



Audit and certification for sustainable fuel and low-carbon product pathways in Australia

Local delivery partner working on behalf of TUV NORD

Audit

Verification

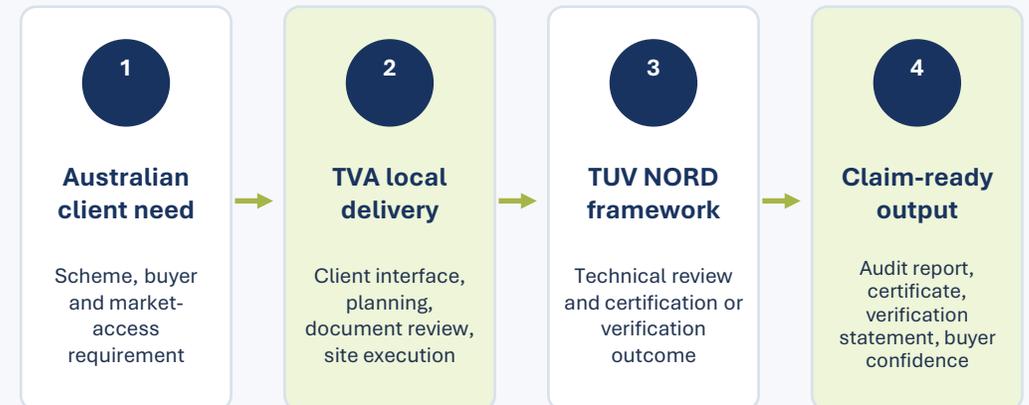
Certification

Pathways in scope: biodiesel, bioethanol, SAF, RFNBO (hydrogen, ammonia, methanol), biogas to bio-CNG / bio-LNG

Positioning for this deck

For companies, TVA is positioned first as an audit, verification and certification delivery partner under the TUV NORD framework. Consulting is reserved for public organisations.

Where TVA sits in the client journey



Audience: Australian companies and Australian public organisations

TVA + TUV NORD operating model



Clear separation between company offer and public-sector consulting



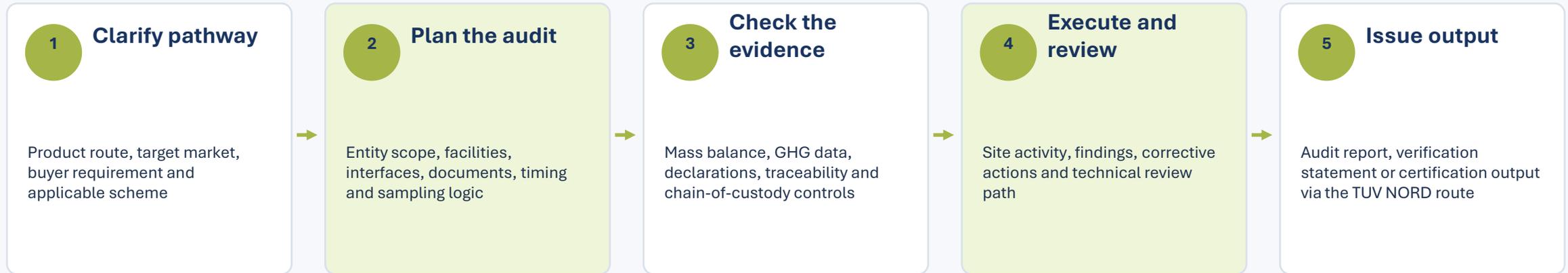
What this means commercially



Company pathway: from scope to certificate or verification output



Flow-chart view for private-sector clients



Typical services for companies



Key message: this is not sold as a broad private-sector consulting offer. The commercial path for companies is structured audit, verification and certification delivery.

Which supply chains are most affected?

Practical view of product pathways, interface points and sectors



Pathway	Typical supply-chain pattern	Where evidence usually matters	Main sectors
Biodiesel	Feedstock collection -> pre-treatment -> refining / esterification -> blending / distribution	Feedstock origin, no-deforestation logic, GHG savings, blend and dispatch records	Road transport Mining Agriculture
Bioethanol	Crop or waste feedstock -> fermentation / distillation -> storage -> blending / export	Feedstock proof, process yields, transport records and product-carbon data	Road transport Chemicals Exporters
SAF	Waste, biogenic, RFNBO or alcohol-to-jet route -> upgrading -> fuel logistics -> airport supply	Approved sustainability route, batch integrity, chain-of-custody, airport handover	Aviation Airports Airlines
Biogas to bio-CNG / bio-LNG	Organic waste / manure / landfill gas -> digestion -> upgrading -> compression or liquefaction -> delivery	Waste origin, upgrading logic, dispatch evidence and use-phase claims	Heavy fleets Industrial users Maritime pilots
RFNBO (H2 / ammonia / methanol)	Renewable electricity -> electrolysis / synthesis -> storage / shipping -> industrial or transport use	Electricity linkage, emissions intensity, synthesis balance, delivery and export claims	Industry Maritime Aviation e-fuels Export

Best fit where the product story must stay consistent from origin to final claim across production, storage, transfer, blending, export and end use.

Industries and stakeholders in scope

Where the need for auditable product claims becomes operational



Road and heavy transport

Fuel claims, blending chains, depot interfaces and low-carbon fuel procurement.

Aviation

SAF pathway readiness, airport chain integrity and airline-facing sustainability evidence.

Maritime and ports

Ammonia, methanol, bio-LNG and port-based storage, transfer and bunkering interfaces.

Industrial energy and chemicals

Hydrogen, ammonia, biomethane, process fuels and downstream industrial offtake claims.

Exporters and traders

Buyer templates, certification needs, cross-border documentation and claim consistency.

Public organisations

Programme design, scheme review, consultation support and market-readiness input.

Where TVA usually adds the most value

- Projects moving from concept into audited execution
- Organisations with multiple interfaces, facilities or logistics handovers
- Buyers or programme owners asking for traceable product claims
- Teams that prefer a practical audit route rather than a theory-heavy memo

Typical touchpoints

- Producers
- Refineries
- Warehouses
- Transporters
- Blenders
- Airports
- Ports
- Exporters
- Industrial users

Public organisations: consulting and technical support only

Separate track from the private-sector audit and certification offer



Public bodies can be supported with practical, technical and market-facing input. This is the consulting part of the TVA offer.

Scheme and method input

Translate market practice into programme rules, data requirements and workable process logic.

Independent technical review

Review pilots, evidence models, consultation drafts or pathway proposals before launch.

Training and stakeholder engagement

Support workshops, webinars, briefings and targeted market-readiness sessions.

Programme and pilot support

Useful for departments, regulators, grant administrators, trade bodies and working groups.

Typical use cases

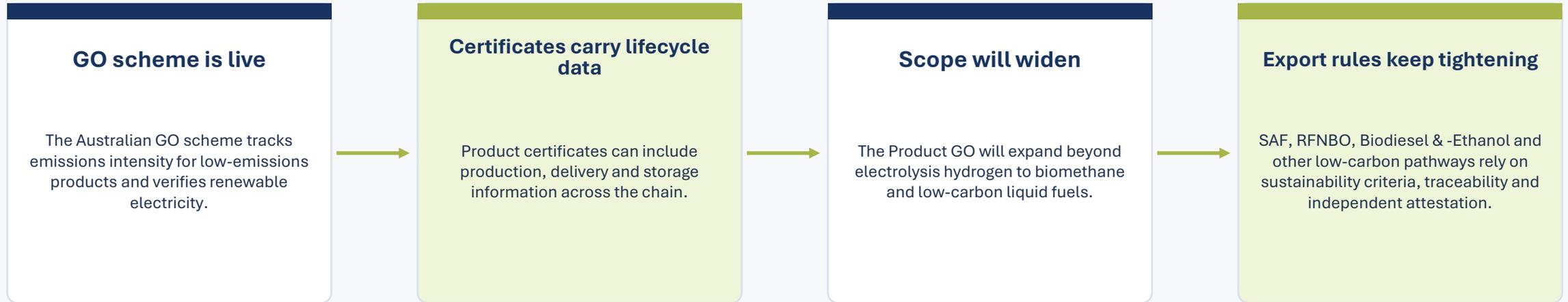
- GO and hydrogen pathway readiness
- Biomethane and low-carbon fuel programme design
- Technical scrutiny of supply-chain claims
- Consultation support and industry engagement

Who this is for

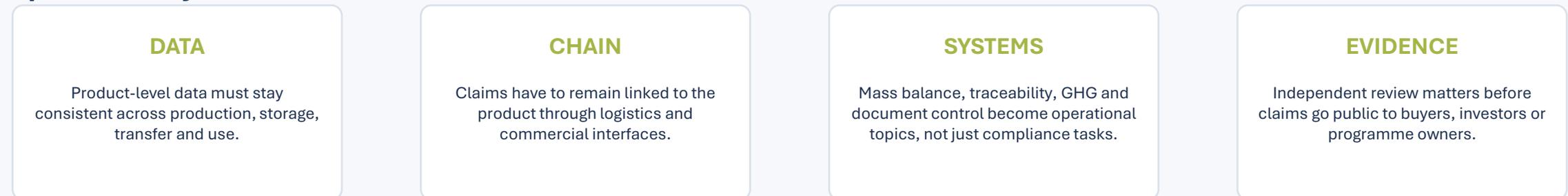
Departments
Regulators
Programme teams
Trade bodies
Public funding or pilot administrators

Why this matters now in Australia

Market architecture is moving toward traceable, auditable product claims



What this means operationally



TVA helps convert scheme language into an auditable operating model that works in real supply chains.

CBAM, EU ETS and EUDR: what Australian exporters should watch

High-level regulatory snapshot for carbon-intensive goods, transport-linked emissions and deforestation-free supply chains



Key timing points



CBAM EU rule

Where exposure comes from

Mainly metals, cement, fertilisers, hydrogen and other CBAM-listed goods moving into the EU.

What evidence matters

Embedded emissions data, product carbon footprint logic, importer-ready evidence and annual updates.

Practical TVA angle

Best TVA route: evidence-pack build, audit preparation and coordination into the TUV NORD verification path.

EU ETS Carbon market

Where exposure comes from

Relevant where aviation, maritime freight or EU industrial buyers are exposed to carbon pricing and MRV duties.

What evidence matters

Verified emissions data, fuel or product intensity figures and transport-chain transparency.

Practical TVA angle

Best TVA route: carbon-data readiness, interfaces to verifiers and support for market-facing evidence packs.

EUDR EU rule

Where exposure comes from

Deforestation-risk commodities and derived products such as cattle / leather, timber / wood, cocoa, coffee, soy, palm oil and rubber.

What evidence matters

Geolocation, traceability, due diligence statements and proof of no deforestation after 31 Dec 2020.

Practical TVA angle

Best TVA route: traceability review, supply-chain audit planning and support into the relevant TUV NORD audit route.

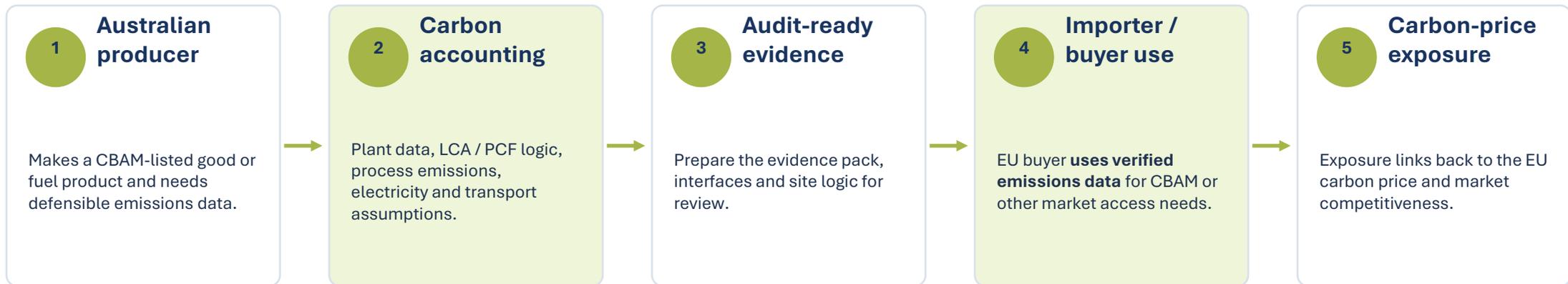
Australian sectors most likely to feel these rules first: metals, alumina / aluminium, hydrogen derivatives, fertiliser chains, aviation fuels, maritime fuel pathways, beef / leather, timber and other export-facing agricultural chains.

How CBAM and EU ETS move through the value chain



Carbon data, verification and commercial exposure connect

Carbon-cost pathway for an Australian exporter



CBAM lane

- Goods currently covered include cement, iron and steel, aluminium, fertilisers, electricity and hydrogen.
- The definitive CBAM regime started on 1 January 2026.
- Importers above the 50-tonne threshold need authorised declarant status and will buy certificates via the EU system.
- For Australian producers, the commercial issue is data quality: if emissions are not robustly evidenced, market access and cost position both suffer.

EU ETS lane

- The EU ETS covers power, industrial manufacturing and aviation, and it started covering maritime transport in 2024.
- For maritime transport, 40% of emissions were covered for 2024 and 70% for 2025 as the phase-in progresses.
- For aviation, free allocation is removed as of 2026.
- This matters to Australian supply chains where freight, aviation fuel, hydrogen or industrial exports are being compared in EU carbon-costed markets.

EUDR: what has to travel with the product

Traceability, geolocation and due-diligence evidence for deforestation-free claims



Evidence chain for EUDR-relevant products



Typical products to watch

- Cattle / beef / leather
- Timber, wood and paper chains
- Rubber, cocoa, coffee, soy and palm-linked materials where relevant
- Derived products where the Annex I code brings them into scope

What the buyer will ask for

- Proof the product is deforestation-free
- Evidence of legal production in the country of origin
- Traceability strong enough to support the due diligence statement
- Consistent records across producer, trader, exporter and importer

Practical TVA / TUV NORD route

- Map the chain first.
- Confirm where geolocation and legal-source evidence sit.
- Build the audit trail before the buyer asks for it.
- Then move into the relevant audit / verification route under the TUV NORD framework.

ReFuelEU Aviation for Australian SAF and e-fuel chains

Rule, the hand-offs and the TVA / TUV NORD route

How the obligation moves through the chain



Key ReFuelEU points

- Minimum SAF share starts at 2% from 2025 and rises to 6% in 2030, then 20% in 2035.
- Synthetic aviation fuels have a sub-target of 1.2% from 2030 and 35% by 2050.
- The rule links three parties: aviation fuel suppliers, Union airports and aircraft operators.
- It is designed to curb tankering and push SAF availability across EU airports.

Why this matters in Australia

- Relevant for SAF producers, alcohol-to-jet projects, e-fuel pathways and airport supply interfaces. Export conversations quickly turn into evidence
- conversations: feedstock, chain-of-custody, CI and dispatch records.
- Airlines and airport partners want a route that lines up sustainability claims with operational hand-off data.
- Best fit for TVA where product claims have to remain defensible from origin to airport delivery.

TVA / TUV NORD route

- Use TVA for local audit planning, evidence-pack structure and Australian delivery coordination.
- Move through the TUV NORD framework for the relevant certification, verification or audit programme.
- Keep the message practical: pathway, evidence, hand-off points and final claim.

Full TUV NORD certification programmes

tuev-nord.de/de/dienstleistungen/auditierung-und-zertifizierung/

Why TVA

Local delivery plus a certification-focused operating model



Australia-facing execution

Client coordination, site access, logistics and communication handled close to the project.

TUV NORD route

Private-sector offer is tied to audit, verification and certification delivery under the partner framework.

Supply-chain focus

Best fit where traceability, mass balance, GHG data and claim integrity have to line up.

Practical format

Flow-chart first, evidence-focused and adapted for teams that want a usable route, not a long memo.

Best-fit client profiles

Producers and refiners

Fuel, hydrogen, biomethane and low-carbon product producers

Traders and exporters

Where documentation has to travel cleanly with the product

Infrastructure and logistics operators

Storage, terminals, depots, port and airport interfaces

Public-sector programmes

Scheme design, review and stakeholder engagement support

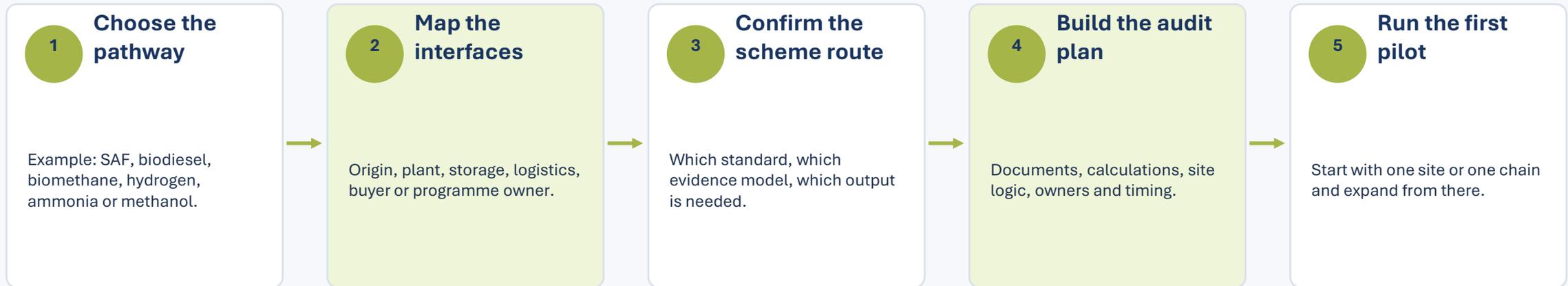
TUV NORD pathway

Offers international accreditation not only on standard schemes but also on requirements demanded by legislation such as the EU Renewable Energy Directive III, FuelEU Maritime, EU Emission Trading System, EU Deforestation Regulation, ReFuelEU Aviation and others.

Suggested first step for an Australian client or programme owner



Start with one pathway, one scope and one practical audit route



Contact:

Oliver Glatow
glatow@tva-global.com

Details

Website: www.tva-global.au
TVA Technical Verification Alliance PTY. LTD