

CO₂ feedstock considerations in E-SAF

UKRI SAF Cafe

Mar 2024

CO₂ feedstock considerations in E-SAF

Solving for Abundance:

Where does DAC ~~compete~~ fit into the CO₂ supply chain?

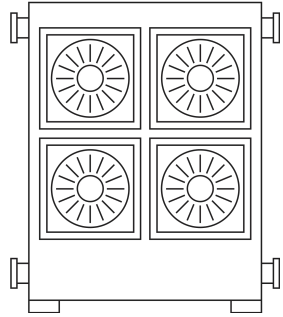
Rewriting our carbon narrative

A collective of scientists, engineers, and creative thinkers on a mission to reinvent carbon for a thriving planet.

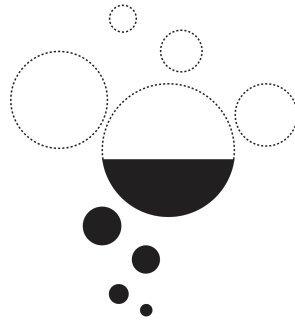
We are meeting the climate crisis with carbon creativity — working to turn the historic carbon waste in our air into new climate value.



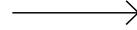
To deliver the carbon revolution



Stripping carbon from the air



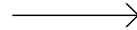
and regenerating high-purity CO₂



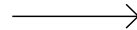
Synthetic Fuels



Commodity CO₂



Carbon Removals



Building Materials

For permanent removal and sustainable use

Growing ambitiously

2020

Founded

02

Commercial

03

Fully-funded

first-of-a-kind plants in
2023/24



1 of 15 Global Milestone

Musk Foundation
CDR Competition

01

UK Gov.



UK SAF is at the core of our development



University of
Sheffield |
Energy Institute

TERC



**Funded by
UK Government**

CNF

Our first plant

Carbon Waste to Jet Fuel

University of Sheffield

Problem

Synthetic Aviation Fuel (SAF) via Power to Liquids (PtL) won't scale unless there is a sustainable supply chain of CO₂.

Solution

Mission Zero provides CO₂ to the University of Sheffield for SAF synthesis via DAC



This is a UKCA and CE marked Product

Benefit

UoS can support industry players such as Rolls Royce, Boeing and others in the decarbonisation of Aviation.

50 tpa Plant online in Q4 2023

What makes us different?

Industry-leading LCA

hyper-efficient and sustainable solution for high net-negative impact

Customer centricity

designed to adapt to any process and use case in any location.

No novel components

using mature, globally-available technologies in a new way

Facilitates renewables build-out

easy co-location and integration with intermittent grids

The world's most versatile DAC

Designed to deliver flexibly anywhere at any scale.

Flexible

Seamless integration in any location

Modular design

Modest land footprint

Highly mobile

Remotely operated

Scalable

Ready for quick global deployment

Mature existing components

Established supply chains

Mass manufacturable

Process agnostic

Efficient

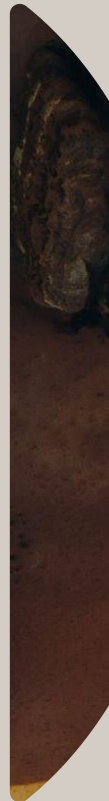
Using energy and resources effectively

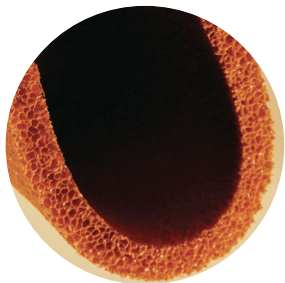
Electricity only

Heat free

Built for intermittency

Continuous operation





Everything made from oil can be made from air and water

Humans have known how to make fuels, textiles, and high-value chemicals from CO₂ for ages. Yet today, these goods are still made from oil.

Alongside permanently removing CO₂ from our atmosphere, by providing it as a carbon feedstock for industry we can quit fossil fuels for good.

Global demand for fossil-free CO₂ is set to boom

1.2%

of all jetfuel going in or out of the EU is mandated to be e-fuels by 2030.

45Q

in the US gives \$130/tCO for fuels and legislation rewards lower CI products

- High Value Chemicals
- Building Materials
- Plastics
- Sustainable fuels
- Removal

Sources: Energy Transitions Commission (2022)

125

100

75

50

25

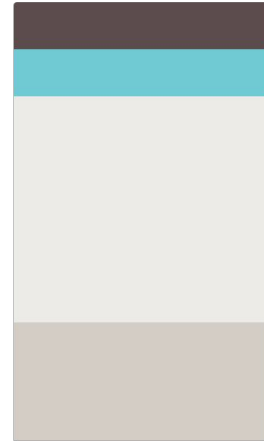
0

800 Mt
\$160Bn
\$200/tCO₂



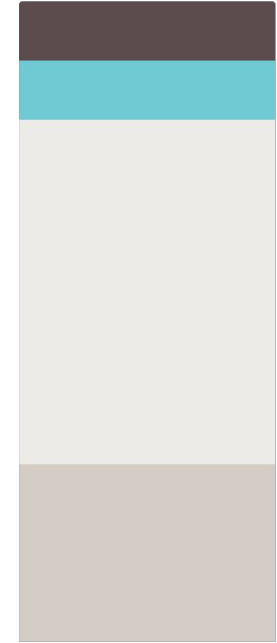
2030

3.6 Gt
\$540Bn
\$150/tCO₂



2040

6.8 Gt
\$1.02Tr
\$150/tCO₂

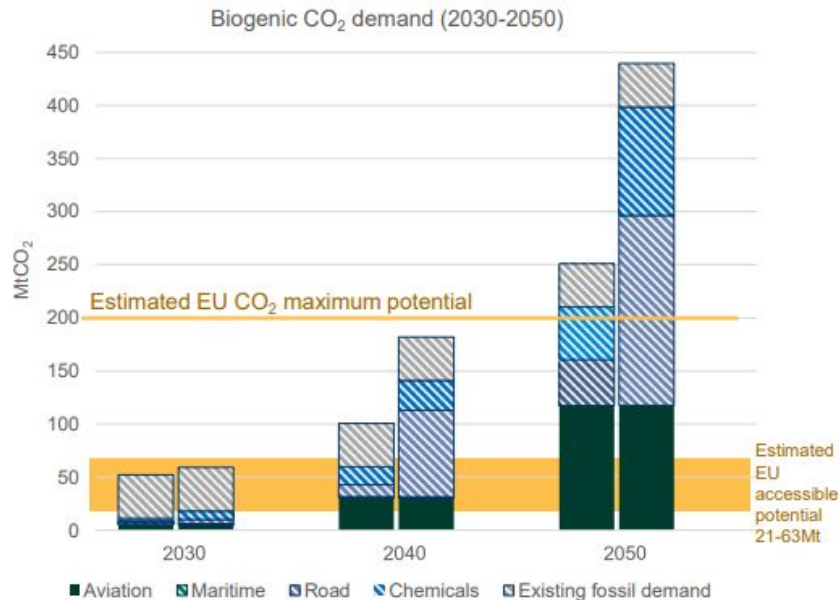


2050

The carbon revolution is short of sustainable carbon

Decreasing level of certainty over drivers and volumes

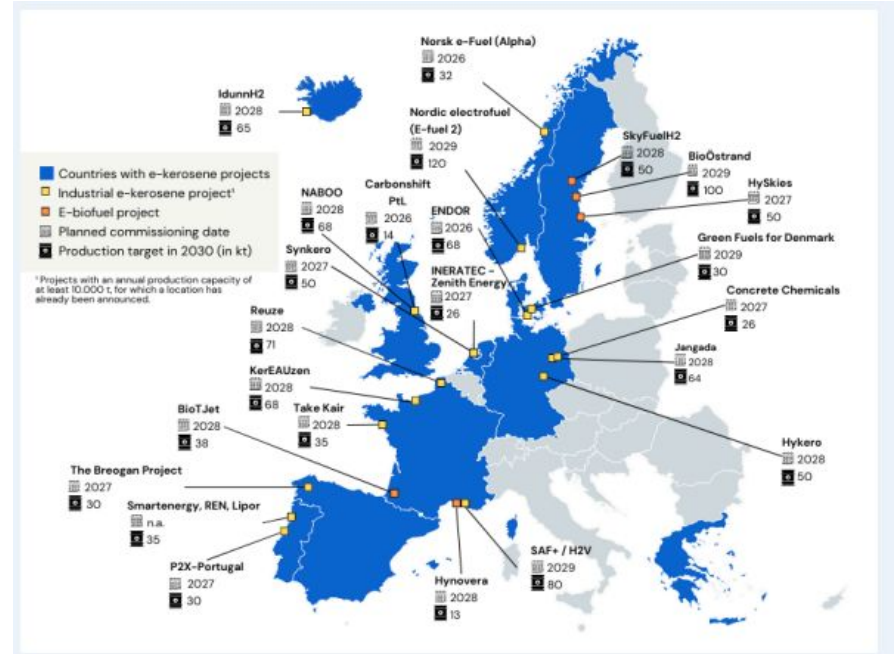
<p>Biogenic CO₂ removal (BECCS etc) - not quantified</p> <ul style="list-style-type: none"> No policy support in place for negative emissions today 	
<p>Replacing existing fossil CO₂ demand</p> <ul style="list-style-type: none"> Existing 41 Mt demand for urea, EOR, food & beverage industries No policy drivers yet for biogenic CO₂, but fossil CO₂ production will decline, e.g. from ammonia production, which may move towards H₂. 	ESTIMATE
<p>Chemicals</p> <ul style="list-style-type: none"> No policy drivers yet for use of biogenic CO₂, but industry interest and so potential future demand 	ESTIMATE
<p>Road</p> <ul style="list-style-type: none"> No targets for road liquid e-fuels alone, and uncertainty over whether they will be used long term (vs EVs, H₂) Low scenario is SAF co-products only. High scenario reaches ~50% of road liquid fuel demand by 2050 	ESTIMATE
<p>Maritime</p> <ul style="list-style-type: none"> FuelEU Maritime and REDIII policy positions include different RFNBO quotas in maritime, the REDIII target has been considered here No consensus on the type of RFNBOs used: Assumed a mix of methanol, e-LNG, NH₃ and H₂, with only NH₃ and H₂ by 2050 	ESTIMATE
<p>Aviation</p> <ul style="list-style-type: none"> Mandate under RefuelEU aviation plus same % target for UK One scenario shown here: most recent EP reading position, which would require ~1000PJ of SAF by 2050 	EU TARGET



E-fuels are not getting to FID

Biogenic supply cannot provide long term feedstock security

- 45 proposed e-SAF projects
- 1.7 MT/a by 2030
- All planned to operate on biogenic sources
- Not one project has passed FID
- Biomass feedstock supply is becoming increasingly difficult to finance even for established industries



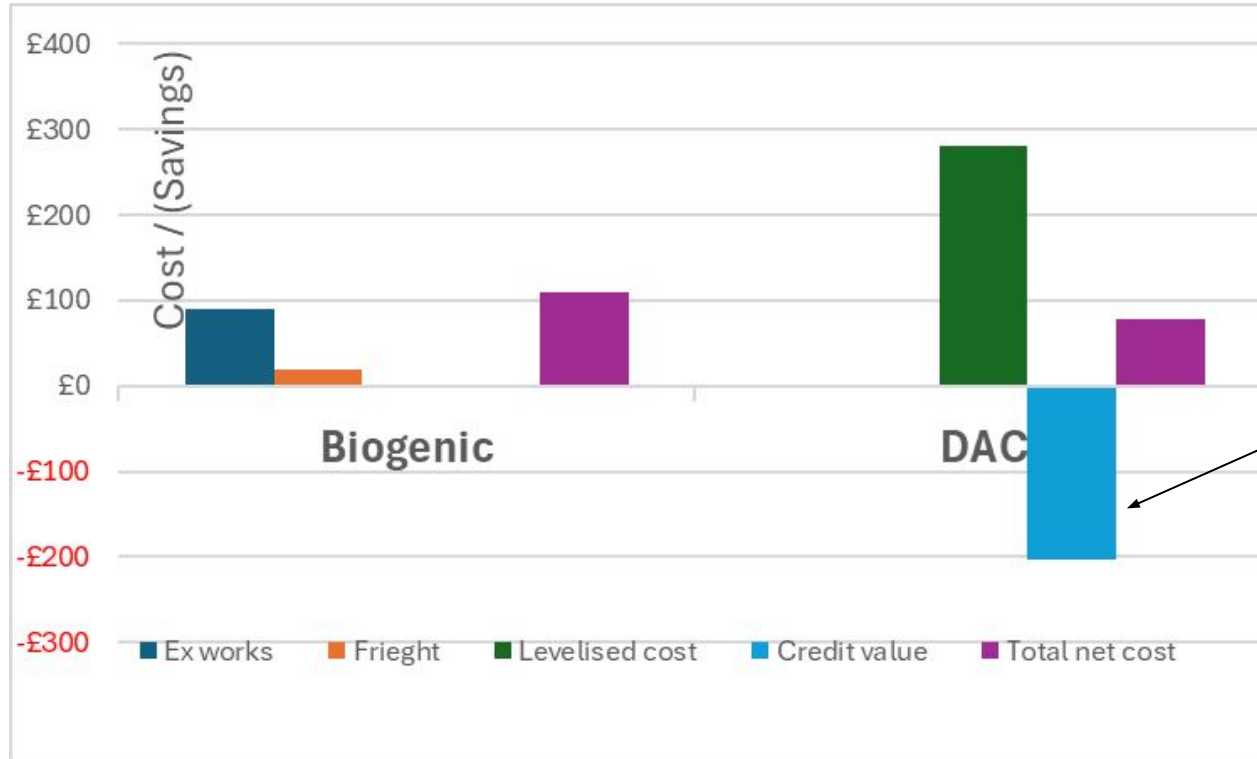
Only DAC can scale to meet those volumes

Offering the most geographically unrestricted and sustainable on-demand source of high-purity fossil-free CO₂.

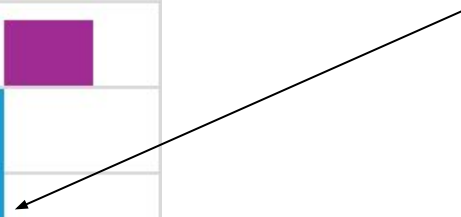
	Location	Quality	Carbon Intensity
Point Source	Restricted ❌	Poor	High ❌❌
Biogenic	Restricted ❌	[Medium]	"Neutral" ❌
DAC	Unrestricted ✅	Very good ✅✅	Negative ✅

An example from building materials

... hidden value



Lower CI generates incremental CDR income to offset the additional costs and restore parity



DAC needs SAF to scale now

... so E-SAF can scale with DAC in the future

- Higher cost but higher value?
- Strategic Partnerships building for the future
- Understanding the full value in use of different CO₂ streams
 - CI
 - Quality
 - Locality
 - Availability & Scalability



Thank you

missionzero.tech

[in](#)

[X](#)

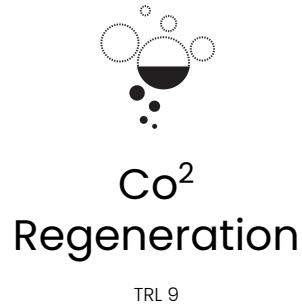
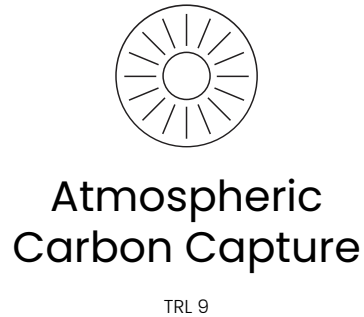
Duncan@missionzero.tech



Our solution

Our supply chain is de-risked

... we have to prove out integration



Synthetic Fuels



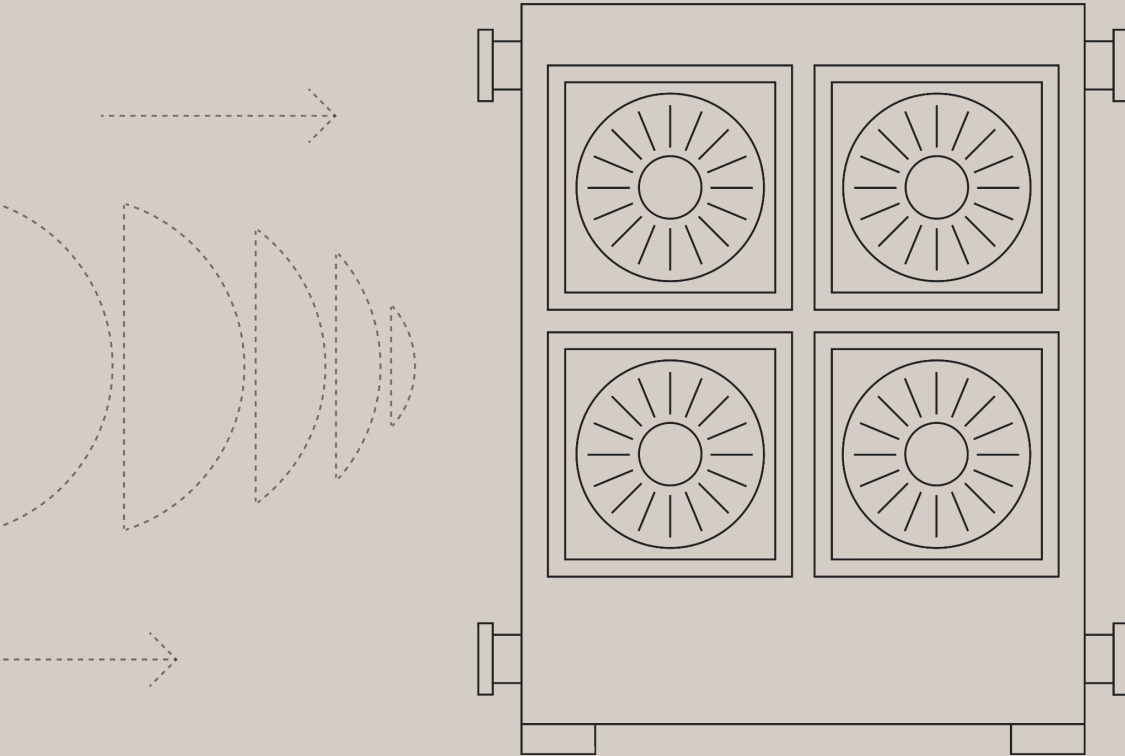
Commodity CO₂



Carbon Removals



Building Materials



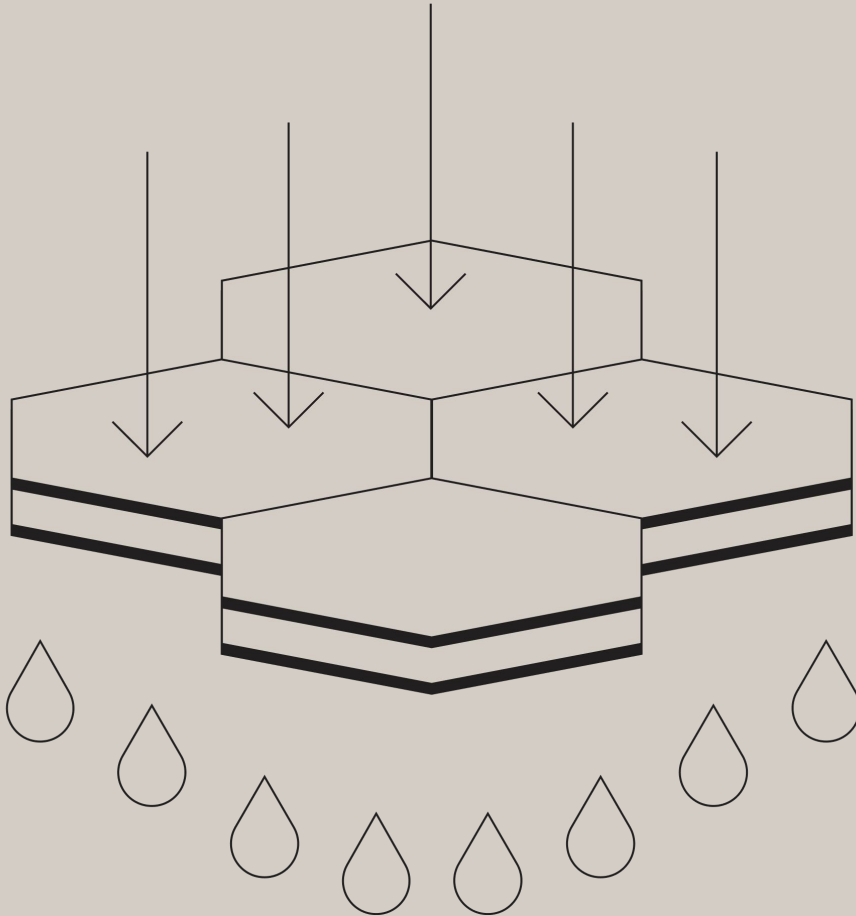
How our technology works

Our electrochemical process is inspired by the biological reactions that manage CO₂ in the body

Step 01

Air

Fans pull in air from the atmosphere – a bit like taking a big breath in.



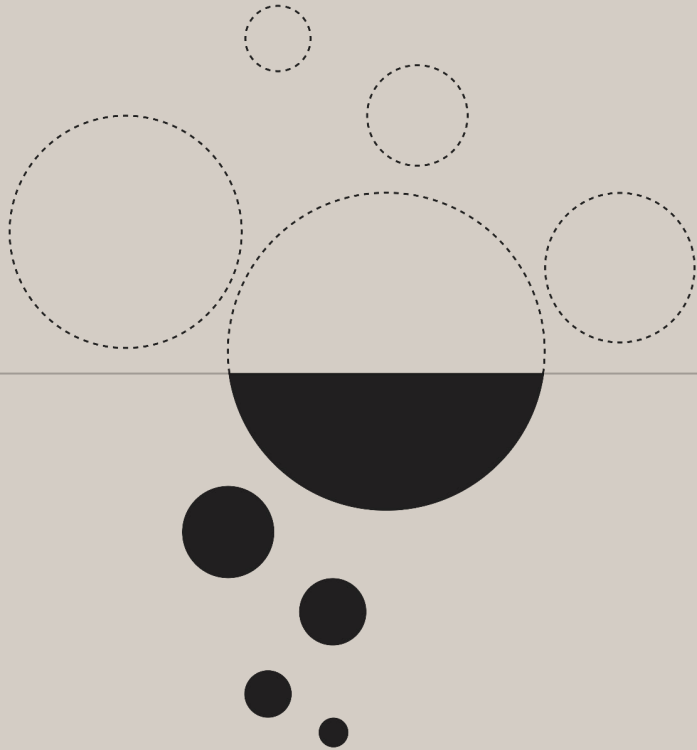
How our technology works

Our electrochemical process is inspired by the biological reactions that manage CO₂ in the body

Step 02

Water

The carbon in that air is dissolved in a water-based solvent — like how oxygen enters our bloodstream.



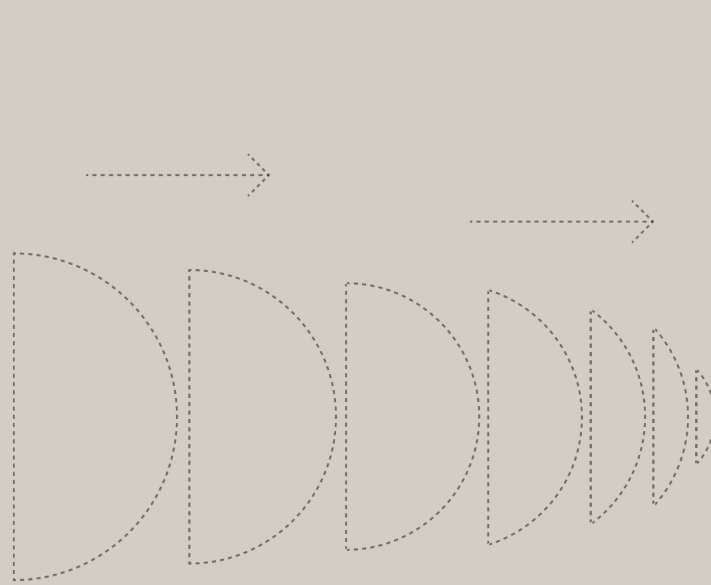
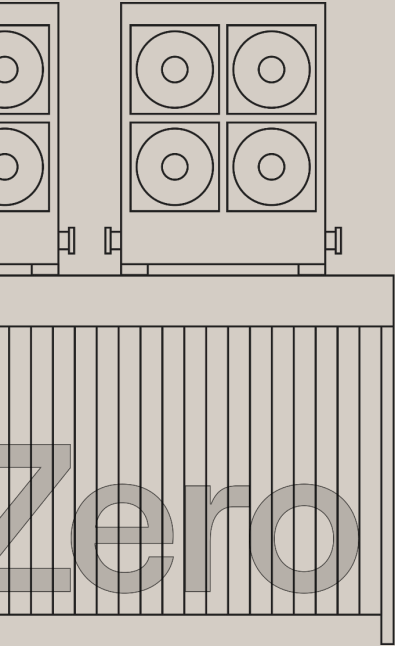
How our technology works

Our electrochemical process is inspired by the biological reactions that manage CO₂ in the body

Step 03

Electricity

Electrodialysis releases the carbon from the solvent as a gas – cue a big breath out



How our technology works

Our electrochemical process is inspired by the biological reactions that manage CO₂ in the body

Step 04

Pure CO₂

That CO₂ is ready for sustainable use or permanent removal.



Reinventing carbon for a post-fossil world

