

Zeevaarttafel summary (April 7, 2021)

On April 7, 2021, the Platform Sustainable Biofuels organised a Zeevaarttafel meeting to discuss the roadmap with innovation and investment agenda prepared by the Ministry Infrastructure and Water Management (Min IenW) and the upcoming CE Delft research "Study on effects of policy on greening maritime fuels".

Niels Lyklema from the Min IenW presented a short update on the ministry's roadmap that was extensively discussed in the previous Zeevaarttafel meeting in January. He stated their goal is to finish the first part of the roadmap before July. This part aims for addressing the chicken-egg-problem of the low-carbon transition. Then, the ministry will continue with the second part, namely the action implications that arise from the roadmap to stimulate the transition. Niels Lyklema asked for active participation in this event, since it forms the stakeholder involvement of their roadmap. Nick Lurkin from the Royal Association of Netherlands Shipowners (KVNR) later asked for a separate meeting with their members and Min IenW due to the fact that the upcoming FuelEU Maritime initiative by the European Commission (EC) might target shipowners specifically (rather than fuel suppliers as the RED II). Niels Lyklema agreed on setting up such a meeting. He also assured that any information shared in the Zeevaarttafel meeting will be shared with TNO, who play a major role in the development of the roadmap. Another key task that Niels Lyklema mentioned was the preparation for FuelEU maritime whose proposal may be published before summer and may potentially highly impact the future demand of sustainable fuels. For this, CE Delft is exploring impacts that different suggested policy options may have. The Min IenW is also working on the implementation of the RED II.

Loes Knotter from the Platform Sustainable Biofuels provided further context by presenting how different technologies and routes can contribute to a low-carbon transition. She presented a table that groups fuels based on their feedstock, engine compatibility, production TRL and likeliness to be available before 2030 or from 2030 onwards. She pointed out three groups, one being currently available fuels, the other being fuels that are available in the short term and the last group being fuels that become available in the mid-to-longer term with associated uncertainties. Finally, she presents a GHG abatement costs overview per biofuel types commonly discussed in the maritime context, with abatement costs varying greatly from about 50 €/tonne CO₂eq to about 540 €/tonne CO₂eq. René Venendaal from BTG remarked that price and GHG reduction values are highly uncertain for lower TRL technologies at this stage and need refinement in the future. Loes Knotter then gave the word to Jasper Faber, the next speaker.

Jasper Faber from CE Delft presented the structure and preliminary results of a study on impacts from upcoming FuelEU maritime legislation on Dutch shipowners. The three presented policy options (minimum share of renewable fuels, maximum life-cycle GHG limit of fuels, and the latter policy with pooled compliance options) may incentivise different types of fuels and ship modifications and therefore different costs of ownership. The study aims to depict the cost of ownership, the effectiveness of the policy options towards climate goals, the competitiveness of Dutch shipping / bunkering / ports and the advantages and disadvantages of an ETS EU-wide opt-in scenario. The fuel scope is limited to bio-FAME, bio-methane, e-methanol and e-ammonia, which received criticism and comments from the audience. Jan Egbertsen from Port of Amsterdam referred Jasper Faber to the Green Maritime Methanol project who demonstrated that (bio)methanol was "perfectly suitable in combustion engines" and that the only required changes were required in the storage tank, but those included it was still economically attractive. Eric van den Heuvel suggested to contact the Methanol Institute for more information on the suitability of methanol in shipping. He suggested to include biomethanol in the assessment to make the distinction between e-fuels and biofuels less strict and the results thereby more robust. René Venendaal offered to supply data on upgraded pyrolysis oil as a drop-in fuel in shipping without any modification requirements. The consensus of the members of the Zeevaarttafel appeared to be that the choice of fuels should be left more open and flexible, and also that the

policy options should be implemented with more flexibility in mind. Furthermore, implications of Brexit should be taken into account, as bunkering traditional fuels in UK ports could threaten the level playfield that FuelEU maritime attempts to create. After Jasper Faber explained that the study will most likely be mostly qualitative because the mandate numbers are not published by the EC yet, Loes Knotter suggested to assume certain mandate numbers (e.g. 1 %, 5 % and 10 %) and translate these into implications, especially into required uptake volumes of the fuels in question. It has further been discussed, however, that the uptake volume may or may not be produced outside of Europe because the mandates would be on the shipowner's side (the fuel mix in the tank) rather than on a European fuel supplier's side.

Marjolein van Noort from KVNR continued with details on the Dutch R&D programme "Zero-emission shipping" which targets the whole Dutch fleet, including inland and seagoing shipping. Their plan is to realise 30 zero-emission vessels in the Dutch fleet by 2030. While alternative fuels play a part in the R&D programme, Marjolein van Noort underlined that other options are going to be equally investigated, such as wind propulsion or other efficiency measures as well as digitalisation. When René Venendaal asked whether advanced biofuels are excluded from the analysis, Marjolein van Noort responded that all options are included as long as they are scalable. Loes Knotter asked for the definition of zero-emission according to the programme. Marjolein van Noort stated that they are looking for any solution or technologies that decreases the emissions for vessels significantly. They consider the ship itself as well as the infrastructure. She mentioned there is a link to emissions further up the value chain, but their focus remains mostly on the vessel-side.

Both the IMO and RED II are currently waiting for further actions and thus did not report any new updates. The IMO's next MEPC meeting will mostly focus on the efficiency measures for both existing and new-build vessels.