SAF for a Sustainable Aviation

Siegfried Knecht, aireg CEO

ISCC Stakeholder Meeting
"Decarbonisation of the Aviation Sector"
3 December 2020

aireg
Aviation Initiative for
Renewable Energy in Germany e.V.

32 Members

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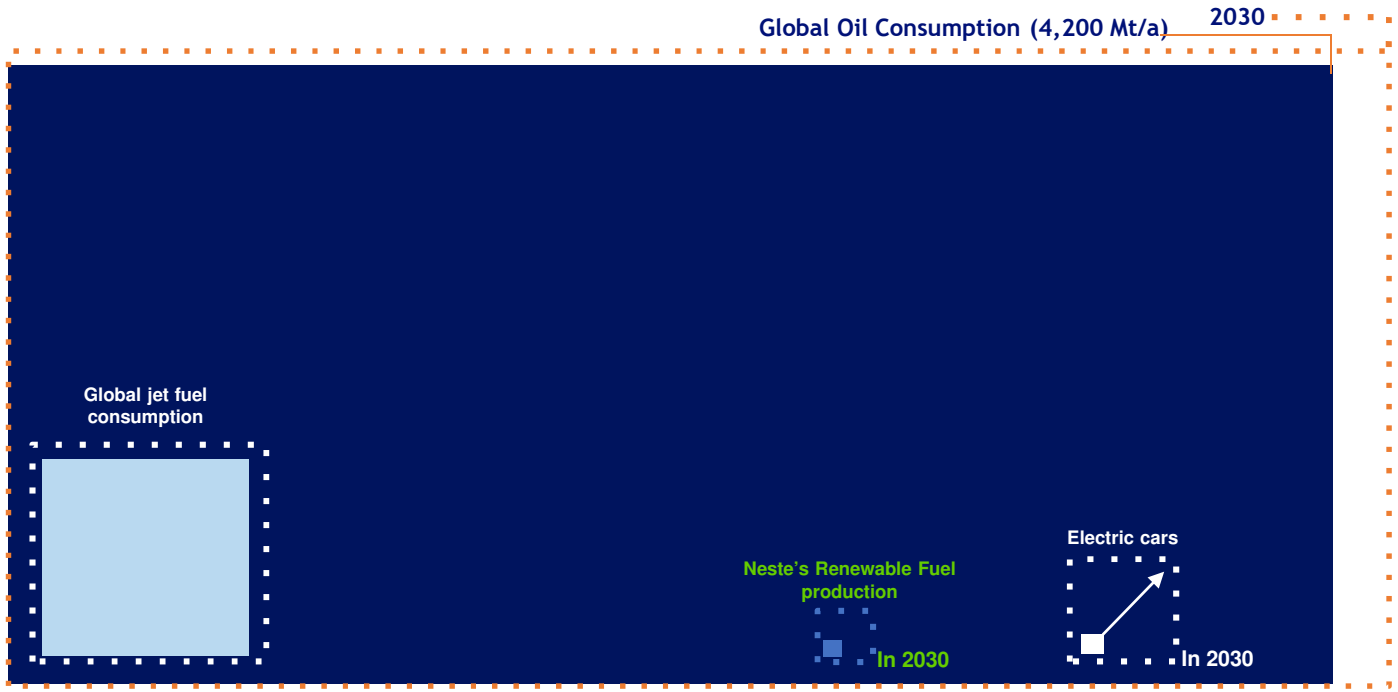
Global Oil Consumption (4,200 Mt/a)
2030
Global jet fuel consumption
Neste's Renewable Fuel production
In 2030
Electric cars
In 2030

Aviation‘s GHG reduction strategy

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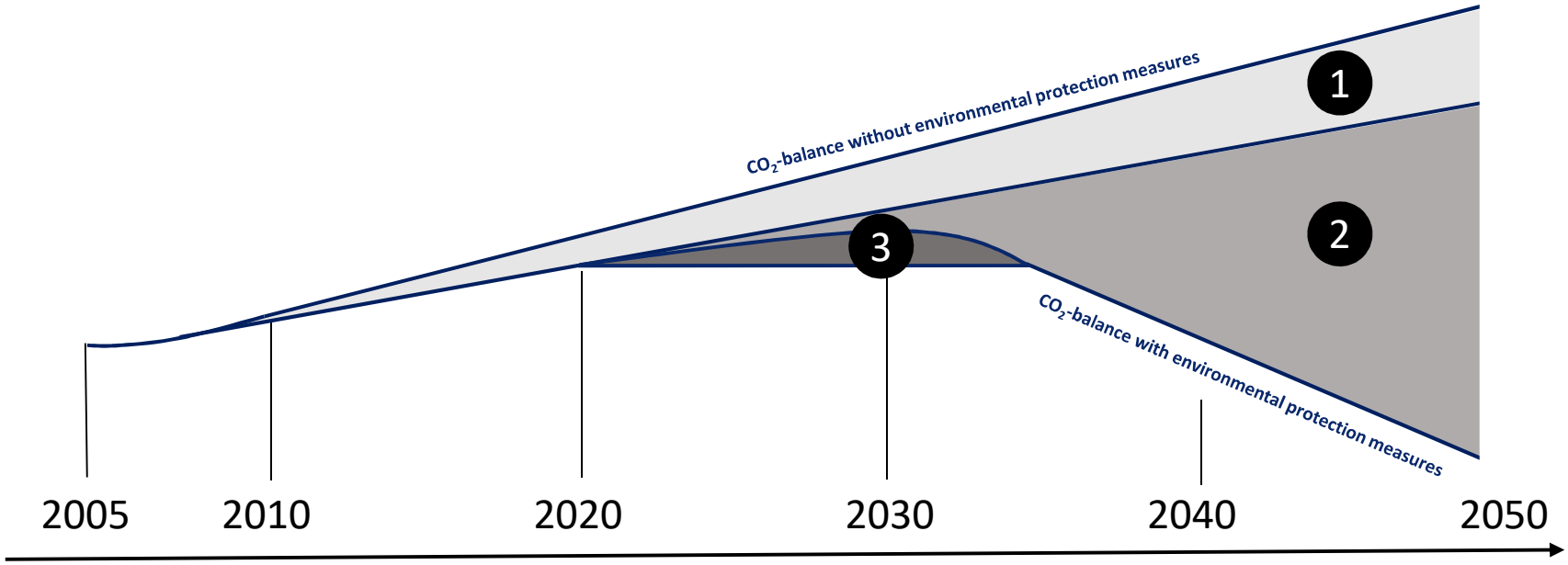
1. **Today**: Efficiency increase – reduce CO_2 emissions through technical innovations and optimal processes on the ground and in the air

2. **The goal**: Carbon-neutral flying through new aircraft concepts and sustainable aviation fuels

3. **On the way to the goal**: Offsetting CO_2 increase through global climate protection projects



see IATA Annual Review 2015, figure ATAG

H2 as disrupting energy source

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Missing production

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- Today, only 0.1% SAF available referred to the global yearly kerosene consumption
- SAFs global production capacity from biogenic sources (lipids, MSW, residues etc.) is expected to increase to well over 10 million tons until 2030
- SAF via the Power-to-Liquid pathway to reach significant levels beyond 2030 only
- We have to make use of all sustainable feedstocks and technology routes to reach the 2050 goal
- Legal measures (e.g. mandates) are needed on a European scale to provide incentives for producers as well as consumers
- Global aerospace CTOs letter to ICAO General Secretary:
  „We now know from the leading fuels companies that SAFs could be produced in sufficient quantities to provide all aviation needs by 2050."

Thank you!

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