

- “hard-to-abate”分野であり、特に排出削減が困難な分野の1つ。(特に大型機への電動化、水素化等のゼロエミッション技術の導入には時間を要する。SAFの削減ポテンシャルが高いものの、一定価格での安定的なSAF供給には多くの課題が存在。)
- 国際的に公平な競争条件を確保することが重要。
- 一義的には航空分野内(in-sector)の対策が重要であるが、補完的な対策として、炭素クレジットによるオフセット等市場メカニズムの活用も重要。

“hard-to-abate”分野の例(IRENA, 2020※1)



航空機のエネルギー源の将来見通し (ATAG, 2021年※2)

	2020	2025	2030	2035	2040	2045	2050
Commuter » 9-19 seats » < 60 minute flights » <1% of industry CO ₂	SAF	Electric or Hydrogen fuel cell and/or SAF	Electric or Hydrogen fuel cell and/or SAF	Electric or Hydrogen fuel cell and/or SAF	Electric or Hydrogen fuel cell and/or SAF	Electric or Hydrogen fuel cell and/or SAF	Electric or Hydrogen fuel cell and/or SAF
Regional » 50-100 seats » 30-90 minute flights » ~3% of industry CO ₂	SAF	SAF	Electric or Hydrogen fuel cell and/or SAF	Electric or Hydrogen fuel cell and/or SAF	Electric or Hydrogen fuel cell and/or SAF	Electric or Hydrogen fuel cell and/or SAF	Electric or Hydrogen fuel cell and/or SAF
Short haul » 100-150 seats » 45-120 minute flights » ~24% of industry CO ₂	SAF	SAF	SAF	SAF potentially some Hydrogen	Hydrogen and/or SAF	Hydrogen and/or SAF	Hydrogen and/or SAF
Medium haul » 100-250 seats » 60-150 minute flights » ~43% of industry CO ₂	SAF	SAF	SAF	SAF	SAF potentially some Hydrogen	SAF potentially some Hydrogen	SAF potentially some Hydrogen
Long haul » 250+ seats » 150 minute + flights » ~30% of industry CO ₂	SAF	SAF	SAF	SAF	SAF	SAF	SAF

出所)

※1 IRENA “Reaching zero with renewables” (2020), https://www.irena.org/-/media/Files/IRENA/Agency/Publication/2020/Sep/IRENA_Reaching_zero_2020.pdf

※2 ATAG “Waypoint 2050” (2021), https://aviationbenefits.org/media/167417/w2050.v2021_27sept.full.pdf