



## Joint Public Statement on shipping fuels in the Clean Industrial Deal

*The Clean Maritime Fuels Platform, representing the European shipowners and the fuel suppliers, stresses the urgency of developing a European supply chain for clean shipping fuels.*

An estimated €40 billion in annual investments required for European shipping alone up to 2050 according to the Draghi report. Supporting investments to foster the production and availability of renewable and low-carbon fuels is essential to achieving the climate objectives and securing Europe's leadership in green innovation.

The *Clean Maritime Fuels Platform* highlights significant investment barriers, such as high production costs, technological risks, and a mismatch between producers' long-term pricing expectations and users' need for flexible contracts.

To address these challenges, the *Clean Maritime Fuels Platform* urges the Commission to:

- Include renewable and low-carbon fuels and innovative technologies needed by shipping in the upcoming **Clean Industrial Deal**;
- Harness the **Sustainable Transport Investment Plan (STIP)**, to de-risk investments needed to ramp up the production and distribution of clean fuels for shipping;
- De-risk projects through public financial support from the **EU and national ETS revenues** to strengthen the EU's industrial base for clean fuels;
- Facilitate the role of **ports as energy hubs** through fuels infrastructure mandates.

*"Making clean fuels available is a prerequisite for the energy transition of shipping. The Clean Industrial Deal is a great opportunity to set the conditions to upscale the manufacturing of clean fuels for shipping. Unlocking public and private investments through the use of EU and national ETS revenues is vital to bridge the immense price gap between clean and conventional fuels"* said Sotiris Raptis, ECSA Secretary General.

*"Shipping is the backbone of Europe's external trade and a key contributor to the EU's economy. Its decarbonisation must go hand in hand with industrial competitiveness. To accelerate the transition, we need to turn clean maritime fuels from an ambition into a reality. Europe has the opportunity to lead the way in clean shipping, but we must act now"*, pointed out Liana Gouta, FuelsEurope Director General.

*“Key challenges, including high production costs, technological risks, and insufficient market incentives for sustainable fuels are crucial. To overcome these barriers, clear regulatory commitments and dedicated support mechanisms are essential to foster investment in the industrial-scale production of renewable marine fuels. The proposed measures allow Europe establishing itself as a global leader in the decarbonization of the shipping industry”, stated Ralf Diemer, CEO of the eFuel Alliance*

*“The EU has the opportunity to lead the global clean maritime transition by developing a comprehensive and sustainable industrial strategy. Promoting renewable fuels, including waste-based and advanced biodiesel, will be key to strengthening competitiveness and accelerating the shift toward greener shipping”, says Angel Alvarez Alberdi, Secretary General of EWABA.*

*“Access to clean maritime fuels is critical for decarbonising the shipping sector and meeting Europe’s climate targets. With €40 billion in annual investments needed, we urge the European Commission to include renewable fuels in the upcoming Clean Industrial Deal and secure Europe’s leadership in green maritime fuels”, says Daniel Fraile, Chief Policy Officer of Hydrogen Europe.*

*“Shipping keeps the world moving, but its future depends on clean fuels. Europe has a unique opportunity to lead the global energy transition—if we act now. Building a reliable supply chain for renewable and low-carbon fuels isn’t just about cutting emissions; it’s about securing Europe’s industrial strength and creating new economic opportunities, and enhancing the EU’s global competitiveness as a hub for zero-near-zero GHG emission fuels production. Yet, innovation alone won’t get us there. First movers need clear policies, regulatory and financial certainty, and a level playing field to scale proven solutions like methanol and drive forward new technologies. The Clean Industrial Deal must be more than a vision—it must be a catalyst for action. Europe has a choice: lead the global energy transition or be left behind. The time to lead is now”, stated R. Tim Eestermans, Managing Director Europe of the Methanol Institute.*

Read the statement [here](#).

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About us:

[ECSA](#) represents 22 national shipowners’ associations based in the EU and Norway. European shipowners control 39.5% of the global commercial fleet, contribute 149 billion euros per year to the EU GDP and provide 2 million Europeans with careers both on board and ashore. ECSA strives

for a regulatory environment that fosters the international competitiveness of European shipping, to the benefit of the EU.

[FuelsEurope](#) represents the EU conventional and renewable fuels & industrial value chains products manufacturing industry in the policy debate with EU Institutions and other stakeholders, providing an expert opinion on the production process, distribution and use of our industry's products, in order to contribute to a regulatory framework that promotes the energy transition, boosts sustainable development through supporting a competitive EU industry and establishes effective, technically feasible and sustainable requirements.

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.

[Hydrogen Europe](#) is the leading association representing European based companies and stakeholders from the hydrogen sector that are committed to moving towards a carbon neutral economy by accelerating the European hydrogen industry. With more than 600 members, Hydrogen Europe encompasses the entire value chain of the hydrogen ecosystem: from production, distribution to end uses, including Industry, EU regions & H<sub>2</sub> National Associations.

[EWABA](#) is a Brussels-based association representing the interests of the European waste-based and advanced biofuels industry before EU institutions, national governments, industry, civil society and the media. We promote the inclusion of waste-based and advanced biofuels in the EU fuel mix as a sustainable means of reducing greenhouse gas emissions in EU transport. Our 60+ members active in most EU Member States collect and use waste and advanced feedstocks listed in parts A and B of Annex IX of the Renewable Energy Directive (REDII) to produce sustainable biodiesel with the highest GHG savings (up to +90%) when compared with fossil fuels, thus enabling “near-term decarbonization” of the EU road and maritime transport sectors.

[Methanol Institute](#) is the global trade association, representing the world's leading methanol producers and distributors, transporters, shipowners, and technology companies. With over 100 members and offices in Washington D.C, Brussels, Delhi, Singapore, and Beijing, we serve as the voice of the global methanol industry, promoting methanol as a key chemical building block and an alternative fuel for transportation and power generation.