EBA response to the Call for Evidence for an EU Ports Strategy

The European Biogas Association (EBA) welcomes the Commission's Initiative on the EU Ports Strategy to enhance the critical role of ports in driving the energy transition for the maritime and inland waterway industry, while providing a solid ground for European competitiveness and economic resilience.

The Commission defines European ports as being pivotal to the energy transition and the competitiveness of EU industry. The EBA would like to echo this statement, as ports are in fact hubs for sustainable energies capable of providing defossilisation solutions to energy-intensive industries. In fact, one of the solutions provided by ports is the capacity of bunkering and importing renewable energy sources, including biogases, to provide stable and scalable fuel supply to shipping companies. This is critical, as European legislation is mandating marine companies and inland navigation companies to diversify their fuel supply to more sustainable and alternative marine fuels, thus gradually reducing greenhouse gas emissions over the next years. Not only should this be reflected in marine ports, but also in inland ports, as inland navigation plays 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, biomethane and bio-LNG are key enablers for ports to advance the defossilisation and climate action goals while strengthening the competitiveness of European ports and shipping companies. Indeed, bio-LNG can be used immediately in existing LNG-fueled engines and is compatible with the current LNG infrastructure for bunkering, transport, and refueling. Additionally, it offers an immediate and cost-effective pathway to reduce greenhouse gas emissions by up to 93% (based on a Tank-to-Wake approach)[1].

Europe's LNG infrastructure is already capable of accommodating carbon-neutral gases like bio-LNG: this infrastructure, from large-scale terminals to small-scale bunkering facilities, provides an opportunity for market participants to scale up their bio-LNG fuel supply. 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 perfect drop-in and scalable option to defossilise the current and future LNG fleet while leveraging existing infrastructure.

Overall, the role of biogases in ports aligns with the objectives of the Alternative Fuels Infrastructure Regulation and the FuelEU Maritime Regulation, which aim to accelerate the deployment of alternative fuel refueling infrastructure and the use of renewable fuels in maritime transport. While these frameworks recognise the potential of renewable fuels, further policy support is needed to close market and infrastructure gaps and enable a clear signal for a full uptake of biomethane transport and bunkering facilities.

In conclusion, by scaling up the use of bio-LNG and biomethane in ports, Europe can solidify its leadership in clean fuel supply, foster industrial and geopolitical resilience, and provide immediate pathways for defossilising the maritime sector.

[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