

**From:** [REDACTED] [GRASSI Stefano \(CAB-SIMSON\)](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** FW: Request for a meeting with Shell on FF55 - RED reform and Sectoral Roadmaps to NZE  
**Date:** lundi 14 juin 2021 09:30:10  
**Attachments:** [image001.png](#)  
[Shell Contribution to EU FF55.pdf](#)

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Hi,  
To register pls. Thanks,



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**From:** [REDACTED] shell.com [REDACTED] shell.com>  
**Sent:** Monday, June 14, 2021 9:20 AM  
**To:** GRASSI Stefano (CAB-SIMSON) [REDACTED]; [REDACTED]  
[REDACTED]  
**Subject:** Request for a meeting with Shell on FF55 - RED reform and Sectoral Roadmaps to NZE

Dear [REDACTED] Dear Stefano,

I am writing to request a virtual meeting to discuss the upcoming Fit for 55 (FF55) package and in particular the key role of the Renewable Energy Directive (RED) in accelerating sectoral markets for clean energy, with a focus on hydrogen to commercial road transport and industry, where Shell intends to make significant investments\*.

Shell supports a FF55 underpinned by a sectoral decarbonisation approach, so that the combined application of the legislative initiatives in the package ensures that every major economic sector has a pathway to decarbonize consistent with the EU 2030 and 2050 climate targets. The Sectoral Roadmaps to Net Zero Emissions (NZE), as provided for in the EU Climate Law, provide a crucial instrument to do this and could help optimize the application of the FF55 for hard to abate sectors such as industry, commercial road transport or aviation –please see our suggestions in the enclosed paper.

Within the FF55, the RED, in combination with the ETS, has a central role to play in creating sectoral markets for renewable and low carbon energy in sync with incentives to accelerate investment in supply. Shell supports a higher overarching target in the RED, as well as sectoral mandates to drive renewables into the transport and industrial sectors.

As part of our own strategy to become a NZE energy business by 2050, Shell is scaling up investment in renewable and low carbon energies such as hydrogen, advanced biofuels and renewable power, including electric vehicle charging. We would welcome the opportunity to update you on Shell's plans and to share our views on the potential of the FF55 to enhance the business case to invest in the projects needed to meet the EU's 2030 GHG and renewable targets.

Many thanks for your kind consideration of this request.

Kind regards,



Shell Companies EU Liaison Office;



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\*Shell investment plans on hydrogen: on 2 July, Shell will be opening the world's (currently) largest PEM hydrogen electrolysis plant 'Refhyné' at our Rheinland Refinery (with the support of the Fuel Cells and Hydrogen Joint Undertaking); we are planning to increase its capacity from the current 10 megawatts to 100 megawatts. We have also recently announced hydrogen projects such as the Rotterdam Electrolyser project (around 200MW), aiming to transform offshore-wind electrons into green hydrogen to be used by industry and fuel heavy-duty trucks; and NortH2, developing hydrogen from electricity produced by large-scale offshore wind (3-4GW by 2030 and possibly 10GW by 2040) for use by industrial clusters. Last month Daimler and Shell signed an agreement to accelerate the roll out of hydrogen-based trucking (press release) starting from 2024 with an ambition to deliver 150 hydrogen refuelling stations by 2030, alongside at least 5,000 heavy-duty hydrogen trucks.