



FuelEU Maritime

What is FuelEU Maritime?

The FuelEU Maritime Regulation legislates fuel use of cargo or passenger ships that commercially call or depart ports within the European Economic Area (EEA).

It promotes the use of renewable, low-carbon fuels and clean energy to achieve alignment with a 55% greenhouse gas (GHG) reduction in 2030 and pave a pathway towards the EU's goal to become climate neutral by 2050. It sets the maximum limit for the yearly average GHG intensity of the energy used on board.

See a detailed summary of the FuelEU Maritime regulation here:



Rest assured.



SKULD



Reduction of GHG intensity (average target reduction in %)

(The reference value is 91,16 grams of CO₂ equivalent per MJ)

January 1, 2025	2%
2030	6%
2035	14.5%
2040	31%
2045	62%
2050	80%

Ship traffic to or from ports in the EEA accounts for some **11%** of all Union carbon dioxide (CO₂) emissions from transport and **3 to 4%** of total Union CO₂ emissions.

Vessels above 5,000 GT account for approximately **90 % of CO₂ emissions** from the maritime transport sector.

Applies to all cargo or passenger ships above 5000 GT.

Calculated on a well-to-wake (WTW) basis.

Penalty of €2,400 per tonne VLSFO energy equivalent.

On-shore power supply

The regulation also includes a zero-emission requirement for ships at berth and mandates the use of an onshore power supply for passenger and container ships from 2030.

To be compliant shipowners have several options:

Pooling possibilities

One option for shipowners is to pool their vessels' GHG intensity in a Fuel EU Maritime Pool. Pooling can include vessels from different companies (ISM companies as well as shipowners), as long as they are verified by the same body. This structure aims to give flexibility during the transition. For vessels to be allowed to pool, the total pool compliance needs to have a total surplus.

Banking and borrowing

It is also possible to bank or borrow compliance surpluses between reporting periods.

Biofuels

Using biofuels on board for EEA voyages is a viable approach to be compliant with the Fuel EU Maritime. Biofuels have a lower GHG intensity and can create a compliance surplus.

Other options

There are two other possibilities to reduce a vessel's GHG intensity which are referenced in the regulation: wind-assisted propulsion or the use of renewable fuels of non-biological origin (RFNBOs).

Skuld's message to the industry

FuelEU Maritime will introduce a new dynamic for shipowners. The EU aims to steer shipowners towards the transition to using more sustainable and low-carbon fuels. In the short term, requirements are relatively modest if vessels are utilising traditional fuels. However, the cost can still be significant. Therefore, we encourage members and clients to familiarise themselves with the regulations to ensure compliance.

Optimising vessels for energy efficiency, trade and fuel composition will assist during the transition to net zero.

We encourage an open and transparent dialogue with business partners to preserve clear responsibilities under the regulation and explore options for utilising the pooling possibilities.

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Contact your local representative if you have further queries.

Sources:

EU: Decarbonising maritime transport – FuelEU Maritime

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