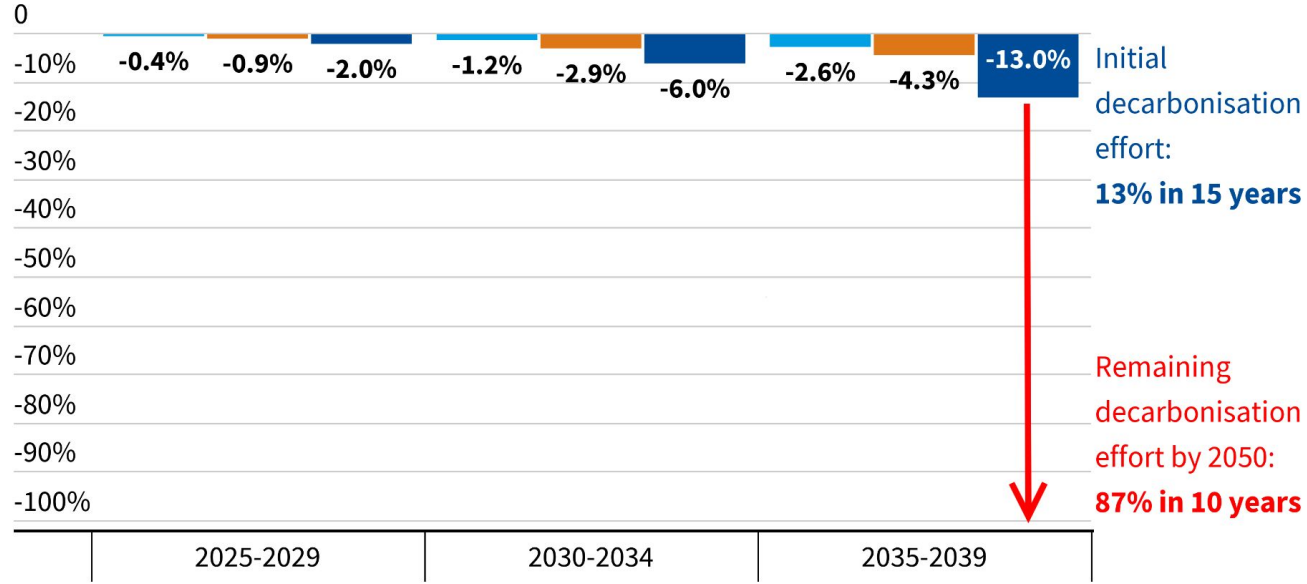


How to drive the uptake of sustainable marine fuels?

Delphine Gozillon

FuelEU Maritime will achieve negligible GHG reduction until 2040

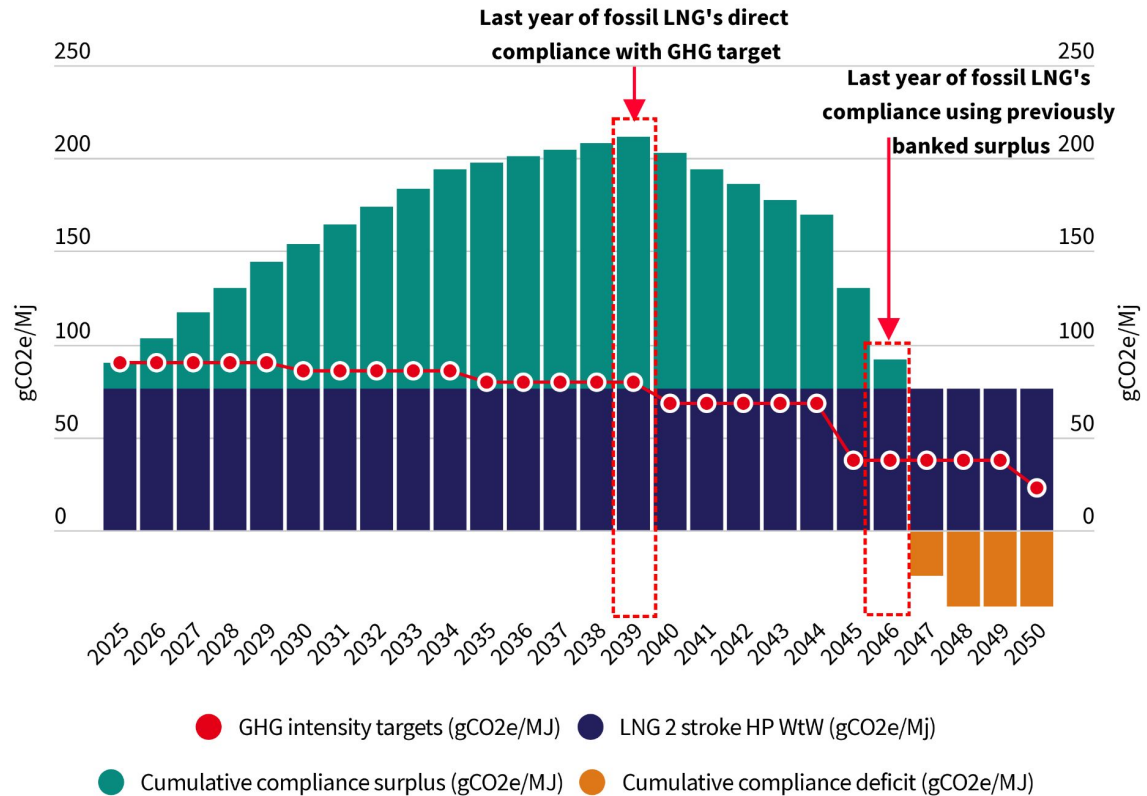


Current targets are close to “no-action” scenario

● BaU LNG uptake ● BaU + FuelEU SSE mandate ● FuelEU GHG intensity targets (%)



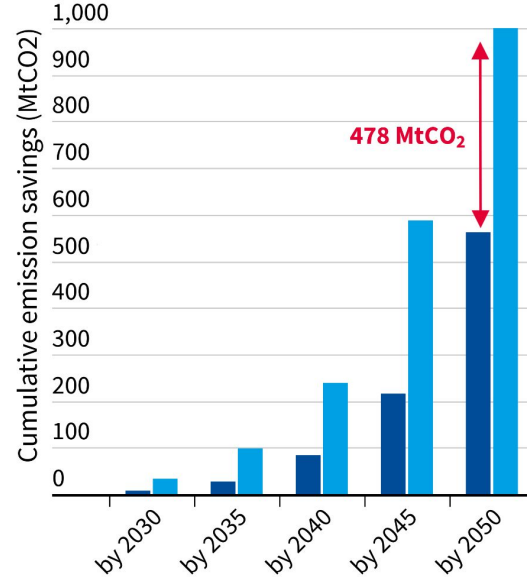
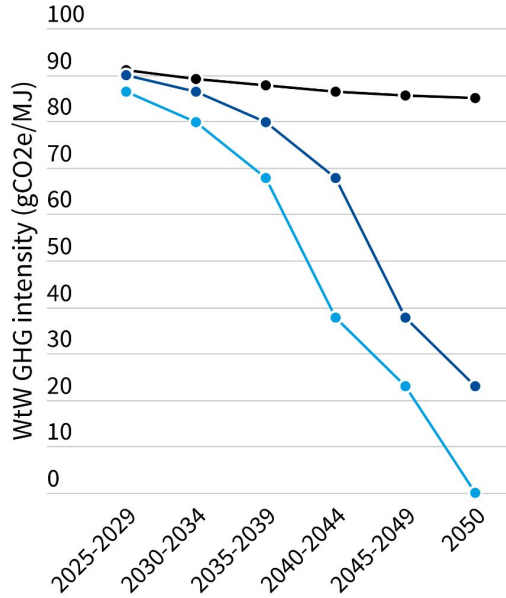
FuelEU Maritime greenlights fossil LNG until 2046



FuelEU proposal will lock in fossil fuels for decades



Advancing FuelEU targets by 5 years would save ≈ 500 MtCO₂ more than proposed by the Commission

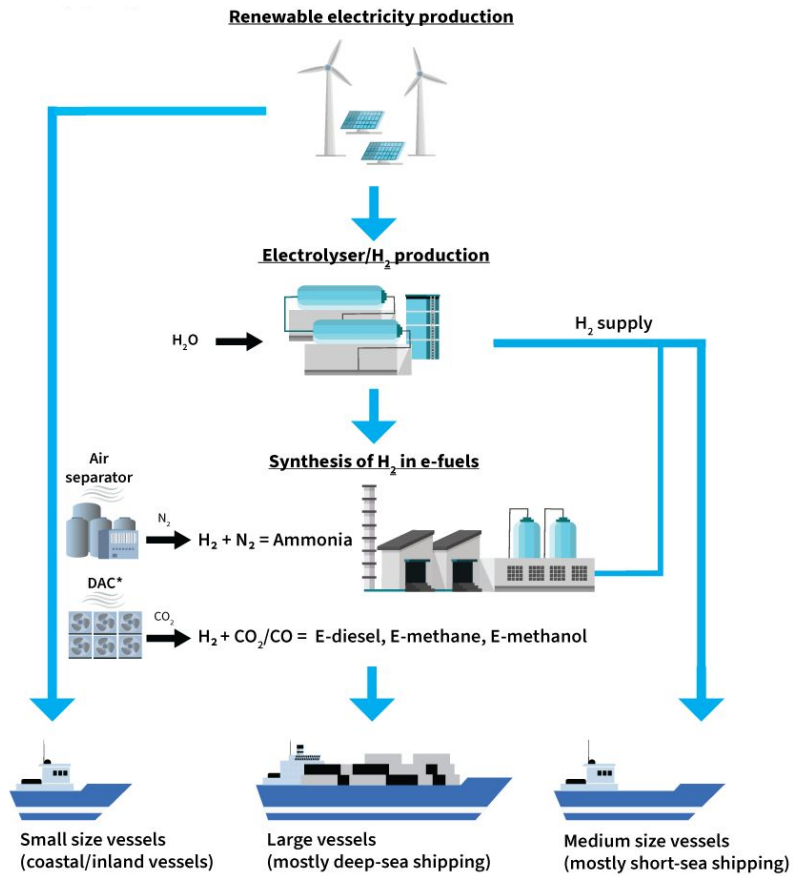


- BaU + FuelEU SSE mandate
- FuelEU proposed targets
- T&E advanced targets

- Cumulative CO₂ savings, FuelEU proposal
- Cumulative CO₂ savings, T&E advanced targets

Mandate a clear pathway to zero-emission shipping



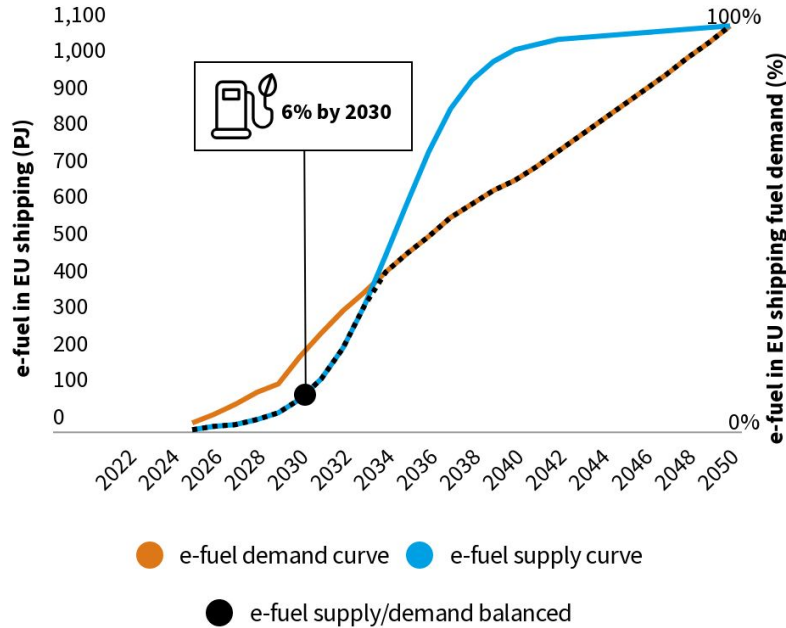


Need to support green electricity & e-H₂-based fuels

*Direct Air Capture. DAC is the only sustainable technology to capture CO₂.



e-Fuel uptake pathway for EU shipping



Note: T&E analysis which uses e-ammonia as a basis for calculations. This does not prejudice other e-fuels being used by ships. E-ammonia is rather a "placeholder" for estimations. Energy density of e-ammonia: 18.6Mj/kg. **Source:** Decarbonising European Shipping Technological, operational, and legislative roadmap, T&E, 2021

- ➔ Mandate a **6% e-fuels** quota on ships in operation by 2030
- ➔ Apply a **multiplier of 5** for e-fuels above the quota
- ➔ Reserve the **pooling** of surplus to e-fuels ships

AFIR recommendations

No binding LNG targets on EU ports to avoid stranded assets & tackle climate change

Accelerate the deployment of SSE (shore-side electricity) starting from **passenger terminals by 2025;**

Introduce targets to deploy **hydrogen & ammonia-refuelling** infrastructure for ships

Extend the SSE mandate to containerships, **oil tankers, re-bulk** by 2030; and to all ships by 2035

Delphine Gozillon

Sustainable Shipping Officer

Transport & Environment

→ *T&E's FuelEU Maritime Study & policy briefing available [here](#)*



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