

# Fuel EU Maritime

Latitude  
N 59° 30' 23.8458"  
Longitude  
E 9° 43' 44.7468"

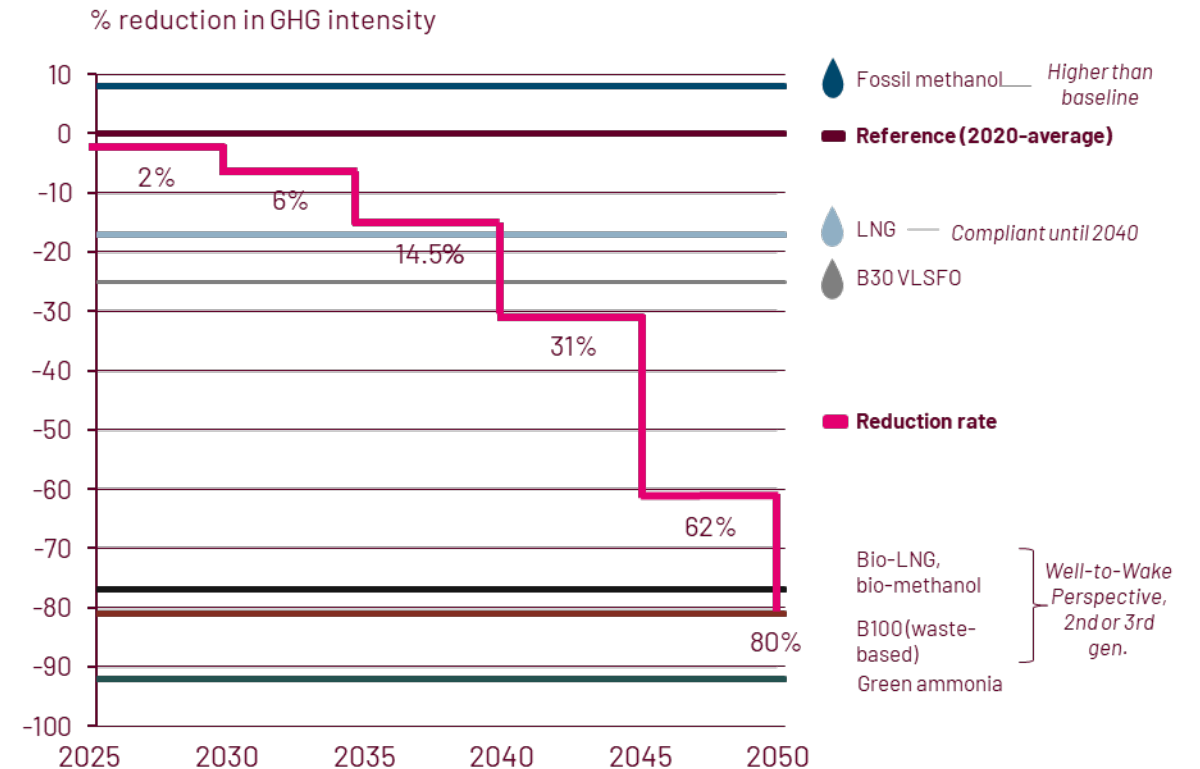
# FuelEU Maritime Introduction





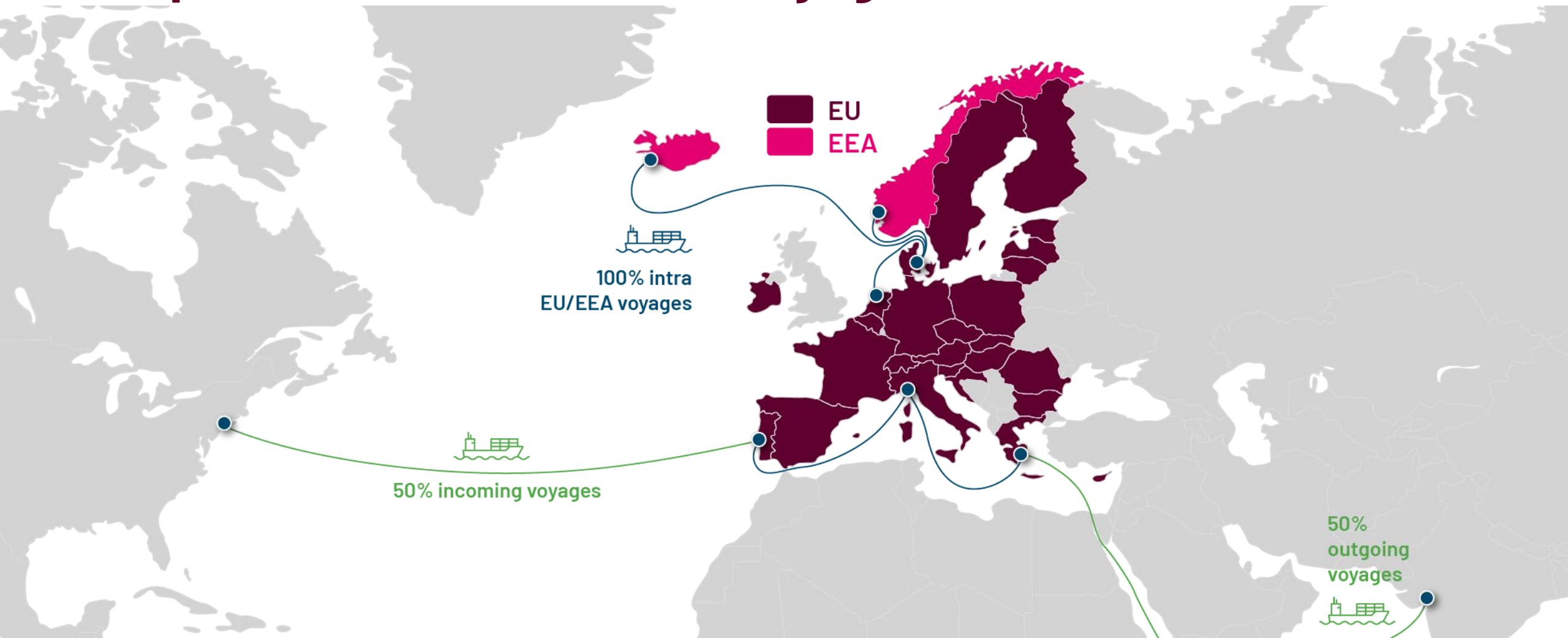
# FEUM specific targets

- Sets requirements to reduce the yearly average Well-to-Wake GHG intensity of energy used onboard.
- The reference year is 2020.
- Specific periods require specific targets for the reduction.
- Lowering the GHG intensity can be done by lifting low-carbon fuels.
- Requirement for use of Shore power for container and passenger vessels from 2030.
- Possible mandatory 2% RFNBO\* use from 2034. "Equivalent fuels with a similar or higher decarbonisation potential" may be accepted.



\*RFNBO: Renewable liquid and gaseous fuels of non-biological origin.

# Scope of FEUM (vessels and voyages included)



Vessels carrying cargo and passengers for commercial purposes over 5000 GT from next year

Including Methane, Nitrous Oxide and Carbon Dioxide

# FEUM VS. EU ETS

## Exemptions:

- Small islands < 200 000 residents;
- PSO connections between island MS and another MS and between an island and the mainland of the same MS;
- outermost regions;
- transshipment ports;
- ice class ships and ships navigating in ice.
- Offshore vessels exempted for now but could be included when FEUM is revised.

## Legal entity

- DoC holder (ETS: the shipowner remains the ultimate responsible entity unless mandated (via contract) to a third party/ship manager)

## Onshore Power Supply (OPS)

- Container and passenger ships from 2030 (moored for more than 2 hours)

## Enforcement

- ETS: compliance linked to the 'company' ie. all vessels under the same sm/owner etc. – FEUM: compliance linked to the vessel highlighting the need for contractual arrangements with third party manager, new owner etc.

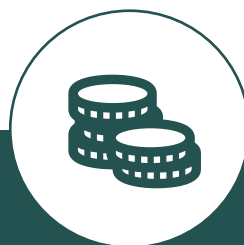
# Banking, Borrowing & Pooling



## Banking

The company can “bank” the compliance surplus for the same vessel

No expiration date



## Borrowing

In case of deficit, the company can borrow an advance compliance surplus from the next reporting period

But a multiplier of 1,1 is added to the compliance balance (more difficult to comply)

Cannot exceed 2% from baseline

Cannot be applied for two consecutive periods



## Pooling

The pooling mechanism allows companies to aggregate the compliance of multiple vessels within their fleet.

Surpluses from vessels that exceed performance targets can offset deficits from underperforming vessels.

# Penalty



## Penalty

2 400 EUR x non-compliant emissions in  
tonnes VLSFO-eq

Based on the actual GHG intensity of the  
vessel

Progressively increased in case of  
compliance deficit for two or more  
consecutive periods.

# Compliance Timeline

