

From: [REDACTED]@shell.com
To: [REDACTED] (MOVE)
Cc: [REDACTED] (MOVE); [REDACTED] (MOVE); [REDACTED]@shell.com
Subject: Request for a meeting with Shell [REDACTED] - ReFuelEU Aviation, AFIR and FuelEU Maritime
Date: Thursday 20 October 2022 19:35:07
Attachments: [image001.png](#)

Dear Mr Hololei,

I hope this email finds you well. I am writing to propose a meeting at your earliest convenience with Shell's [REDACTED] to discuss the framework for transport under the Fit for 55 package (FF55). We would welcome the opportunity to discuss in particular the mechanisms to accelerate the decarbonisation of the aviation sector (ReFuelEU Aviation Regulation), road transport (Alternative Fuels Infrastructure Regulation) and maritime (FuelEU Maritime Regulation) in view of the trilogues.

Shell [welcomes](#) the FF55 and believes that the combined application of the legislative proposals must ensure a viable pathway to Net Zero Emissions (NZE) by 2050 for every major economic sector, including transport. This will require robust mandates in every sector to create lead markets for clean energy in sync with measures to accelerate investment in supply and infrastructure. At Shell we have set out [our own target](#) to become a NZE energy business by 2050, including so-called scope 3 emissions, associated with our customers' use of the products we supply. To that end, we are scaling up investment in renewable power, hydrogen, sustainable aviation fuels (SAF), CCUS and nature based solutions. Please find [here](#) our overall views on the Fit for 55 package.

Shell is already investing in clean energy solutions to decarbonise the transport sector. We aim to have at least 10% of our global aviation fuel sales as sustainable aviation fuels by 2030. In 2021, we announced [plans](#) to build one of Europe's biggest biofuels facilities at our Energy and Chemicals Park Rotterdam and are exploring several synthetic aviation fuels projects in Germany and Sweden as well as a [waste to jet](#) project in Rotterdam. Shell is also investing renewable hydrogen production as well as in charging infrastructure for e-mobility and hydrogen. We aim to grow Shell's global network of EV charging points from 80,000 points today to 500,000 in 2025 and to develop hydrogen powered freight corridor, which will cover 1200 kilometres by 2025 and 150 hydrogen refuelling stations for trucks in Europe by 2030.

Many thanks for your kind consideration of this request.

Kind regards,

[REDACTED]

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