

AVIATION CO₂ REDUCTIONS



STOCKTAKING SEMINAR
TECHNOLOGY · OPERATIONS · SUSTAINABLE AVIATION FUELS



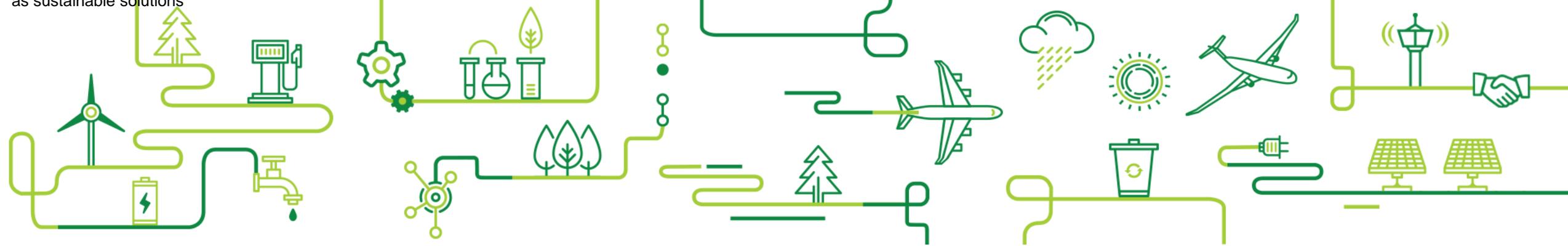
Clean energy

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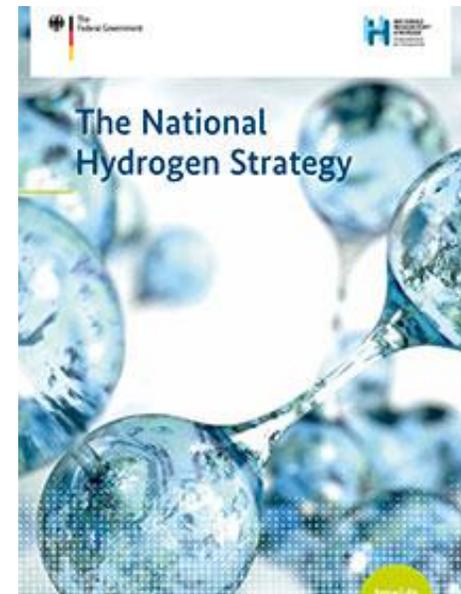


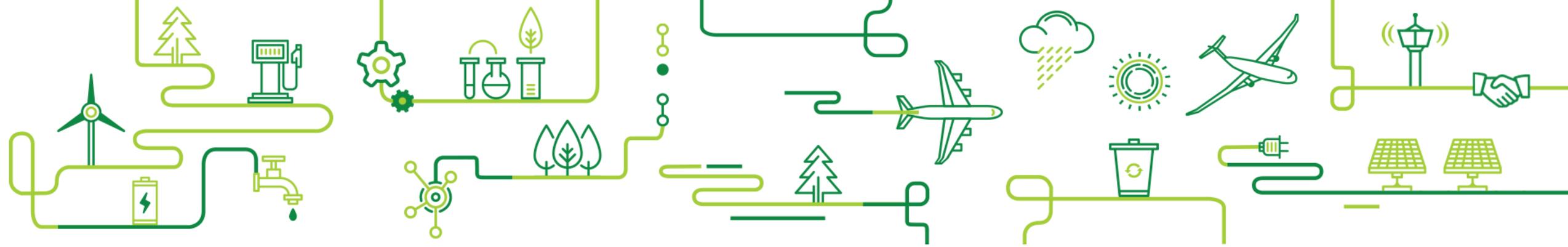
Federal Ministry
of Transport and
Digital Infrastructure



The National Hydrogen Strategy of Germany

- Adopted by the Federal Government on June 16th 2020.
- **Green hydrogen and its downstream products** as sustainable solutions mitigating climate change in areas where direct electrification is not or hardly possible, i.e. in **aviation**.
- Planned investment of **7 billion EUR** to promote green hydrogen **production and use** (capacity of 5GW by 2030).
- Further **2 billion EUR for projects with international partners**, i.a. from emerging and developing economies.
- Action Plan: steps necessary for the National Hydrogen Strategy to succeed
 - **38 measures** for phase one of the National Hydrogen Strategy (up to 2023), focusing on the ramp-up and laying the basis laying for a well-functioning domestic market.
 - Parallel to this, essential issues such as **research and development and international aspects** will be tackled.





Power-to-Liquid SAF Policies in Germany

- As air traffic will continue to **rely on liquid fuel** for the foreseeable future.
- Since the potential of **sustainable biomass is limited**, Germany focuses on **Kerosene from renewable electricity (Power-to-Liquid/PtL)** as a key measure for climate change mitigation in aviation (i.e. no biomass).
- For their success, the development and compliance with suitable **sustainability criteria** is crucial.
- Research and Development of PtL is already mentioned in the German **Climate Action Plan 2050** of 2016.
- The **Climate Action Program 2030** sets programs and measures to develop e-fuels for aviation.
- These will be specified with the implementation of the **National Hydrogen Strategy**, by i.a.:
 - **Support of GREEN hydrogen in refineries – will be credited for renewable targets in transport**
 - Stimulating market ramp-up by **funding PtL-plants** and developing suitable **instruments to reduce the price delta of PtL** and fossil kerosene (i.a. tax and duty system, carbon contracts for differences (CCfDs) or grants to plant operators)
 - Key measure to incentivise production capacities for PtL: Minimum **quota for PtL in aviation of 2%** for 2030 (with intermediate targets, based on fuel sales in Germany)

Thank You

