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Hydrothermal Liquefaction for Aviation and Maritime Sustainable Fuels

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Deadline for manuscript
submissions:

closed (10 December 2021)

Message from the Guest Editors

Aviation and maritime are committed to carbon neutral growth to operate in a GHG-emission-constrained future. The low energy density of even the best batteries severely limits opportunities for electrification, and in a near to mid-term period aviation and marine sector will have no alternative but using sustainable aviation and marine fuel.

A variety of technologies and processes are currently under development, and one of the promising technologies is hydrothermal liquefaction (HTL) of biomass and/or low-cost wet waste and residual feedstocks.

In addition, HTL delivers aqueous phase containing oxygenates at very dilute concentrations, while the solid phase contains residual oil and nutrients such as phosphorous and the gas phase containing concentrated carbon dioxide, in a full biorefining approach.

This Special Issue investigates HTL technologies and processes, and the economic aspects of these sustainable fuel value chains. Submissions of research works on new insights, ideas, case studies and assessments of HTL are welcome, to provide an updated view on this process.



mdpi.com/si/79885

Special Issue



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Message from the Editor-in-Chief

Energies is an international, open access journal in energy engineering and research. The journal publishes original papers, review articles, technical notes, and letters. Authors are encouraged to submit manuscripts which bridge the gaps between research, development and implementation. The journal provides a forum for information on research, innovation, and demonstration in the areas of energy conversion and conservation, the optimal use of energy resources, optimization of energy processes, mitigation of environmental pollutants, and sustainable energy systems.

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Journal Rank: CiteScore - Q1 (*Engineering (miscellaneous)*)

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