with one metric ton (mt) of neat, i.e., unblended, certified SAF.
Sustainability attributes	Set of sustainability information (including, but not limited to, the SAF's life cycle emissions value) attached to and carried with a given amount of and SAF, e.g. scope 1 and scope 3 emissions reductions. This sustainability information is evaluated and confirmed through sustainability certification.
TCU	Transferable claim unit, describing the fundamental unit of traceability in a book-and-claim registry. It is equivalent to one metric tonne (mt) of neat, certified SAF.
TCU registration	The registration refers to the point at which the environmental attributes of a SAF are decoupled from the physical batch and are uploaded in a registry. This creates a TCU based on an underlying SAF volume. SAF suppliers register TCUs in a registry by entering information via a traceability document (e.g. PoS).
TCU retirement	Retirement of a TCU refers to the act of removing TCUs from a registry user's account (and therefore from the registry), with the intention of claiming the sustainability attributes (e.g. the GHG emissions reduction) associated with the TCU.
TCU transfer	The transfer of a TCU from one registry user's active registry account to another user's active account.