

Increasing kerosene consumption hinders Wallonia's CO2 objectives



Félix Bouland, DECEMBER 17, 2019



Compared to the numbers from 1990, the amount of fuel sold at Liège Airport and Charleroi Brussels South Airport has increased by 744% /AFP

With the growth of e-commerce and low-cost flights, [Liège Airport](#) and [Brussels South Charleroi Airport](#) see their amount of kerosene increase. In total, airplanes arriving at and departing from Wallonia emit around 1,43 million tons of CO₂ per year, or the equivalent of 177.600 citizens.

Air transport is a very sensitive subject in the climate discussions. While some environmental activists see it as the [major culprit](#), others defended it by saying it only [plays a small part](#). But one thing's for sure: in spite of [technological progress](#), the aviation's CO₂ emissions won't go down as traffic continuously increases.

CO2 reduction

In Belgium, all three regions wish to see their CO₂ levels go down. The Walloon government committed to reducing its emissions by 55% in 2030 compared to the 1990 levels. Unlike Brussels, the south only takes into account the direct emissions and rejects those from the air transport sector.

Nevertheless, the impact is still major. In Liège, kerosene consumption has doubled in five years, from 248 to 469 million liters per year. And the arrival of [Chinese Alibaba](#) won't stop that growth. In 2017, 384.000 parcels went through Liège Airport, but in 2018, there were nearly 9,5 million.

+84% of CO₂

All in all, taking into account that a liter of kerosene emits 2,5 kg of CO₂, the total emissions from the fuel delivered at Liège Airport have gone from 629.176 tons in 2013 to 1.158.239 tons in 2018 (+84%). “That’s an average of 290 tons per day since 2013,” explains ULiège researcher, Pierre Ozer.

In Charleroi, the number of airplanes has also increased due to the 12% growth in the number of passengers. While the Brussels South Airport doesn’t give any data on their fuel consumption, calculations show that the CO₂ emitted by airplanes going through Charleroi Airport amount to the yearly emissions of 53.278 Walloons or 2.367.000 km driven in cars.

In total, the amount of fuel sold at Liège and Charleroi airports has increased by 744% since 1990, and 17,5% since 2010. Consequently, this fuel consumption emits around 1,43 million tons of CO₂ per year in the atmosphere.

Climate urgency

Pierre Ozer sounds the alarm. “From 2013 to 2017, Wallonia managed to reduce its emissions by 1.555.608 tons of CO₂. In that same period, Liège Airport’s has increased by 389.181 tons. Therefore, the airport’s growth has canceled 25% of the Walloon efforts,” he explains.

Furthermore, the researcher adds that the Liège emissions amount to the CO₂ spared from the air by the Walloon wind sector in 2017. “Wallonia wishes to reduce its emissions by 95% in 2050. But, if this on-going scenario doesn’t change, in 25 years Liège Airport will emit more CO₂ than the whole of Wallonia,” adds Pierre Ozer.

<https://newmobility.news/2019/12/17/increasing-kerosene-consumption-hinders-wallonias-co2-objectives/>