Corrigendum: The Role of E-Fuels in Decarbonising Transport
Issued: January 2024
Link to Report: https://www.iea.org/reports/the-role-of-e-fuels-in-decarbonising-transportpdf

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Page 5, expert acknowledgment, replace the following name:

Asmara Klein Topsoe

with the **updated one**

Agustín Rodríguez Riccio Topsoe

Page 8, first paragraph, replace **"only 1-2%"** with **"less than 1%"**

Although a substantial increase, the extra cost would represent ~~**only 1-2%**~~ **less than 1%** of the typical value of goods transported in containers.

Page 36, first paragraph, change **"hydrogen-based fuel"** to **"e-fuel"**

With the EU's 2022 average grid emissions (252 g CO_2/kWh), ~~**hydrogen-based fuel**~~ **e-fuel** emissions would still be slightly above of comparable fossil fuels.

Page 38, third paragraph, replace **"capacity"** with **"load"**

At this level, the annual ~~**capacity**~~ **load** factor of an e-fuels plant reaches 62% solely based on variable renewable energy without any need for intermediate buffer storage.

Page 39, first paragraph, replace **"capacity"** with **"load"**

While hybridization does not contribute to higher ~~**capacity**~~ **load** factor, it can be used to minimise curtailments for a given amount of oversizing.

Page 40, delete the text under the figure:

Notes: CO2 capture costs USD 30/t CO_2 from high-concentration sources, USD 80/t CO_2 from flue gases, USD 400/t CO_2 from direct air capture. All other assumptions are for 2030. Financial: WACC 5%, economic life 25 years. Performance (all in LHV): electrolyser 69%, H_2-to-ammonia 88%, H_2-to-methanol 80%, ammonia and methanol synthesis minimum load 30%, electricity consumption of compression and ASU for ammonia plant 500 kWh/t, electricity consumption of compression and distillation for methanol plant 1 100 kWh/t. CAPEX: solar PV USD 690/kW, wind onshore USD 1 160/kW, electrolyser USD 800/kW_e, H_2 storage USD 400/kg, ASU + ammonia synthesis loop USD 700/kW$_e$, methanol synthesis loop + distillation USD 700/kW$_e$. OPEX: onshore wind USD 10/MWh (today and 2030), solar PV USD 10/MWh (today), USD 5/MWh (2030), electrolysis 1.5%/yr of CAPEX, synthesis 3%/yr of CAPEX. Consumables: water USD 2/m^3, ~~CO_2 feedstock USD 30/t~~. No value assumed for by-product heat.

Page 48, revise the text under the figure:

Notes: The example features an e-kerosene plant based in US Midwest with 18% capacity factor for solar PV and 44% for onshore wind. Financial: WACC 5%, economic life 25 years. Performance (all in LHV): electrolyser 65% (today), 69% (2030); H_2-to-syncrude 57%, transport fuel mass yield from FT jet fuel refinery 85%, FT synthesis minimum load 30%, electricity consumption of compression and refining 540 kWh/t. CAPEX: solar PV USD 1 120/kW (today), USD 690/kW (2030), wind onshore USD 1220/kW (today), USD 1 160/kW (2030), electrolyser USD 2 000/kWe (today), USD 800/kWe (2030); H_2 storage USD 400/kg, RWGS + FT synthesis + refinery USD 1 200/kWe. OPEX: onshore wind USD 10/MWh (today and 2030), solar PV USD 10/MWh (today), USD 5/MWh (2030), electrolysis 1.5%/yr of CAPEX, synthesis 3%/yr of CAPEX. Consumables: water USD 2/m^3, ~~CO_2 feedstock USD 30/t~~ **CO_2 feedstock USD 80/t (unoptimised) USD 30/t (optimised)**. Value of e-gasoline by-product assumed equal to e-kerosene. No value assumed for by-product heat. Weather data from Renewables.ninja.

Page 57, first sentence, replace **"high"** with **"large"**

Despite the ~~high~~ **large** increase in the total cost of ownership, the overall impact on shipping would be moderated by the high value of the transported goods.

Page 62, second paragraph, replace **"biodiesel"** with **"biomass-based FT fuel"**

Close to 40 Mt CO_2 could be captured in 2030, with around 65% from bioethanol and ~~biodiesel~~ **biomass-based FT fuel** plants and 35% from heat and power plants, according to publicly announced projects.

Page 70, fifth paragraph, delete **"all applications of"**

Stimulate demand creation for ~~all applications of~~ low-emission electrolytic hydrogen to accelerate cost reduction of electrolysers. Achieving lower electrolyser CAPEX is a key component for enabling large-scale deployment of e-fuels by 2030.