

## PRESSEMEDLUNG

### **Joint Letter: eFuel Alliance and more than 45 other associations and companies call for eFuels sub-quota in FuelEU Maritime**

In order to significantly accelerate the defossilisation of European shipping, various players from the shipping industry and along the eFuel value chain are in favour of a binding sub-quota for renewable fuels of non-biogenic origin (RFNBOs). Investment and planning security are the focus for all sectors involved in order to trigger the market ramp-up.

**Brussels/Berlin, 19 January 2023:** In a [joint letter](#) to political decision-makers at EU level, the eFuel Alliance and more than 45 other industry associations and companies representing the entire value chain of green fuels including suppliers, users and maritime technology enablers, have called for a 2% sub-quota for eFuels in shipping.

Until now, the shipping industry has been regarded as a barely regulated sector, which the European Commission would like to include in its climate policy ambitions for the first time as part of the Fit for 55 package published in July 2021. The newly proposed FuelEU Maritime Regulation aims to gradually reduce CO<sub>2</sub> emissions from shipping by 2050. The legislation sets a decisive course but does not specify a sub-quota for eFuels. However, a sub-quota is necessary in order to provide investment security for all sectors involved. This is the only way to trigger the ramp-up of eFuels - especially since the short- to medium-term CO<sub>2</sub> intensity limits can be achieved by adopting technical measures and further use of fossil fuels. If this is neglected, the high leverage effects from the use of eFuels in shipping will fall far short of the necessary efforts.

"Fuel producers are still facing great uncertainties and this while eFuels are having no alternative in shipping. In order to provide early incentives, not to delay required investments and to create planning security also for the shipping industry, it is urgently necessary to maintain the 2% sub-quota for RFNBOs from 2030 as proposed by the European Parliament. In this context, the 2% is the absolute minimum to stimulate the market ramp-up for eFuels - especially for shipping. The parliamentary committees had also proposed longer-term and higher quotas. This must be accompanied by a decision on more ambitious GHG intensity targets in order to create incentives for non-fossil power options such as eFuels as early as possible," argues Dr Monika Griefahn, Chair of the eFuel Alliance.

Shipping companies with only three or fewer vessels should not be exempt from this sub-quota. The pooling system already proposed from road transport should serve as a blueprint. Smaller companies and those with less investment will thus be offered more flexibility to reach the required quotas.

The dossier is currently in the trilogue negotiations. The signatories hope for a quick agreement and an ambitious regulation to pave the way for green shipping and the market ramp-up of eFuels.

#### **>>>The eFuel Alliance e.V.<<<**

The eFuel Alliance is an interest group committed to promoting political and social acceptance of eFuels and to securing their regulatory approval. We represent more than 170 companies, associations and consumer organizations along the eFuel production value chain. We stand for fair competition and equal competitive condition for all relevant emission reduction solutions. We are firmly committed to further climate change mitigation and seek recognition for the significant part eFuels can play in sustainability and climate protection. Our aim is to create the conditions for the industrial production and widespread use of CO<sub>2</sub>-neutral fuels from renewable sources of energy.

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