

Panel discussion : Decarbonising Transport

13.10.2021 – 12:20-13:2

→ The panel will open with ■■■ outlining the main features of the Fit for 55 package from a transport perspective.

1. ■■■ (European Commission, ■■■)

No presentation, virtual presence.

I asked him to outline

- which resources (legislative, financial) the EC is willing to deploy in order to achieve the objectives
- what are the main obstacles to achieving it.
- Finally, he will outline what the Commission expects from Gas Infrastructure in order to facilitate the decarbonization of transport.

→ We then turn to representatives of the transport industry to get their views.

2. **Questions to ■■■ (Mærsk Mc-Kinney Møller Center for Zero Carbon Shipping)**

No presentation, virtual presence.

In his statement, ■■■ will address:

- What is your reaction to the Fit for 55 package as presented by ■■■?
- Why is shipping so hard to decarbonize – what are the key challenges? What criteria does a maritime fuel have to meet in order to be a successful successor to Heavy Fuel Oil?
- What are the current trends in maritime shipping fuel. Which are the winners, the losers, the hopes for the next decades?
- Is it possible to decarbonize shipping ahead of 2050 and what does it take?

3. **Questions from ■■■ (SEA-LNG)**

No presentation, virtual presence.

Steve will be vocal on:

- What is your reaction to the Fit for 55 package as presented by ■■■?
- How well is LNG doing as a maritime fuel currently? How do you explain its success?
- The use of LNG as a maritime fuel is challenged by NGOs as being as bad as HFO, due to methane slip. What do you make of these statements?

4. **Questions from ■■■ (FPT Industrial)**

No presentation, physical presence.

Philip may elaborate on:

- What is your reaction to the Fit for 55 package as presented by ■■■?
- Why is transport so hard to decarbonize – what are the key challenges?
- How well is LNG doing as a fuel for heavy road transport currently? How do you explain its success?
- What criteria does a fuel have to meet in order to be a successful successor to diesel in heavy road transport? What trends do you see in the mid term and in the long term?

→ Finally, we turn to a representative of our industry to showcase how the LNG industry is – already today - supporting the decarbonization of transport. Since [REDACTED] will give a presentation, there may be less time to address question.

5. Questions to [REDACTED], (Enagás)

presentation, virtual presence.

Slide 1 : You have presented the weight of transport emissions worldwide, with road transport having a clear weight. Recently, in its FIT55, the EU established for mobility both an increase in ambition and the implementation of regulatory measures such as the extension of the ETS. Do you think that this implies a loss of confidence in the capacity of each mobility segment to achieve the challenge of decarbonisation, given the expectations of technological maturity and commercial competitiveness of the solutions that you have presented, do you think that the ETS could lead to a "wait and see"?

Slide 2 : The Heavy Haul freight transport segment has a challenge ahead to achieve the decarbonisation targets for aviation, rail and maritime transport. It is becoming increasingly clear that the solution has to be hybrid and that the collaboration of the energy and transport sectors will be key to achieve the most competitive engine-fuel combination. Where do we need to focus in order to accelerate the current situation?

Slide 3 : Analysing the different technologies in the medium to long term, we have seen in your presentation a comparison of TCO and abatement cost depending on the technology to be used to achieve decarbonisation. Is this scenario viable with current LNG prices? And in the case of CO2 prices in the future, also taking into account the entry of the maritime sector in the ETS? How viable are the different alternatives LNG, BIOLNG, Methanol, Ammonia and H2?

Slide 4 : What can the energy sector do to be a major player in the transformation of transport towards decarbonisation and the integration of ports as energy hubs?

