

## **Waste-to-Fuel market remains uncertain, but development continues**

**Despite recent setbacks, the production of fuels from waste continues throughout the world. We have identified a total of more than 60 plants and projects, some of which have a capacity of more than 1 million tonnes per year. This is one of the results of a recent trend study by ecoprolog.**

In recent months, the production of fuels from waste has suffered several setbacks. The world's two largest active mixed waste processing facilities in Edmonton, Canada (operated by Enerkem), and Reno, USA (operated by Fulcrum BioEnergy), were shut down.

However, this does not mean that the topic of Waste-to-Fuel will be taken off the agenda. As part of a study on this topic, ecoprolog was able to identify over 60 plants and projects worldwide that have had some progress in the past 3 years. Some of the projects are being planned with input capacities of up to 1 million tonnes per year.

These developments are mainly driven by the increasing demand for sustainable fuels in the aviation and shipping sectors; in the EU, for example, this is a result of the ReFuelEU Aviation Regulation. Unlike passenger cars, it will be difficult, also in the long term, to decarbonise mobility by increasing the use of electrically powered vehicles in aviation and shipping. Therefore, most efforts are currently based on fuels produced from biomass. However, these are finite and subject to increasingly strict regulations, e.g. in the form of sustainability criteria.

Producing fuels from by the chemical conversion of waste could make a significant contribution in this regard. Such a production promises the use of biomass (and to some extent of plastic, as well) after its original economic purpose has been fulfilled. There are different approaches to bring such projects to fruition. Some projects use mixed waste, others sewage sludge, or residues from plastic sorting. The fuel to be produced differs as well, with sustainable aviation fuel being the main type currently; hydrogen, alcohols, and DME are less common.

The competitive landscape in the Waste-to-Fuel segment is quite diverse. Apart from start-ups and petrochemical companies, plant manufacturers, airlines, waste disposal companies, and other players are involved.

The Waste-to-Fuel trend study by ecoprolog examines the technical background, market factors, the state of development, existing plants, projects, and the competition for the production of fuels from waste worldwide. The study is available at: [www.ecoprolog.com](http://www.ecoprolog.com).

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