Initiative Towards sustainable Kerosene for Aviation

Decarbonisation of transport. Aviation

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Decarbonisation of air transport

- today 2% but growth trends would $\uparrow$CO$_2$ emissions 3x by 2050 [~ 600 Mt CO$_2$]
- Strong **global goal**
  - neutral growth from 2020
  - halving emissions for 2050
- **Energy efficiency** gain could allow to reach 2x instead, **additional measures** are needed to the 1x and below.

**ICAO global aspirational goals**

- MBM
- Low carbon **drop-in fuels**
The way forward

**Vision**

- Aviation **will continue to depend on liquid fuels for a very long time**. Sustainable drop-in fuels are a priority for aviation.

- **New alternative energy carriers**. R&D to use of electricity, it is on the roadmap.

- **Sustainable** bioenergy is a resource demanded by other sectors. **A clear strategy is needed**.

**Particularities**

- Drop-in is needed because of:
  
  - Longer time to develop new aircrafts and reach the operation
  
  - Fleet replacement cannot be 100% at once, so ‘old’ A/C needs to use same airports / fuel infrastructures than ‘new’ ones
  
  - Conditions at fuel supply all over the world need to be equivalent and compatible.
Summary

- Sustainability
- Technology
- The price gap
- Scarce resources
- Deployment
- Cooperation
Decarbonization is about much more than only CO₂! 

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