EBA response to the Call for Evidence for an EU Industrial Maritime Strategy

The European Biogas Association (EBA) welcomes the Commission's Initiative for an EU Industrial Maritime Strategy to help the maritime industry transition to a decarbonised, digitised, and competitive sector based on zero-emissions and clean technologies.

As outlined in the Commission's CfE document, the maritime industry plays a pivotal role in strengthening EU competitiveness and economic security. Yet, as recognised by the Commission, the maritime industry remains a hard to decarbonise sector that requires scalable and readily available sustainable solutions in order to meet the climate ambitions, while maintaining operational and cost efficiency. In addition to this, inland navigation and transportation play an equally important role in decarbonising the shipping industry and must be therefore included in the scope of all Union wide marine greening strategies. In this context, the uptake of sustainable renewable fuels, particularly biomethane and bio-LNG, is critical in advancing the decarbonisation of the maritime and inland waterway industry.

Bio-LNG offers a readily available and cost-effective solution to reduce greenhouse gas emissions in the shipping sector by up to 93% (based on a Tank-to-Wake approach)[1]. Unlike many alternative fuels, bio-LNG can be used immediately in existing LNG-fueled vessels without modifications to marine engines, storage, transport, or bunkering infrastructure, allowing shipowners to reduce emissions without major investments in repurposing procedures. With 638 LNG-fueled vessels in operation globally in 2024 — a 33% increase over the previous year— and a projected increase of LNG-fueled vessels and LNG carriers in operation and on order by over 2,000 vessels by 2028[2], bio-LNG is a ready-to-use, scalable option to defossilise the current and future LNG fleet while leveraging existing infrastructure.

Overall, biomethane and bio-LNG are a perfect drop in fuel for LNG vessels and offer the potential for reaching carbon-negative emissions. This aligns with the Clean Industrial Deal's ambitions to bolster energy security and affordability, while also ensuring industrial competitiveness and climate neutrality. In addition to this, the Net-Zero Industry Act recognises biomethane as being part of the strategic net-zero technologies pool, which the EU aims to bolster through increased manufacturing capacity, speedy and simplified permitting procedures and consumer-oriented support schemes. That said, cost competitiveness is at the forefront of bio-LNG, as it leverages existing LNG infrastructure for bunkering, storage, and distribution while avoiding high costs of infrastructure and technology repurposing.

Valorising biomethane and bio-LNG in the Industrial Maritime Strategy strengthens the EU's position in clean maritime technologies, supports its indigenous renewable energy capacity and reduces dependency on imported fossil fuels, boosting the EU's resilience, all being fundamental principles that have been highlighted in the RePower EU Roadmap. Recognising the potential of biogases will allow for the decarbonisation of the maritime and inland shipping industry, while also maintaining competitiveness and helping to reach the greenhouse gas emission reduction targets of 90% by 2040. In fact, biogases can significantly reduce fossil gas dependency in a variety of sectors, including the transport segment, while enhancing grid flexibility and replacing carbon-intensive fuels with negative emissions solutions.

[1] EBA, GIE, NGVA, SEA-LNG (2022) Fuelling clean mobility with bio-LNG.
[2] SEA-LNG (2025) The LNG Pathway: Mid-year market review.

T: +32 2 400 10 89
E: info@europeanbiogas.eu
www.europeanbiogas.eu
Avenue des Nerviens 85
1040 Brussels Belgium
Join us on:

The maritime sector's intensive energy needs make it challenging for shipowners to abate their emissions through electrification only. Electricity-fueled vessels are valuable in short-sea and inland shipping, but cannot meet the energy density requirements for deep-sea shipping routes. This is also reflected by the latest IMO Net-Zero Framework 2050, which sets a regulatory path to gradually decarbonise global shipping emissions by phasing in clean marine fuels and reducing fuel intensity using a Well-to-Wake approach. Having said that, bio-LNG and biomethane offer complementary, additional and immediately available solutions that are compatible with the operational requirements of the sector.

To scale up the production and use of bioLNG, the Industrial Maritime Strategy needs to adopt a technology-neutral approach to renewable and sustainable fuels, steering targeted financing and expanding production capacity. In fact, the projected increase in bio-LNG production capacity, with over 134 plants scheduled in Europe by 2027, indicates strong interest by the industry to decarbonise their fleet. This strong industry commitment requires a legally binding regulatory framework supporting a Well-to-Wake approach to fully account for biomethane's lifecycle emissions.

In conclusion, EBA urges the Commission to deliver an Industrial Maritime Strategy that adopts a technology neutral approach towards the maritime sector's transition. In this transition, biogases will play a pivotal role in enabling the uptake of renewable fuels, ensuring cost competitiveness, fostering global industrial leadership, and providing practical pathways for the hard-to-decarbonise maritime sector.

T: +32 2 400 10 89
E: info@europeanbiogas.eu
www.europeanbiogas.eu

Avenue des Nerviens 85
1040 Brussels Belgium