

## Press Release

Brussels, 20 October 2022

### ***FuelEU Maritime Regulation: Maritime sector's decarbonisation goes hand in hand with energy efficient technologies***

Yesterday, the European Parliament adopted its mandate on the FuelEU Maritime Regulation, in view of the upcoming negotiations with the Council on this regulation. SEA Europe welcomes the position of the European Parliament as it will help fostering the production of low- and zero-carbon fuels to decarbonize waterborne transport, along with climate neutral and zero emission enabling technologies.

Looking ahead to the implementation of the FuelEU Maritime requirements, SEA Europe highlights that minimum targets for the use of renewable fuels are a good start but a true successful utilization of climate neutral or zero-fossil fuels cannot justify inefficient systems that waste resources and energy.

*“As there will inevitably be a competition for climate neutral or zero-fossil fuels, more emphasize should be placed on the most energy-efficient technologies as well, also because these fuels will have a higher cost than current conventional fuels”,* said Christophe Tytgat, Secretary General of SEA Europe. *“SEA Europe therefore welcomes the European Parliament’s position that revenues generated from the payment of penalties should be earmarked and used for the maritime sector to support, amongst others, the development, production and deployment of alternatives fuels as well as of innovative technologies”,* Mr. Tytgat concluded.

From the perspective of SEA Europe, stimulating investments in the production of green and energy-efficient technologies as well as in the building of new green ships and in the retrofit of existing ships, for instance through a dedicated fleet renewal and retrofit programme, will be essential to achieve the EU’s climate neutral ambitions by 2050. But to enable shipyards in Europe to fully play their role as key enabler of climate-neutral waterborne transport, it is essential and crucial that the European Union finally addresses the longstanding distortion of competition with Asian shipyards. Without a proper solution to the well-known problem of injurious pricing of vessels in Asia, shipyards in Europe will not be in a position to play their role as key enabler of climate neutral waterborne transport, even less so as alternative fuels will make shipbuilding even more expensive than current conventional fuels. Therefore, policy, regulatory and financial measures based on a holistic maritime industrial strategy should be put in place promptly, to stimulate the business case of innovative green shipping in Europe and to create economic growth also for European shipyards and their supply chain. In this regard, SEA Europe welcomes the European Parliament’s recommendation for the European Commission to evaluate the impact of FuelEU Maritime on the functioning of the single market, on the competitiveness of the maritime sector, on transport freight rates, on possible carbon and business leakages and on new GHG abatement technologies.

**Background Note:**

*SEA Europe represents close to 100% of the European shipbuilding industry in 15 nations, encompassing the production, maintenance, repair and conversion of all types of ships and floating structures, commercial as well as naval, including the full supply chain with the various producers of maritime systems, equipment material, and services.*

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