

Minimising the impact of aviation emissions: what way forward?
An expert meeting aiming to lift off sustainable academic travelling
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Biography:

(max 200 words)

Taotao Yue obtained her Bachelor of Law and Master of International Law from Zhongnan University of Economics and Law. From September 2011, she conducted Ph.D. research on regulation of sustainability of biofuels at Maastricht University and obtained the degree of Doctor in June 2016. She then worked as Regulatory Consultant specializing in environment, safety, and health (EHS) compliance at Enhesa. She is now Supplier Sustainability Officer at Philips.

Abstract:

Replacing fossil fuels with alternative low-carbon energy sources is one way to achieve the commitment to carbon-neutral growth and reducing net CO₂ emissions in the aviation industry. While hydrogen and electricity are not feasible for aviation in the foreseeable future, biofuels (or bio-jet fuels) made from renewable feedstock (biomass) is one of the most important short-term options for the aviation industry to significantly reduce the CO₂ emissions. Biofuels were already promoted in many legal regimes (such as the EU) for the use in road transport, but such a policy has been confronted with sustainability concerns (such as land use changes, biodiversity, and food availability) and sustainability requirements are established. Compared with biofuels used for road transport, the deployment of bio-jet fuels to a great extent rely on choice of private stakeholders (such as airline companies) and governance at international level. As such, a multi-level governance that involves the efforts of ICAO, governments, and private actors is needed for preventing or minimizing negative sustainability impacts of bio-jet fuels.

(Max 500 words)