

Breakfast Meeting with Stephanie Searle Electrofuels Potential in the EU in 2030

Friday, 26 October 2018, 08:30-10:30

Agora Verkehrswende
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Electrofuels, also known as “power-to-liquids,” “power-to-gas,” “e-fuels” and “e-gas,” are drop-in renewable fuels that can be used in existing vehicles, aircraft, and ships. These fuels can be produced by combining renewable electricity with waste or ambient CO₂ without causing significant impacts on land use. The recast Renewable Energy Directive (RED II) for 2021-2030 includes incentives for electrofuels, and some stakeholders are advocating for these fuels to count towards vehicle CO₂ standards. However, because no electrofuels have been commercially produced to date, it is unclear whether these fuels are a realistic decarbonization strategy for the European Union in the near-term.

Stephanie Searle leads the fuels team at the International Council on Clean Transportation (ICCT). She will present her study “Decarbonization potential of electrofuels in the European Union”. It analyzes the maximum contribution electrofuels could make to EU greenhouse gas (GHG) mitigation in the 2030 timeframe and it provides analysis of the economic competitiveness of electrofuels and an assessment of the lifecycle GHG impacts.

Sign up to the Agora Verkehrswende Breakfast Meeting with Stephanie Searle on 26 October 2018 at veranstaltungen@agora-verkehrswende.de and engage in the discussion on electrofuels. The meeting is held in English. Seating is limited.

PROGRAMME

08:30	Breakfast and Networking
09:00	Introduction <i>Dr. Urs Maier, Senior Associate Freight Transport, Agora Verkehrswende</i>
09:10	Keynote: Decarbonisation Potential of Electrofuels in the EU <i>Dr. Stephanie Searle, Fuels Program Lead, ICCT</i>
09:50	Discussion
10:30	End

Stephanie Searle leads the fuels team at the International Council on Clean Transportation (ICCT). Her current research focuses on the lifecycle greenhouse gas performance, economics, and potential production volumes of alternative fuels, including conventional and advanced biofuels, electrofuels, and other novel pathways, as well as effective low carbon fuel policy design. Dr. Searle's past research at ICCT also includes lifecycle analysis of fossil fuel production, opportunities to reduce fuel sulfur content, and electric vehicle incentives. She holds a Ph.D. in biology from the University of Canterbury in New Zealand and a B.A. in environmental science from Columbia University in New York.

