

# Global Efforts and ICAO initiatives

María de la Rica (SENASA)

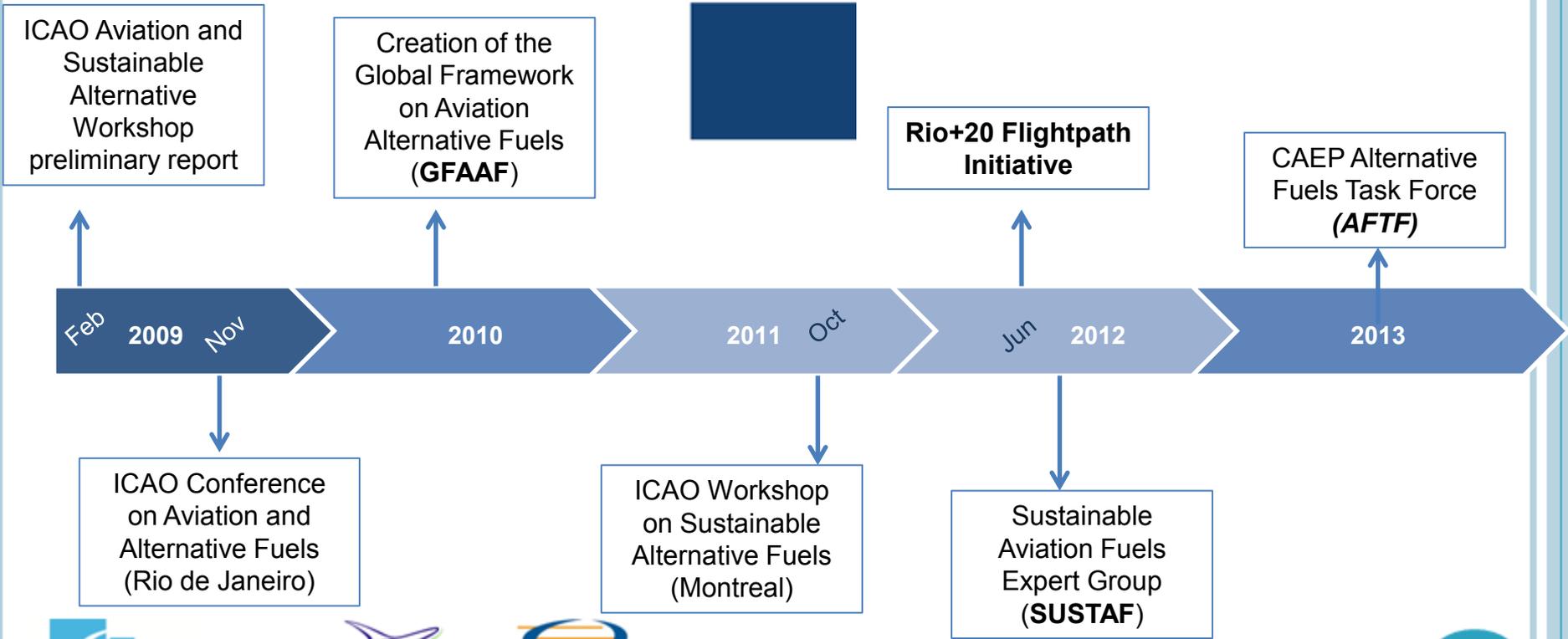
**FIRST ANNUAL WORKSHOP OF ISAFF**  
**ROME, 4 NOVEMBER 2014**

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# ICAO Efforts

- The 38th Session of the ICAO Assembly, Resolution adopted requesting states to:
  - Set a coordinated approach in their national administrations in order to develop coordinated national policy actions
  - Support research and development in order to decrease costs and support scale-up of sustainable production pathways
  - Recognize existing approaches to assess the sustainability of alt. Fuels
  - Adopt measures to ensure the sustainability of alternative fuels for aviation
  - Work together through ICAO and other relevant international bodies

# ICAO Efforts



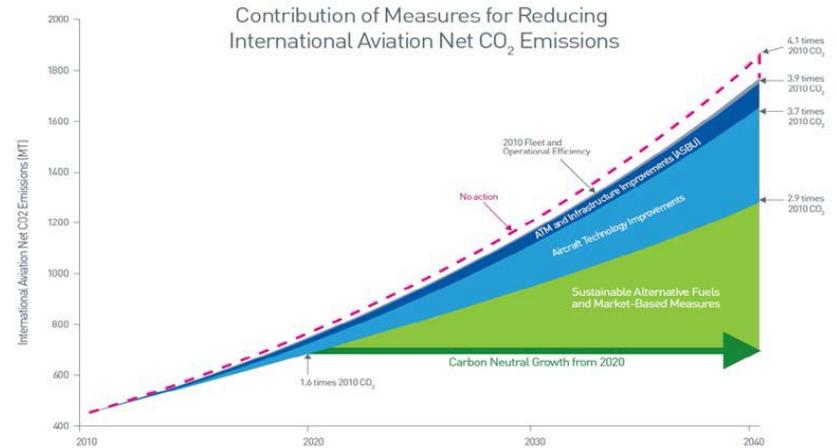
# ICAO Efforts

- Objectives of AFTF:

Created in November 2013 by decision of ICAO CAEP Steering Group

**To evaluate the range of potential GHG emissions reductions from the use of alternative fuels in aviation in 2050**

- 1) Assessment of alternative fuels Life Cycle emissions
- 2) Projections of alternative fuel potentials to 2050



✓ Request → Definition of a methodology for LCA of alternative fuel GHG emissions for ICAO's environmental trends assessment to 2050 (Modeling and Database Group, MDG)

✓ Timeline → CAEP/10 meeting (February 2016)  
ICAO 39th Assembly (October 2016)

# ICAO Efforts

- GFAAF:



Global Framework for Aviation Alternative Fuels

INTERNATIONAL CIVIL AVIATION ORGANIZATION  
A United Nations Specialized Agency

ICAO > Environmental Protection > GFAAF

### ICAO Global Framework for Aviation Alternative Fuels

**News and Activities** | **Initiatives and Projects** | **Literature Review** | **Links**

#### Latest News

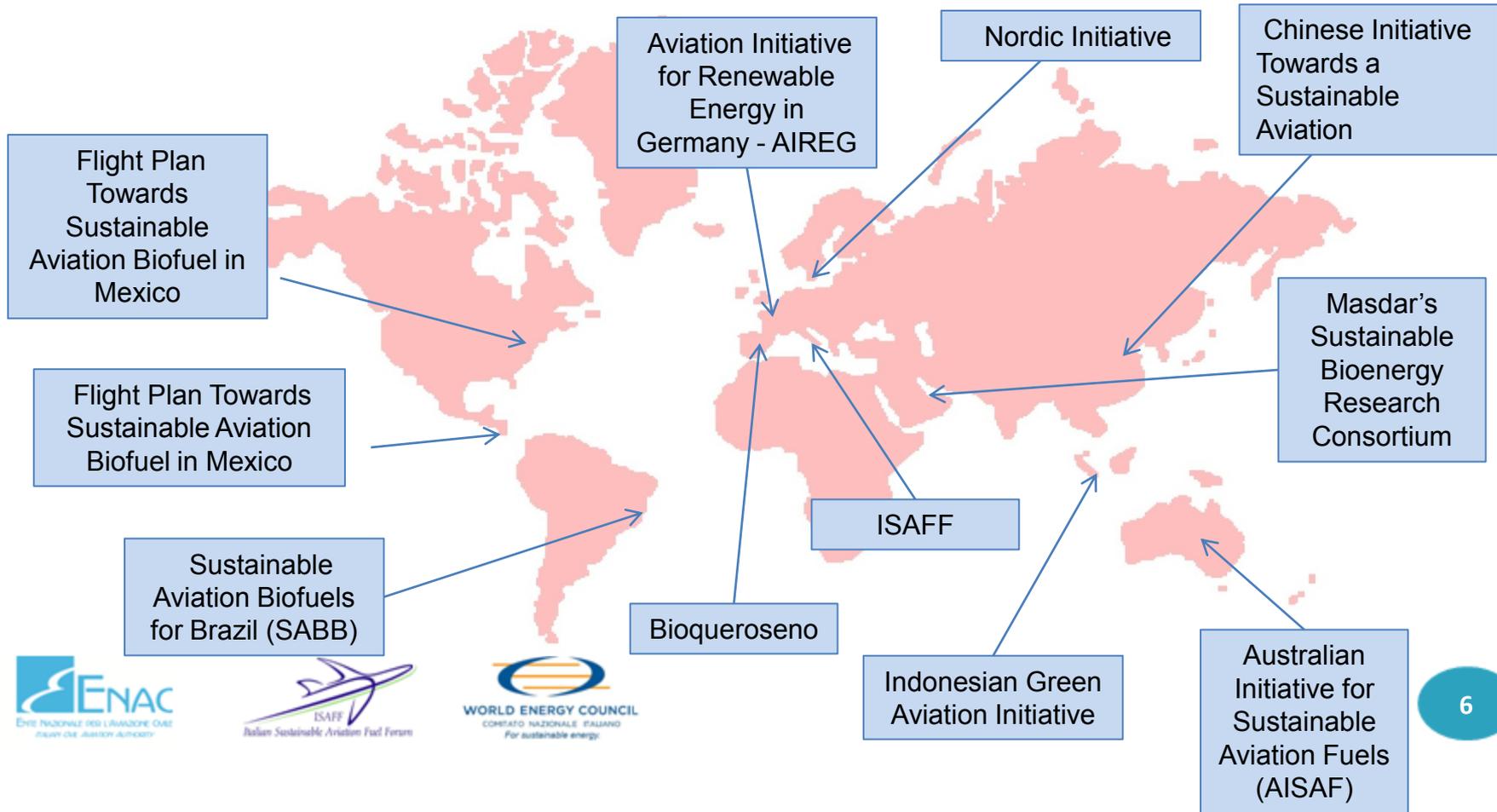
- Japanese initiative INAF targets biofuel flights for the 2020 Tokyo Olympics 2014-10-06
- Southwest Airlines signs a purchase agreement with Red Rocks Biofuels 2014-09-24

The Global Framework for Aviation Alternative Fuels (GFAAF) was launched at the [ICAO Conference on Aviation and Alternative Fuels in 2009](#) as part of ICAO strategy to support solutions that reduce aviation contribution to climate change.

It provides a continuously updated database about activities and developments in the field of alternatives for aviation, as well as useful documentation and links, to support information sharing and dissemination for the benefit of aviation fuels community.

- Objective: to fulfill the remit from the Rio de Janeiro CAAF
- Collection of related news and materials
- Support information sharing and dissemination for the benefit of aviation fuels community

# Worldwide National Initiatives



# Bioqueroseno Initiative



- In 2010 the **Spanish Bioqueroseno Initiative** was launched led by the Transport, Industry and Environment authorities and managed by the state company **SENASA**



# Bioqueroseno Initiative



- Study of best options for developing a flagship refinery

<b>Feedstock</b>					
<b>Technology</b>					
<b>Logistics</b>					
<b>Sustainability</b>					



# Bioqueroseno Initiative

**bioqueroseno.es**

Iniciativa española para la producción y consumo de bioqueroseno para la aviación

- Target: achieve 2% aprox. BIOJET CONSUMPTION in Spain

Enhance  
**FEEDSTOCK  
PRODUCTION**



Enough feedstock  
guaranteed



Flagship  
**BIOJETFUEL PLANT**



Trigger industry  
(offer)



2%  
**BIOJET target**



Enhance biojet  
demand

# Legislative Latest EU moves

	Commission's Proposal October 2012	Council's position 13 June 2014
Cap	5% - food-crop based biofuels	7% - food-crop based
Sub-targets		Non-legally-binding sub-target of 0,5% advanced biofuels (excl. UCO/ TME)
Multiple counting	2x – non-food cellulosic material and ligno-cellulosic material 4x – non-land based biofuels	2x – non-food cellulosic material and ligno-cellulosic material, incl. UCO and animal fats 5x - RES_E in road transport (2,5% - now) 2,5x – RES_E in non-road
ILUC factors	Reporting for information purpose in FQD and RED	Reporting for information purpose in FQD and RED, including a range. <u>December 2017</u> : review of both, effectiveness of measures and best available science on ILUC factors

# European Industry: The Airbus Initiatives



# Current Challenges

## Sustainability

- Sustainability criteria (lack of harmonization)
- LUC and ILUC challenges



## Economic:



- Feedstock costs
- Feedstock availability
- Competition with other transportation fuels or renewable electricity production
- Capital cost requirements
- High value intermediate product trap

# Thank you for your attention



## Any questions?