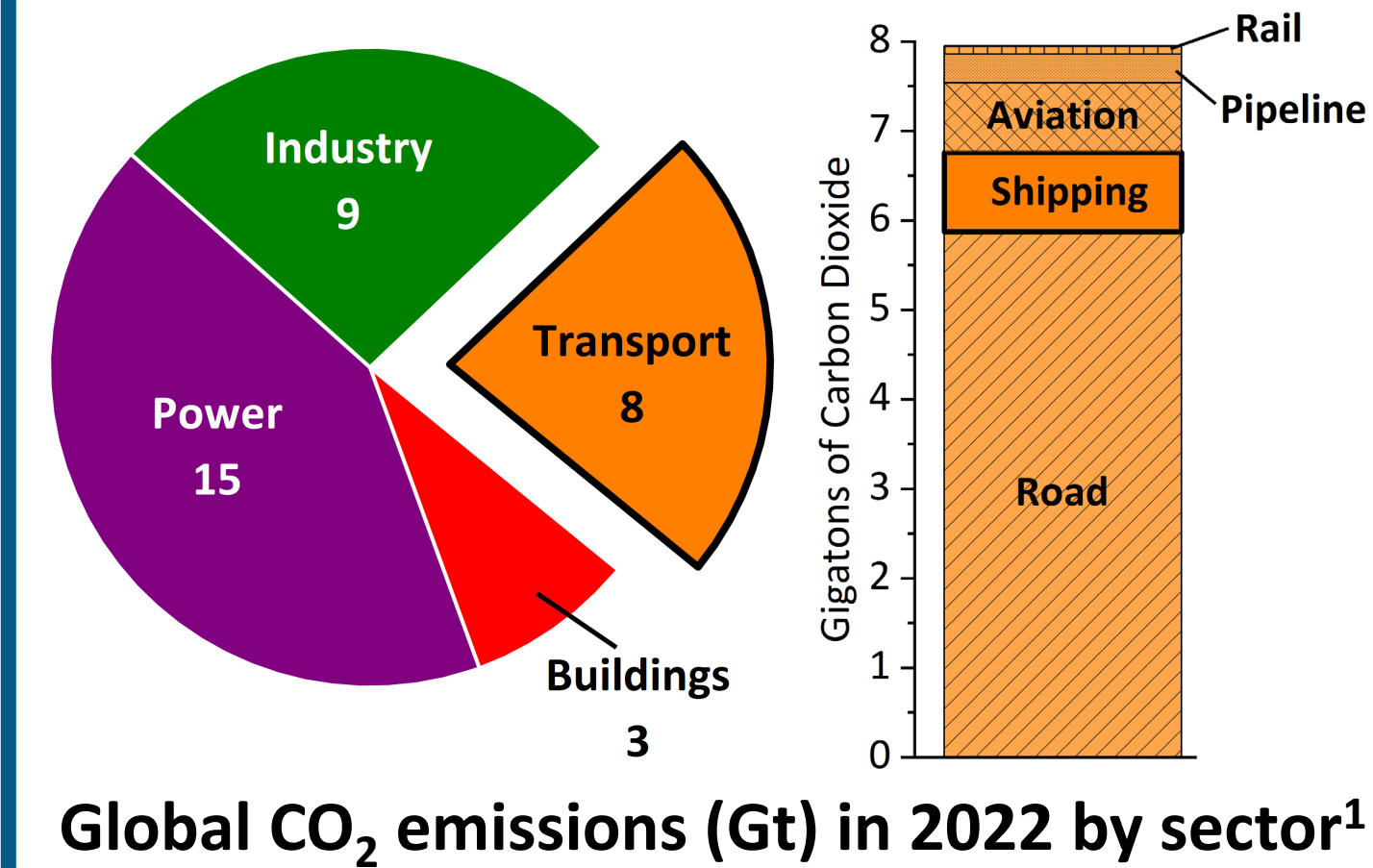


Converting CO₂ to Sustainable Marine Fuels Using Bifunctional Catalysts

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1 Decarbonising Marine Shipping



- Shipping responsible for **3% of global CO₂** emissions
- Challenging to electrify** long haul maritime shipping
- Require synthetic, **sustainable fuels**

Vehicle compatibility with different energy sources²

Vehicle and duty cycle compatibility		Synthetic fuels	Electricity
Aviation	Short haul		
	Long haul		
Marine	Short journey		
	Long journey		
Refuelling and distribution challenge			

2 Dimethyl Ether as a Sustainable Marine Fuel

Producible via a **circular carbon economy**

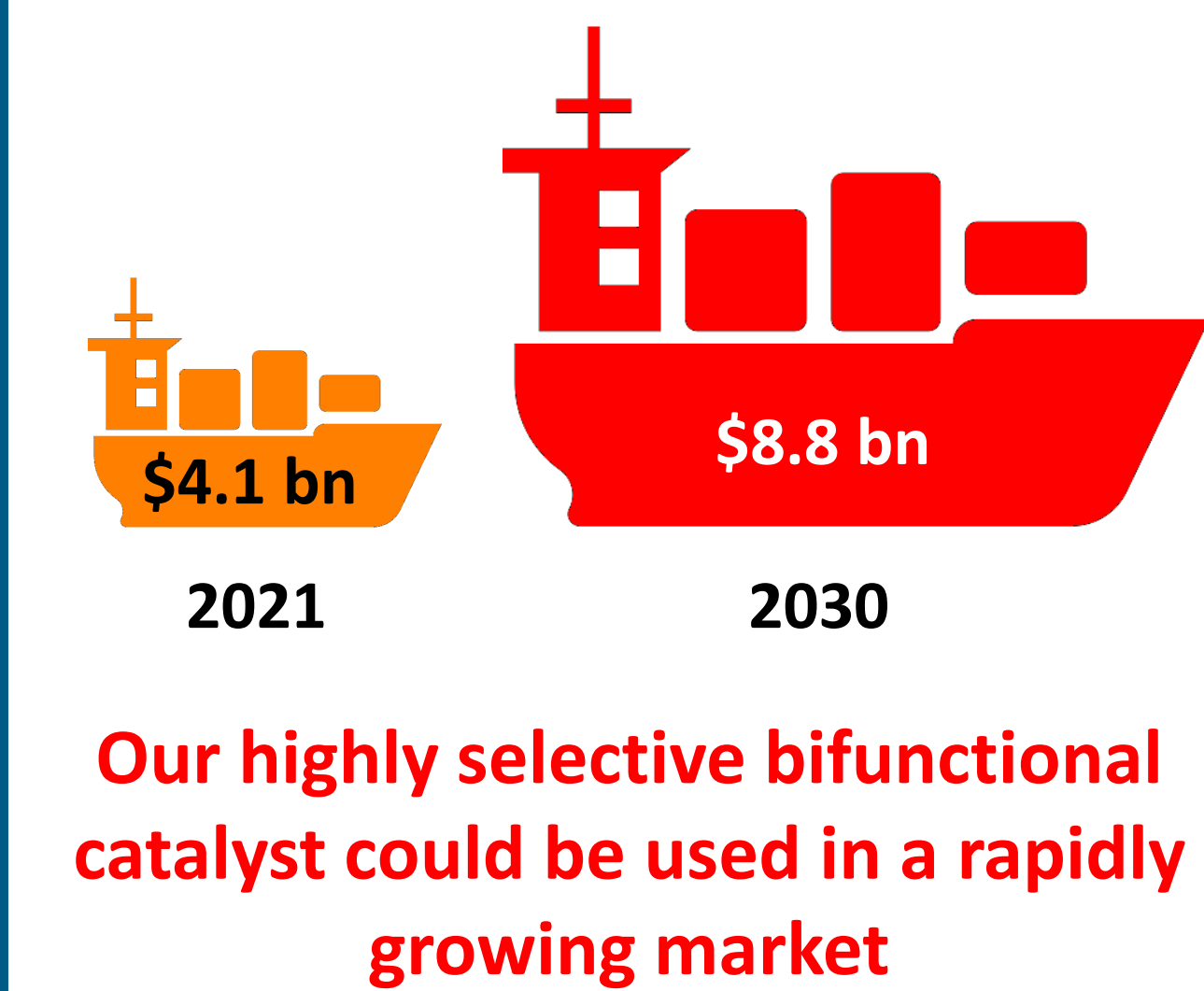
non-carcinogenic
non-corrosive, **non-toxic**

Burns **more effectively** in an engine than diesel

Compatible with existing **LPG infrastructure**

4 Summary & Outlook

- Dimethyl ether** is a sustainable, **alternative marine fuel**
- Bifunctional catalysts can convert CO₂ to **DME** in **one reactor**
- Nearby & more abundant active sites give a **cleaner reaction**
- DME** market projected to **double** in next decade³



3 Bifunctional Catalysts for Dimethyl Ether Synthesis

Copper-zinc oxide nanoparticles

Metal

Acid

Methanol

Solid acid support

Convert CO₂ to **DME** in one reactor via a methanol-mediated reaction using a bifunctional catalyst (**reaction enabler**)

Bifunctional catalyst requires **two active sites**

Electron image of a cascade nanoreactor

Tailor synthesis to adjust acid active site abundance & proximity

Catalysts with more abundant acid sites: **higher DME selectivity** (less waste) & no toxic CO formation

Proximate & more abundant acid active sites increase localised water concentration which **suppresses CO-forming reaction**

[1] International Energy Agency, CO₂ Emissions in 2022, Paris, 2023. [2] The Royal Society, Sustainable synthetic carbon based fuels for transport: Policy briefing, 2019. [3] Dimethyl Ether Market Share, <https://www.polarismarketresearch.com/industry-analysis/dimethyl-ether-market>, (accessed 29 August 2023).
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