

Mesa Redonda

Comissão de Transição Energética e
Produção de Hidrogênio Verde
da Câmara dos Deputados (CENERGIA)

Rio de Janeiro

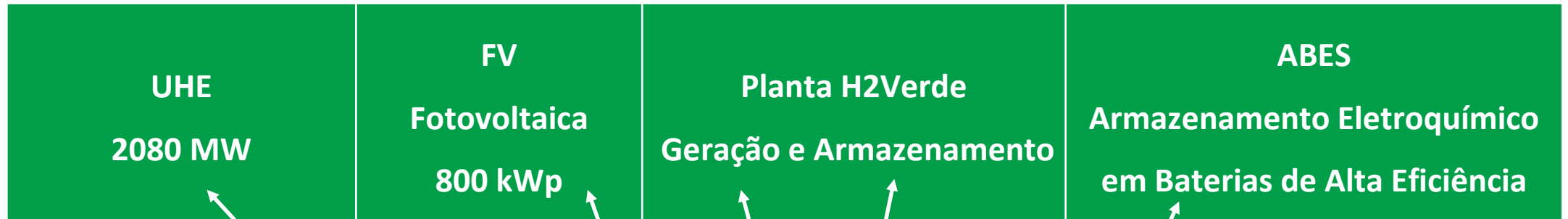
Gerência E-Combustíveis
Gerência Executiva Novas Soluções
Diretoria Engenharia Integrada de Projetos
Vice Presidência de Engenharia de Expansão

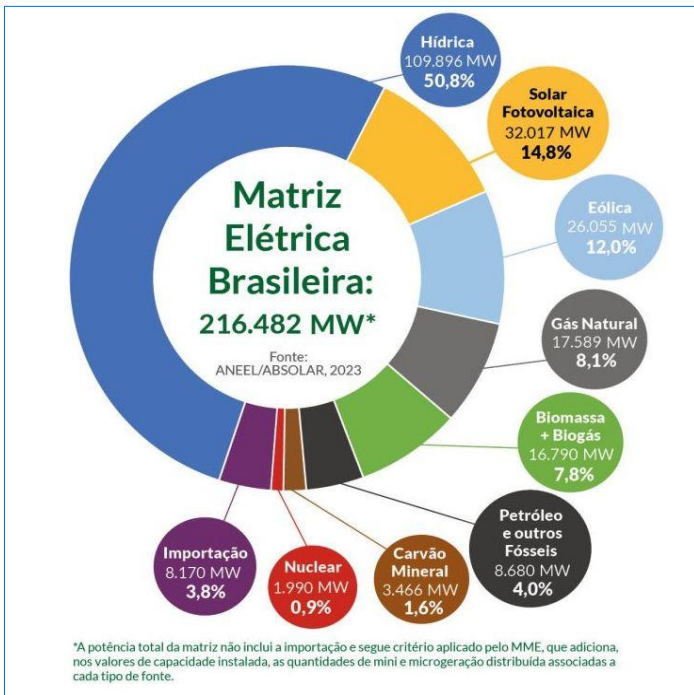


Planta H2Verde - Inaugurada em Dezembro/2021

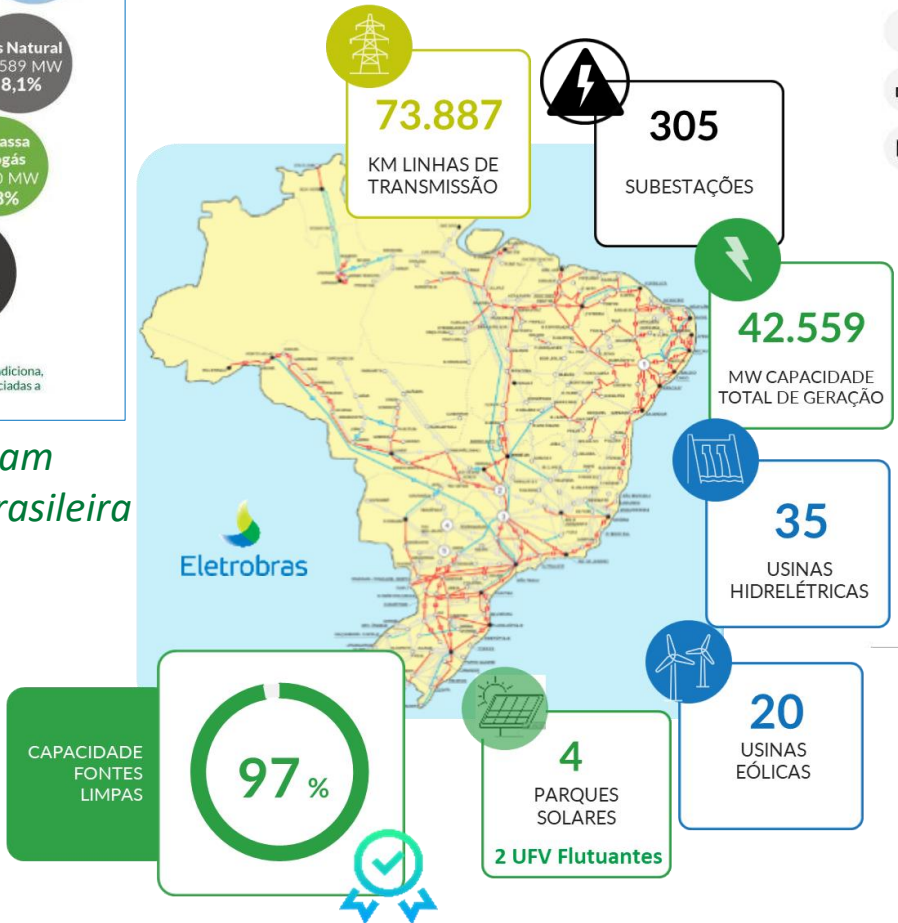


	Eletrolisador	Tanque de Armazenamento	Célula a Combustível
Empresa/ País de origem	Hydrogenics/Bélgica	Brasil	Hydrogenics/Canadá
Modelo	HySTAT-50	-	HyPM-300
Tecnologia	Alcalina	-	PEM
Potência Consumida/Gerada	270 kW	-	300 kW
Produção/Armazenamento/Consumo	50 Nm ³ /h	900 Nm ³	215 Nm ³ /h
Consumo específico	5,4 kWh.Nm-3	-	
Pressão máxima de saída	27,5 bar	-	
Grau de pureza do H2	99,995%	-	





Fontes Renováveis representam mais de 85% da Matriz Elétrica Brasileira (julho 2023)



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Lufthansa Says Green Fuel Would Eat Up Half German Electricity

Publicado em seg., 25 de set. de 2023 por William Wilkes

- Salvar
- Imprimir
- E-mail

Traduções disponíveis para este conteúdo. **Português** Traduzir

Germany's biggest airline would consume half of the country's entire electricity production to switch its fleet to green fuels like e-kerosene, according to [Deutsche Lufthansa AG](#), underscoring the challenge in reducing emissions from air transport.

While synthetic fuels manufactured using renewable energy provided the best future path to decarbonize aviation, there is unlikely to be sufficient green electricity in Germany to generate them, Lufthansa Chief Executive Officer Carsten Spohr on Monday.

"We would need around half of Germany's electricity to create enough of the fuels," Spohr said at an aviation conference in Hamburg. "I don't think Mr. Habeck is going to give me that," Spohr said, referring to Germany's Economy and Energy Minister, Robert Habeck.



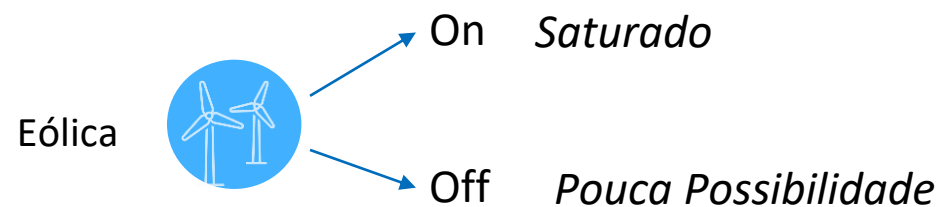
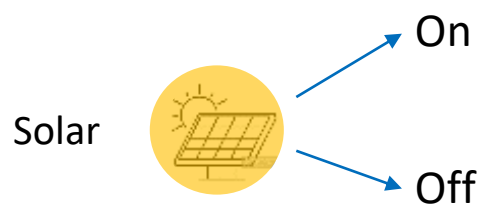
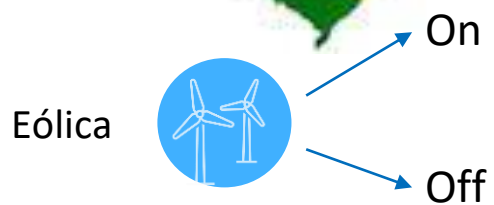
Carsten Spohr
Photographer: Alex Kraus/Bloomberg

The aviation industry is working to create a market for a carbon-neutral version of the kerosene that powers most modern aircraft. Green kerosene is derived from water and actually pulls carbon dioxide out of the air during creation. The process, which requires huge amounts of electricity generated from renewable resources to ensure carbon neutrality, fractures water into oxygen and hydrogen, which is then combined with carbon.

So-called synthetic fuels are seen by aviation executives like Spohr as the only technically viable way for the time being to decarbonize air travel. While battery-electric vehicles work for road travel, cells lack the energy density for the foreseeable future to lift a commercial payload of passengers and cargo into the sky.

Relacionado

- Notícias
 - Lufthansa's Austrian Unit Loses Greenwashing Suit Over Fuel Use
 - EU Risks Dashing Meloni's Plans For Quick Retreat from ITA Air





- *Energia Constante 24/7*

Preço Competitivo

- *Eletrolisador com Máximo de Eficiência*



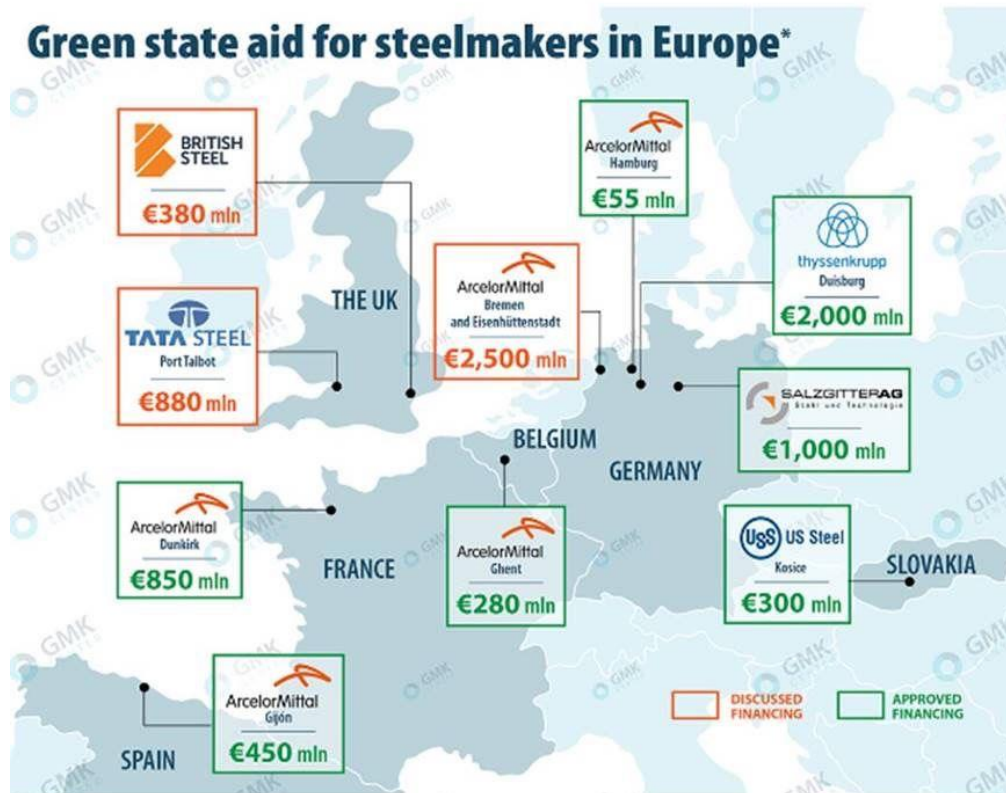
Preço Não Competitivo



How european governments support decarbonization of domestic steel industry



Green state aid for steelmakers in Europe*

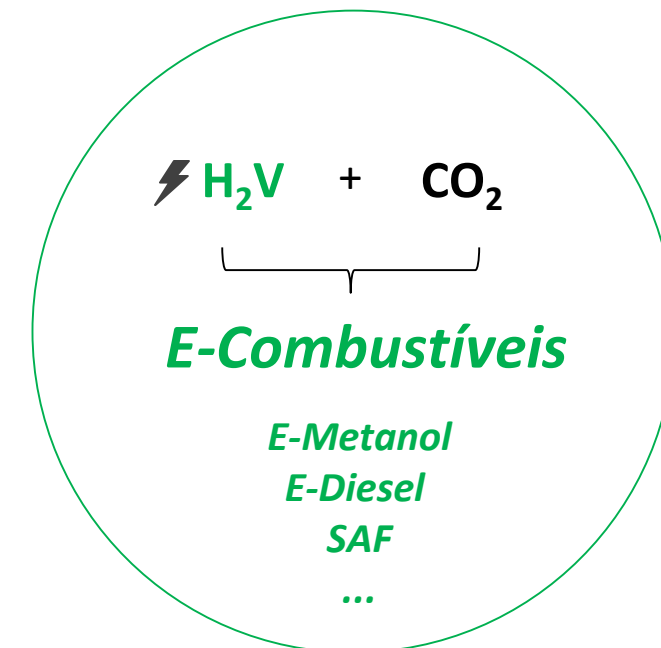


Balanço Energético Nacional – Ano 2022

SETOR	Consumo Energético			Consumo Elétrico		Potencial de Eletrificação		Emissão GEE
	CONSUMO (em 1000 tep)	CONSUMO (GWh)	Participação (%)	CONSUMO (GWh)	Participação (%)	Diferença entre Consumos (GW) (%)		Ano 2022 (Mt CO2-eq)
	A	B	C	D	E	F = (B - D)	G = (F/B)	H
SETOR ENERGÉTICO	23.496	273.258	7,8%	35.800	5,2%	237.458	86,9%	*
SETOR COMERCIAL	9.329	108.496	3,1%	97.100	14,1%	11.396	10,5%	*
SETOR PÚBLICO	4.128	48.009	1,4%	44.600	6,5%	3.409	7,1%	*
SETOR RESIDENCIAL	28.963	336.840	9,6%	155.600	22,5%	181.240	53,8%	18,6
SETOR AGROPECUÁRIO	13.083	152.155	4,3%	32.300	4,7%	119.855	78,8%	*
SETOR TRANSPORTES	89.427	1.040.036	29,5%	2.000	0,3%	1.038.036	99,8%	210,4
SETOR INDUSTRIAL	86.953	1.011.263	28,7%	218.700	31,7%	792.563	78,4%	76,7
OUTROS (PERDAS + USOS NÃO ENERGÉTICOS)	47.600	553.588	15,7%	104.000	15,1%	449.588	81,2%	
TOTAL	302.979	3.523.646	100,0%	690.100	100,0%	2.833.546		423,0

* Estes setores somam 117,4 Mt CO2-eq

- O **Consumo Energético** (coluna B) do setor de Transporte (1,04 Milhão GWh) é próximo ao do setor Industrial (1,01 Milhão GWh).
- No entanto, o **potencial de Eletrificação** (colunas F e G) e as **emissões de CO₂** (coluna H) do setor de Transportes são bem maiores do que as do setor Industrial.



Setor de Transporte

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Oportunidade de Mercado e Sustentabilidade/Descarbonização



Obrigado!

Gerência E-Combustíveis
Victor Hugo Goes Ricco
ricco@eletrobras.com

