



FuelEU Maritime into force from 1 January 2025

News

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FuelEU Maritime

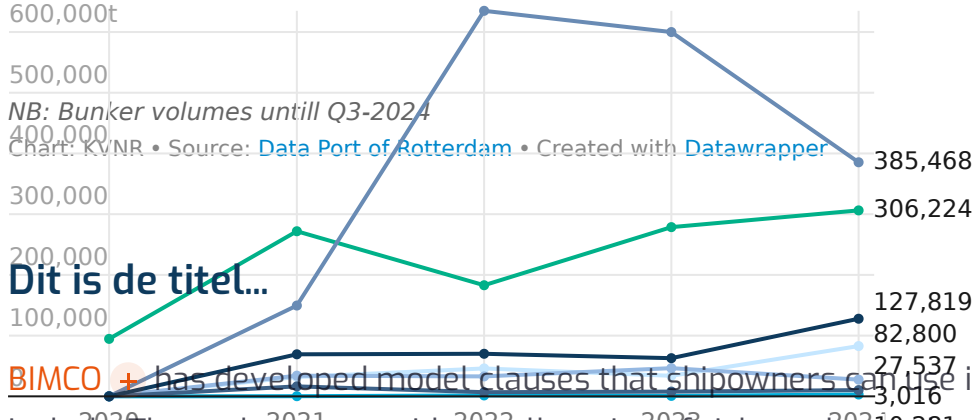
Since 1 January 2025, FuelEU Maritime has come into force. FuelEU Maritime is part of the 'Fit for 55' legislative package to reduce the EU's greenhouse gas emissions by at least 55% by 2030 and be climate neutral by 2050, and is thus a complementary measure to **EU ETS** + . The measure applies to all seagoing ships over 5,000 gross tonnes (**GT**) + used to transport passengers or cargo to, from and between Norwegian, Icelandic and EU ports.

FuelEU Maritime aims to increase the use of renewable and low-carbon marine fuels and alternative energy sources in seagoing ships. This is done by tightening the greenhouse gas intensity of fuels used on board ships every five years. This means that marine fuels will have to meet stricter emission requirements, including emissions during the production of those fuels and energy carriers.

In addition, from 1 January 2030, there will be a **shore power** + obligation in Norwegian, Icelandic and EU ports for container and passenger ships with a gross tonnage of 5,000 GT or more.

Bunker volumes of alternative fuels in the Port of Rotterdam

— ULSFO_bio_blend — VSLFO_bio_blend — HSFO_bio_blend — MGO_bio_blend — MDO_bio_blend — LNG
— Methanol



Currently, BIMCO has published the following two model clauses on its website:

- FuelEU Maritime Clause for Time Charter Parties 2024
- FuelEU Maritime Clause for SHIPMAN 2024

The model clause for voyage charter parties has not yet been finalised. It is expected that the BIMCO Documentary Committee will discuss and adopt it in the foreseeable future.

More information

More information can also be found on the European Commission's website here:

[Decarbonising maritime transport – FuelEU Maritime - European Commission](#)

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