PRESS RELEASE

Renewable Shipping Fuel Supply at Risk as EU Proposal Threatens Key Delivery Pathway

- Renewable gases and shipping industry groups warn that changes to EU sustainability certification rules could undermine an established pathway that connects biomethane production with maritime fuel demand and helps supply bioLNG and eLNG to ships, reducing renewable fuel availability just as shipping companies are expected to increase their use of bioLNG and eLNG under FuelEU Maritime.

Brussels, Belgium, 30 June 2026 – As the European Commission is revising the sustainability rules governing renewable fuels, **Eurogas and 44 co-signatories,** warn that a **proposed EU rule change could restrict liquefaction by equivalence, one of the principal pathways used today to supply bioLNG and eLNG to ships**, **putting at risk efforts to reduce emissions in the maritime sector**.

BioLNG and eLNG are among the few renewable fuel solutions already available to LNG-fuelled vessels today. They can be used with existing ship engines and bunkering infrastructure, and demand is expected to grow significantly as shipping companies seek to comply with FuelEU Maritime and the EU Emissions Trading System. In 2025 infrastructure operator **Fluxys** reported **2500 GWh** of bioLNG demand via the Zeebrugge LNG Terminal, with bunkering of ships rising fivefold year-on-year, from **175 GWh** in **2024** to **950 GWh** in **2025**. Meanwhile, Spanish terminal operator **Enagás** reported bioLNG loadings rising to **705 GWh** in **2025**, reflecting a strong uptake of renewable fuels demand across Europe's transport sector.

At the centre of the debate is **liquefaction by equivalence**, a system that allows biomethane and e-methane produced across Europe to be supplied to ships as bioLNG and eLNG leveraging the interconnected existing LNG infrastructure. For example, biomethane produced inland can be injected into the European gas grid and, through a certified accounting system, its renewable attributes can be allocated to ships at a European port.

However, co-signatories warn that the changes considered for sustainability certification rules could impact how emissions are allocated within renewable gas supply chains, allocating fossil LNG supply-chain emissions to bioLNG and eLNG supplied through the mass-balance system, even though those emissions are not part of their supply chains. According to the coalition, this would make the system unviable, reducing renewable fuels availability for shipping, increasing compliance costs for ship operators and weakening investment in biomethane and e-methane production across Europe. Overall, this would degrade the EU ambitions when it comes to renewables uptake and close one of the most important levers for the necessary biomethane/e-methane growth in Europe.

The signatories are calling on the European Commission to ensure that emissions allocated to bioLNG and eLNG supplied through this pathway reflect the actual climate impact of the underlying biomethane and e-methane supply chains. They argue that this would preserve an established pathway for supplying renewable fuels to shipping while maintaining robust sustainability standards.

Andreas Guth, Secretary General of Eurogas, said: *"Renewable fuels are central to the decarbonisation efforts of European shipping. Restricting a proven pathway for supplying bioLNG and eLNG under the proposed certification changes risks reducing fuel availability and penalising shipping companies that rely on these fuels to meet FuelEU Maritime requirements."*

Nikos Mertzanidis, Executive Director at CLIA in Europe, said: *"Cruise lines require secure, scalable, and cost-competitive access to renewable fuels to decarbonise their fleets. BioLNG is already being used in commercial operations using existing vessels and infrastructure. Any disruption to fuel supply could create additional challenges for shipping companies to reach net-zero."*

John Cosmo Dwelle, Managing Director at Anew Climate Europe, said: *"Efficient certification systems are vital to connect renewable gas producers with maritime demand. Liquefaction by equivalence is a proven, scalable pathway using existing infrastructure, and removing it would constrain Bio-LNG supply as well as the wider biomethane market at a critical juncture, risking investment, energy security, and the pace of shipping decarbonization. The sector needs continuity, not disruption."*

Rafik Ammar, Policy Director at e-NG Coalition, said: *"The maritime sector has the vessels, the demand and the ambition to decarbonise with bio-LNG and e-LNG today. However, attributing the carbon footprint of fossil LNG to renewable pathways creates an unnecessary barrier to the uptake of the very fuels Europe needs. Liquefaction by equivalence is already proven in practice; what is needed now is a regulatory framework that properly recognises and enables this approach."*

ENDS

***** NOTES TO EDITOR *****

Full list of signatories

ACT Commodities	Gas-und Wasserstoff Wirtschaft
Alianza Net-Zero Mar	Gasnam
Anew Climate	GATE
Assocostieri	GIE (Gas Infrastructure Europe)
Axpo	Green Gas Denmark
Balearia	HAM
Balti Biometaan OÜ	IGU (International Gas Union)
CLIA (Cruise Lines International Association)	Indian Biogas Association
CMA CGM	Osaka Gas
CGA (Czech Gas Association)	Port of Antwerp-Bruges
Edison	Repsol
Elengy	ROTOBOOST
Enagas	SEA-LNG
Energy Traders Europe	Shell Energy
e-NG Coalition	STX Group
Engie	TES-H2
Eurogas	Titan Molgas
FEBEG	TotalEnergies
Finnish Gas Association	Uniper
Fluxys	Verdalia
Francegaz	ViGo Bioenergy
Francegaz maritime	WBA (World Biogas Association)

Future Biogas	

Background Information

- The EU maritime sector is regulated under FuelEU Maritime and the EU ETS, which aim to cut shipping emissions and increase uptake of renewable and low-carbon fuels.
- BioLNG and eLNG are renewable fuels derived from biomethane and renewable hydrogen-based e-methane. Once liquefied, they are identical to fossil LNG and compatible with existing ships, bunkering and port infrastructure.
- BioLNG and eLNG can be supplied either through physical liquefaction or through liquefaction by equivalence, a so-called mass-balance system. Physical liquefaction converts biomethane into liquid form at a dedicated facility. Liquefaction by equivalence instead uses existing LNG infrastructure, matching biomethane or e-methane injected into the EU gas grid with LNG delivered at ports, so that the renewable gas is accounted for in the fuel used by ships.
- **Industry stakeholders warn that changes under consideration to EU sustainability certification rules (Commission Implementing Regulation (EU) 2022/996) could disrupt this system by altering emissions allocation, potentially reducing renewable fuel availability for shipping.**
- **For more information on the liquefication equivalence system click the link here.**

About Eurogas

Eurogas is an association of over one hundred members representing gaseous energy in Europe. We lead the sector's transition to climate neutrality through dialogue with stakeholders and policymakers, so that gas can be effectively used for the decarbonisation of Europe's energy sector. We are active throughout the gas sector value chain, including renewable and low-carbon gases, their derivatives and carbon capture utilisation and storage. Our members cover wholesale and retail gas markets, the distribution of gaseous energies and the use of gas in transport. We also represent technology providers including companies active on value chain methane emissions management. https://www.eurogas.org

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