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Comments on DEAs draft on chapters on shipping technology catalogue

The Danish Energy Agency has released their draft on chapters concerning shipping in the technology catalogue on Data for commercial freight and passenger transport, along with a data sheet for comments on October 16, 2023.

Unfortunately, Biogas Denmark lacks expertise in shipping and the associated technical details, so we are unable to provide comments on the various types of ships. However, we can share our perspectives on the selection of fuels for maritime transport.

Biogas Denmark fully understands the Danish Energy Agency's emphasis on ammonia and methanol as fuels for ships, as these fuels are expected to be the primary choices in shipping beyond 2030-2040. Nevertheless, methane will continue to play a vital role until 2030 and beyond, given the high demand for green fuels from shipping companies and the anticipated increase in ammonia and methanol production in the mid-2030s. During this period, methane (LBG) stands as one of the few sustainable alternatives that can offer a viable fuel option. It is worth noting that methane is already utilized in shipping today.

It is important to recognize that methanol and ammonia are not the sole available options among alternative fuels. The future fuel mix in the maritime sector is projected to consist of a combination of different fuel types. To achieve complete decarbonization of the shipping fleet, substantial quantities of these green fuels will be required.

Therefore, ships utilizing gas (LBG) as a fuel should also be considered as a potential solution in the future and should be highlighted in the upcoming technology catalogue.

MAN Energy Solutions, a prominent player in this field, has presented a forecast suggesting that the future fuel mix in shipping is likely to encompass methane (LNG/LBG), methanol, ammonia, and other fuels. ([MAN Energy Solutions](#))

Hence, Biogas Denmark believes that attention should also be directed towards ships utilizing liquefied methane as a fuel. Biogas Denmark also wants to address the increasing growth of gas-powered ships equipped with high-speed engines.

Biogas Denmark encouraged that both low-speed and high-speed engines are adequately represented in the technology catalog to ensure a comprehensive and diversified approach to the use of methane gas as a sustainable alternative in shipping.

Best regards

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