Aviation Biofuel

Biofuels have the potential to reduce greenhouse gas (GHG) emissions as the CO2 produced at the tail pipe has been absorbed during the growth of the biomass used. The net GHG emissions impact of biofuel is therefore generally low being just those incurred in the supply chain, although for some crops (such as oil seeds) the impact can be much higher, hence the interest in biofuel production from wastes such as used cooking oil. Aviation has fewer options for decarbonisation since full electrification of large planes is not thought to be technically feasible. However, biofuels represent a potentially straight forward way to reduce emissions from air travel.

Key Interaction

The biofuel is made for oil bearing seed, hence Increasing the use of biofuels in transport sector means increase in demand for biofuels and their limited resource for it, there food Vs energy crisis. There are however limits to how much of these feed stocks are sustainably available both domestically and internationally.

Level 1

The share of biofuels in aviation fuels remains zero at this level.

Level 2

The share of biofuels in aviation fuel is 5%,

Level 3

The share of biofuels in aviation fuel is 10%

Level 4

All aviation fuel are assumed biofuel

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Default Timing Start Year: 2025 End Year: 2050

Sub-Lever	Units	2015	Level 1	Level 2	Level 3	Level 4
Aviation Domestic	share	0%	0%	30%	60%	80%
Aviation International	share	0%	0%	30%	60%	80%