



Initiative Towards sustainable Kerosene for Aviation



Decarbonisation of transport. Aviation

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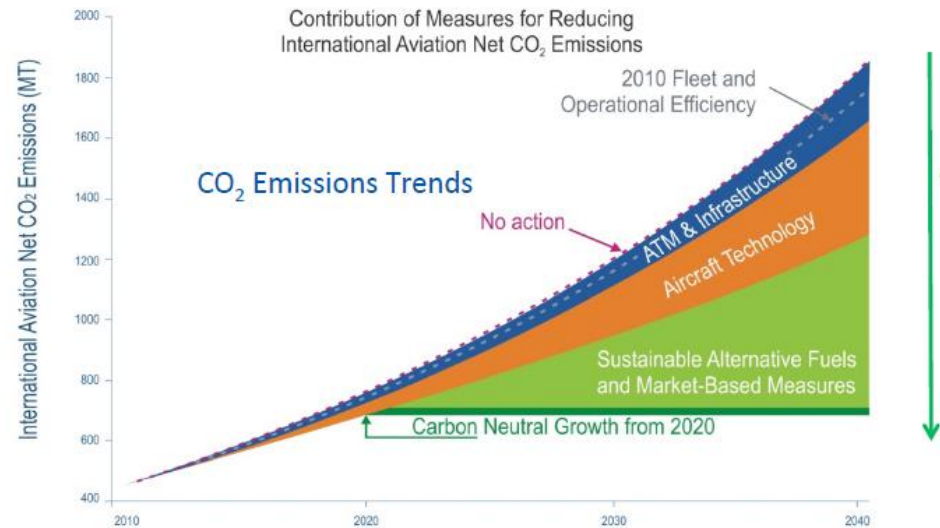
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Decarbonisation of air transport

- today 2% but growth trends would \uparrow CO₂ emissions **3x by 2050** [~ 600 Mt CO₂]
- 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**



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*Decarbonization is about much more
than only CO₂!*

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