

## Workshop results May 14, 2020

This series of online workshops are organised by the European ART Fuels Forum and the Dutch Platform for Sustainable Biofuels, with the aim to articulate an industry position on role and position of renewable fuels as an instrument for reaching climate targets in seagoing shipping.

The first workshop on renewable fuels for maritime shipping in this series aimed to define topics and issues to include for drafting the knowledge agenda. To identify what the industry could deliver and also what are current knowledge gaps.

We discussed in three groups about:

1. The cost-effectiveness of renewable fuel and energy carrier options including infrastructure and system
2. Analysis in the domain of advanced renewable feedstock-conversion options: which routes are best positioned for shipping?
3. Analysis of a feasible renewable fuel mandate for this decade.

Participants in the 1st workshop were in full consensus that to start deployment of renewable fuels in international shipping at scale a growing international incentive like a mandate or obligation for the use of renewable fuels is required.

It was established that for shaping international regulations more insights on availability and scalability of renewable fuel / energy carrier options for the near future are required.

The first workshop raised a number of questions and issues that we would like to address together with you in the preparation for the follow-up workshop July 21<sup>st</sup>.

### Group 1: Positioning role and position of renewable fuels in international shipping (by Eric van den Heuvel)

#### Important points Workshop May 14

- What are -taking the broadest view possible- the most cost-effective options to reach climate-neutral targets for international shipping?
- What is the impact of options on GHG-emission savings and to what costs?
- What do we know? What does the current body of literature mention on this point?

#### Questions

- What is known about MAC-curves? (from known literature)
- What's known in SGAB/ ART Fuels Forum overview of renewable fuels conversion routes for seagoing shipping

### Group 2: What are the expected technological optimisations of options over time? (by Sofia Rosero)

#### Important points Workshop May 14

- Need for infrastructures
- Availability of renewable options for bunkering in *all* ports.



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- Ethanol is available in a lot of ports so bunkering would not be a problem, but there are other fuels that are not.
- Technical requirements and regulatory issues for using different types of fuels.
- IMO and Dutch approaches do not necessarily match. Therefore, it is important to think of what are other options to **achieve scale**, e.g. a tender?
  - Who can deliver and who can use it?
- Important not to shift feedstock from road and heavy duty, especially if there's **other feedstocks that can be used more easily in shipping**
- **Separate obligations for each sector**
- Some feedstocks are not wanted, this limits the types and amounts of feedstocks available for use.
- The RED II sets the routes possible/available. Therefore, it is important to think of policy options **within the rules already set by the RED II**.
- Should we work within the current legislation or think of the options and suggest legislation to go in said direction?

### Group 3 Feasible renewable fuel mandate for this decade (2020-2030)(By Loes Knotter)

#### Important points Workshop May 14

At first, European member states need to comply with the European renewable energy Directive and with meeting Paris' national CO<sub>2</sub>-emission reduction. International CO<sub>2</sub>-emission reduction is for the international maritime sector.

There is a need to incentivise energy transition in international shipping to prepare the market

In discussing how to shape an incentive, the following point were raised to take into account?:

- Understanding the options for reducing carbon emissions:
  - Less transport movements
  - Energy efficiency options
  - Slow steaming
  - Battery for short distances
  - Alternative fuels
  - New ships have other options
- It's going to take time to scale up supply
- From the policy side it was mentioned that also zero-emission in the sense limiting local emissions for international shipping is a policy goal.
- We need to get the numbers straight;
  - Total world wide amount of bunkering (250-300 milj tonnes of fuels)
- what climate goals has IMO established and how to comply?

The carbon impact of this needs to decrease by 2050

Ship cargo lines, per transport work, will have to show carbon reduction before 2030

- Mentioned is to draft a carbon performance mandate , either in a voluntary system or on European or at IMO-context

- What are the feedstocks and feasibility
  - How to incentivate innovation?
  - How do we know the use of bio feedstocks will be within the limits of planetary boundaries
  - How do we make sure biofeedstocks will be strengthening biodiversity and SDGs
  
- Upcoming policy developments
  - Revision of European Monitoring, Reporting and Verification Regulation (2015/757)
  - IMO short term measures and long-term goal (2050 in regard to 2008)
  - EU Inception Impact Assessment FuelEU Maritime