



DanishShipping

# Towards a Green Horizon

10 Recommendations to Accelerate the Production  
of Green Fuels for the Shipping Industry



# The production of green fuels needs to be scaled up

In Danish Shipping, we recognise that the climate crisis is both a challenge and an obligation. This understanding is deeply embedded in both large and small shipping companies, many of which have already launched ambitious initiatives to promote more climate-friendly shipping. However, as an industry, we cannot solve this challenge alone.

The transition of shipping to net-zero emissions requires a significant scale-up in the production of green fuels, which are essential for decarbonisation - particularly for long-distance routes where electrification is not an option. For hard-to-abate sectors like shipping to reach net-zero, it is crucial that policymakers and the business sector collaborate to boost the production of sustainable fuels both in Europe and globally. Europe faces a geopolitical challenge where energy security and diversification are key to reducing dependence on unstable energy markets. The entire value chain, from producers to end users, is ready - but political support and financial incentives are needed to get projects off the ground and to ensure that Denmark and Europe remain competitive on the global stage.

Producers of green fuels have recently had to abandon several projects aimed at producing green fuels using PtX (Power-to-X) technology. They have had good reasons for doing so, but this raises serious concerns within the shipping industry about when and how we will achieve our ambitions for climate-neutral shipping. In Denmark, we have promising projects such as European Energy's PtX facility in Kassø, which is set to deliver 42,000 tonnes of green methanol annually. However, this is far from sufficient. A single large cargo ship requires the same amount each year, highlighting the urgent need to scale up production across the EU.

We are not sitting idly by - we are doing everything we can to sail as energy-efficiently as possible. But to go all the way, action is needed now. That is why Danish Shipping is launching 10 key recommendations to facilitate the green transition and accelerate the production of green fuels for shipping. The course is set towards a green horizon. Let's work together to speed up the production of green fuels.

**Anne H. Steffensen**  
Director General  
and CEO  
Danish Shipping



# Danish Shipping's recommendations to the Danish government

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### Fossil Fuels

Before **2030**, we must limit the consumption of fossil fuels in the global fleet by<sup>1</sup> **0,6 EJ**

### Energy Efficiency

Operational measures can provide efficiency gains of up to **15%**

### Alternative Fuels

Alternative fuels can reduce greenhouse gas emissions by over **80%**

For full decarbonization of the current global fleet (12.6 EJ), we need:

Renewable energy capacity of **1500-2000 GW**

or

The equivalent of **150-200** energy islands (10 GW)

or

**100.000-133.333** very large wind turbines

Source: Danish Maritime Authorities: Factsheet - The decarbonization of shipping, 2023.

To achieve the decarbonisation of international shipping by 2050, zero-emission fuels must account for 27% of the total energy consumption by 2036 and 93% by

2046.<sup>2</sup> To reach net-zero emissions using PtX fuels, shipping alone will require 3-4 times more renewable energy capacity than what the EU currently has available.

<sup>1</sup> This corresponds to the shipping industry replacing 15-30 million tonnes of fossil fuels by 2030 to meet the IMO's GHG strategy target of a 5-10% reduction using technologies and fuels with zero or near-zero greenhouse gas emissions.

<sup>2</sup> Danish Maritime Authorities: Fact sheet - The decarbonization of shipping, 2023.

# Global industry requires global solutions

Shipping is a global industry that operates across borders and continents. Therefore, the sector must be regulated globally to ensure that the Danish flag remains competitive. 176 countries in the UN's International Maritime Organization (IMO) have agreed on binding targets and at the same time set a strict deadline for developing regulations to ensure that the sector becomes climate-neutral by around 2050. Specifically, in 2025, a global fuel standard must be adopted, introducing increasingly strict climate requirements for fuels towards 2050, along with a pricing mechanism to help bridge the cost gap between green and fossil fuels. It is also crucial to establish a global certification scheme, as this will ensure uniform implementation and quality worldwide, document environmental sustainability, build consumer confidence, enhance safety, and secure compliance with international standards. As a major shipping nation, Denmark plays a key role within the IMO and has a unique opportunity to shape essential regulations and framework conditions for the future of global shipping.

Denmark should not act alone with national targets for shipping emissions but instead work tirelessly for uniform and ambitious global regulation. This will help maintain a competitive Danish flag. The EU has already led the way, adopting regulations that set limits on the greenhouse gas intensity of fuels used by shipping companies. Such EU rules could profitably be transferred to the IMO to create incentives for the global green transition in shipping. However, there is no guarantee that the necessary amount of green fuel will be produced.

Beyond ensuring fair and consistent competition, international regulation provides certainty and stability for investments that are crucial to scaling up green fuel production. This will likely accelerate production in the EU and globally, which is essential for shipping to reach net-zero emissions.

# 1

## Diplomatic offensive for ambitious global regulation

**Danish Shipping recommends that the government prioritises a diplomatic offensive for ambitious global regulation of shipping within the IMO.**

Denmark plays both a key role and has a crucial opportunity to contribute to the specific regulations that must be adopted in 2025 to support the IMO's 2050 goals.

This applies not only to the negotiations themselves but also to the ongoing dialo-

gue and knowledge-sharing with key countries leading up to and following the IMO negotiations. At the same time, Denmark should use its EU presidency to ensure that the way is paved for shipping to meet the ambitious targets set by both the IMO and the EU.



# 3%

This is shipping's share of global GHG emissions. By comparison, Germany's emissions accounted for approximately 1.8% of global GHG emissions in 2022<sup>3</sup>. Shipping aims to be climate-neutral by around 2050. As a hard-to-abate sector, its pathway to full green transition relies on alternative fuels.



## Urgent need for development and upscaling of the production

The technology for producing green fuels is well known, although it can still be refined. However, the main challenge is bringing these technologies to market at a scale that will eventually lower costs and facilitate the transition to green shipping. Waiting for technological breakthroughs or further refinements requires time, which

is the scarcest resource when addressing the climate challenge. Action and focus are needed to accelerate the green transition of one of the hardest-to-abate industries.

To ensure sufficient fuel production for shipping, the government must prioritize scaling up already known technologies.



*The shipping industry is at a crucial crossroads. We have set full sail towards our net-zero target by 2050, but shipping cannot do this alone. Collaboration across industries and governments is essential to develop competitive alternatives to fossil fuels in sufficient quantities.*

Torben Carlsen, CEO, DFDS and chairman of Danish Shipping

# 2

## Targeted scale-up of green fuel production

Danish Shipping recommends, that the government focuses on a scale-up of the production of green fuels for shipping.

An important prerequisite for scaling up the production of green fuels is, among other things, the targeted provision of temporary financial support and the reduction of risk in an emerging market. This market consists of actors who have already recognised the potential but re-

quire political support to scale up both production and demand. The government should therefore assist the market in scaling up already known technologies so that the shipping industry can gain access to green fuels as quickly as possible.



## Clarifying production is crucial for planning the transition

Ships engaged in international shipping typically have a lifespan of around 25 years. A calculation based on data from Danish-operated ships provides the following transition rate for the selected reference years (see table below). The assessment shows the proportion of the Danish-registered fleet that, in the specified years, is older than 25 years and could therefore theoretically be converted to alternative fuels.<sup>4</sup>

As shown in the table, none of the ships that were in operation in 2022 will still be

in service in 2050 if they are kept in operation for 25 years. If all newbuilds from 2022 were designed to run on PtX fuels, then by 2047, 100% of the fleet would be powered by PtX fuels.

This means that shipping companies must now place orders for ships capable of running on green fuels, considering the lifespan of vessels. At present, approximately 80% of the gross tonnage already on order for members of Danish Shipping consists of such vessels.

### Share of Danish operated vessels older than 25 years

År	Number, older than 25 years	Share, already converted
2025	269	13 %
2030	523	26 %
2035	1175	59 %
2040	1622	81 %
2045	1932	97 %
2050	2000	100 %

Source: Danish Shipping and COWI calculations, 2022

<sup>4</sup> COWI: Renewable Energy for PtX Fuels - The Danish Potential (Technical Report for Danish Shipping and Green Power Denmark), 2022.

## Financing is key to success

If we are to succeed in the green transition of the shipping industry, access to green fuels at competitive prices is essential. Today, sailing on green fuels is three to five times more expensive than using fossil fuels. This means that the biggest barrier to green shipping is financial. The current funding available for the transition in the shipping industry is insufficient. Therefore, the government should allocate more earmarked funds to finance the production of green fuels for shipping.

Financing could be effectively provided through Danish ETS funds, as well as existing mechanisms from the EU Innovation Fund and the EU Hydrogen Bank –

either as "grants-as-a-service" or "auction-as-a-service". These funds should be increased in line with shipping's full inclusion in the emissions trading system in 2026 and the gradual introduction GHG intensity reduction requirement under FuelEU Maritime in the coming years.

A key priority should be funding the production stage. In fact, it is expected that around 80 pct. of the investments required for the shipping sector's green transition will need to be made elsewhere in the value chain rather than by shipping companies themselves – for example, in fuel production, port infrastructure, and logistics.

## 3

### National earmarking of funds from the EU-ETS for shipping's green transition

Danish Shipping recommends that the government allocates a larger share of the revenue from the EU Emissions Trading System (EU ETS) to support the green transition of the shipping industry. The primary focus of these funds should be to accelerate the production of green fuels.

The EU ETS for shipping is a new initiative that, from 2024, includes CO<sub>2</sub> emissions from maritime transport in the EU's existing emissions trading system. Revenue from the EU ETS could be effectively used as an earmarked support scheme for shipping's green transition – covering both fuel production and offtake.

As shipping becomes part of the EU ETS, the amount of funds returning to EU member states will increase significantly. These funds should be reserved for the green transition of shipping, with a particular focus on fuel production within the value chain.

# 80%

of the ordered tonnage by Danish shipping companies can sail on green fuels.

# 3.8

billion DKK expected to be contributed annually by Danish shipping to the EU Emissions Trading System (EU-ETS) once fully implemented in 2026.<sup>5</sup>

# 4

## Support schemes in Denmark for shipping's green transition

Danish Shipping recommends that the government establish support schemes to ensure financial backing for the green transition of shipping, including the scaling up of green fuel production.

As the shipping sector is fully integrated into the emissions trading system, new funds will be released, which Danish Shipping suggests should be used for national support to drive the transition forward. Denmark must allocate more national funding to support the green transition of shipping and advocate for the EU to do the same. This could be achieved through:

- **Competitive Bidding:** The government could use Contracts for Difference (CfD) as a subsidy mechanism through a competitive bidding process in connection with PtX tenders. Specifically, CfD (a double-sided auction mechanism) could help bridge the price gap between the off-taker and producer levels through double auctions, inspired by the German H2 Global model where the difference between the off-taker and production prices determined through double auc-

tions is compensated via the support scheme. The model should be adaptable over time, ensuring that the settlement price reflects the price difference between fossil and green fuels.

- **Auction-as-a-Service:** The government could leverage EU's "auction-as-a-service" mechanism, allowing national funds to be allocated to EU-qualified Danish projects in the Hydrogen Bank, increasing their chances of securing support through national ETS funds.
- **Grant-as-a-Service:** The government could also utilise EU's "grant-as-a-service" mechanism, enabling national funding to be allocated to EU-qualified Danish projects under the Innovation Fund, improving their chances of receiving support through national ETS funds.



### What Is the European Hydrogen Bank?

The EU Hydrogen Bank is an initiative launched by the EU to promote the production and use of green hydrogen as part of the green transition. It serves as a support scheme that secures investments in hydrogen projects and helps reduce risks associated with developing hydrogen infrastructure. The bank primarily supports innovation and the production of sustainable hydrogen through funding and guarantees. Its goal is to enhance the EU's energy independence and reduce CO<sub>2</sub> emissions.

Several EU countries, including Spain, Lithuania, and Austria<sup>6</sup>, already take advantage of the auction-as-a-service mechanism, which increases the likelihood of EU-qualified projects receiving national funding support. Since Denmark does not currently utilise the auction-as-a-service mechanism, Danish initiatives and industries are at a disadvantage, as they risk missing out on the same financial and strategic benefits as their European competitors.

<sup>6</sup> European Commission: Joint press release by the Commission, Spain, Lithuania and Austria on the European Hydrogen Bank's "auctions-as-a-service" scheme, increasing the funding for clean investments, 2024.



# 5

## Support schemes in the EU for shipping's green transition

Danish Shipping recommends additional dedicated support funds for shipping via the EU Hydrogen Bank

Denmark should advocate for earmarking funds within the EU for the shipping sector and allocating additional financial resources to tenders dedicated to the production of green fuels for shipping

under the Hydrogen Bank. In addition, dedicated resources should be allocated to the Danish Energy Agency's funding acquisition secretariat to ensure a strong maritime sector focus.

# 600,000,000

metric tons of e-ammonia are required to replace the current consumption of fossil fuels.<sup>7</sup>

<sup>7</sup> GMF: Green jobs and maritime decarbonization, 2024.

## Partnerships open new doors

Denmark is a global frontrunner in the green transition, but it is also clear that Denmark alone cannot produce enough green fuels to meet the growing demand from the shipping sector. Therefore, Denmark should collaborate with other EU countries to accelerate the development and scaling of green fuels for shipping on a global scale. International partnerships ensure access to key resources, such as affordable green energy from solar, wind, and biomass, as well as biogenic CO<sub>2</sub>, which is essential to produce sustainable fuels. By partnering with strategically im-

portant countries, we can drive innovation and support the global adoption of green solutions. The Danish Maritime Authority's *Zero-Emission Shipping Mission* is an important first step, fostering ambitious alliances between nations, the private sector, research institutions, and civil society. The valuable insights from this initiative must now be translated into concrete actions. Expanding these partnerships will strengthen Danish shipping and position Denmark as a global leader in green maritime transport.

### Cadeler Participates in the HyLion Network in Scotland on E-Methanol for Decarbonising Supply Chains

In Scotland, partners in the HyLion network plan to produce and utilise hydrogen from renewable energy sources in the near future, subsequently converting it into e-methanol, with shipping company Cadeler as one of the future off-takers.

The network consists of partners from both the production and off-take sectors and aims to decarbonise supply chains by producing e-methanol for industries that are difficult to transition to green alternatives. The HyLion network has an ambition to establish a cross-border European end-to-end supply chain for hydrogen and e-methanol. The plan is to produce e-methanol in Scotland and supply it to various applications in the UK and Europe.

During the initial pilot phase, the project aims to use 63,000 tonnes of biogenic CO<sub>2</sub> per year for e-methanol production. This CO<sub>2</sub> will partly be sourced from biomass and partly from the whisky industry. The goal is to produce 9,000 tonnes of hydrogen and 45,000 tonnes of e-methanol annually.

Projects like this enable the value chain to meet increasing CO<sub>2</sub> reduction requirements and political decisions to phase out fossil fuels. Demand for e-methanol is expected to rise significantly in the coming years, providing a solid foundation for scalable hydrogen production in multiple locations worldwide.

# 6

## Establishing strategic partnerships for green fuels production

Danish Shipping recommends that the government work towards committing Denmark to a series of strategic partnerships with selected countries to produce green fuels.

Strategic partnerships with selected countries will ensure access to resources, technology, and markets that are crucial for developing and scaling the production of sustainable fuels. By acting now, Denmark can not only reduce the maritime sector's climate footprint but also strengthen its position as an innovative and responsible green shipping nation. These partnerships could be advantageously focused

on markets where Denmark already has a green strategic framework agreement or where Danish shipping companies currently has significant bunkering interests. The aim of these partnerships is to create better conditions for Danish investments in green fuel production as well as improved off-take opportunities for Danish shipping companies.

### Renewable energy and green hydrogen: TE H2, CIP, and A.P. Møller Capital form partnership for large-scale project in Morocco

A partnership consisting of TE H2 (TotalEnergies and EREN Group) and the two Danish companies Copenhagen Infrastructure Partners (CIP) and A.P. Møller Capital aims to establish 1GW of onshore solar and wind capacity to power green hydrogen production through the electrolysis of desalinated seawater. This hydrogen will then be converted into 200,000 tons of green ammonia annually for the European market. The *Chbika* project is located near the Atlantic coast in the Guel-

# 7

## Creating a green corridor in the Nordic countries

Danish shipping recommends government prioritisation of green shipping cooperation in the North and Baltic Seas, including concrete green routes.

The Nordic region has the potential to become a leading area for green shipping. The faster we act, the better the Nordic countries can position themselves as international players and leverage the establishment of green corridors as an economic advantage. To make the Nordic region a frontrunner in green shipping, it is crucial to take leadership across the entire value chain—from production and distribution to the use of green fuels. It is

essential that the government takes the lead on initiatives that create incentives for fuel producers, ports, and, not least, shipping companies to accelerate the transition.

The government can beneficially build on the efforts already initiated within the framework of the Nordic Council, where a declaration on green shipping in the Nordic region was signed in 2022.

mim-Oued Noun region and represents the first phase of a development program aimed at creating a world-leading green hydrogen production hub.

TE H2 and CIP will be responsible for developing renewable energy production (solar, wind, green hydrogen, and its derivatives), while A.P. Møller Capital will over-

see the development of the port and related infrastructure. This agreement, the first of its kind in Morocco, highlights the potential of strategic partnerships in advancing the green transition. Countries like Morocco have the potential to supply affordable and clean energy to Europe while also supporting the decarbonisation of their own industrial sectors.

# Expansion of renewable energy is crucial

The expansion of renewable energy is essential for the green transition, but it requires a long investment and development horizon. Without a stable supply, the sector risks facing high costs and a lack of availability of green electricity. Clear political frameworks ensure investments and promote the necessary infrastructure to support the green transition of shipping while providing shipping companies with clarity on expected timelines - crucial for adjusting and planning new vessel procurement.

On the path to net-zero by 2050, fuels based on PtX technology will be essential in reducing emissions from shipping. The government (Mette Frederiksen I) committed in its 2021 PtX strategy to developing a PtX strategy specifically for the maritime sector. However, this strategy has yet to materialize.

As renewable energy and PtX facilities are rolled out, political clarity on PtX in Denmark and the EU is needed, along with certainty regarding the extensive infrastructure required. The production of renewable energy and PtX in Europe is not just about maintaining leadership in the green transition or decarbonizing heavy industries. It also generates green jobs and local business activities. Furthermore, geopolitics has become a crucial factor in energy supply considerations.

Danish and/or European Power-to-X (PtX) production will ensure the necessary energy independence. In other words, fulfilling Danish and European ambitions for more renewable energy will bring several positive spillover effects.

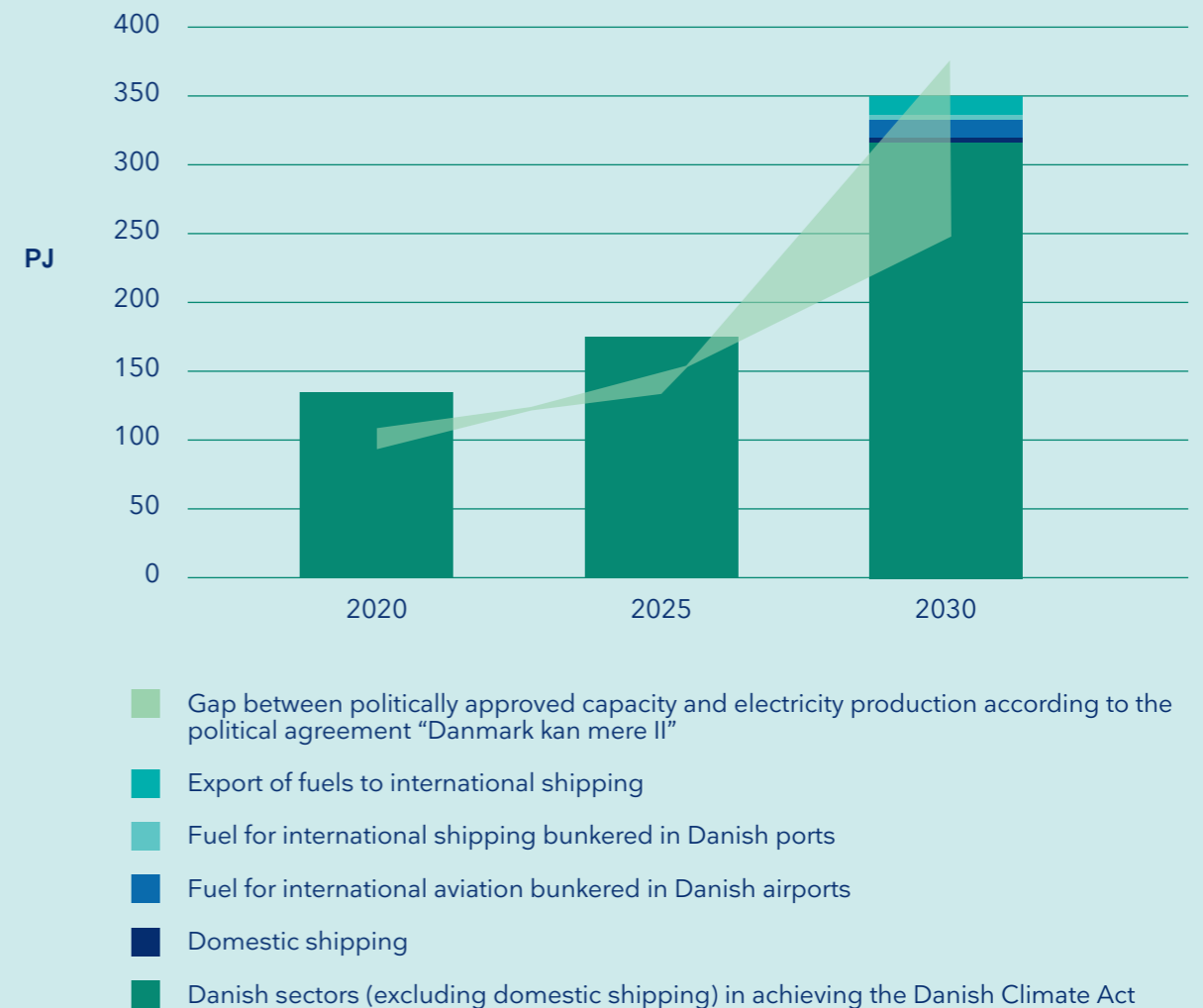
When discussing the scaling up of green fuel production, it is important to consider the current situation, including the challenges that have affected offshore wind tenders and the delay of Energy Island Bornholm. These factors could impact the timeline for expansion and create uncertainty about the expected capacity towards 2030-2035. However, political ambitions remain to address these challenges, including the recent political agreement on hydrogen infrastructure to Germany, which fosters optimism for future development.

To ensure sufficient green electricity for domestic shipping and to provide fuel for the international maritime sector bunkering in Denmark, it is expected that by 2030, Denmark will need to allocate 12.7 GW annually to green fuel production.<sup>8</sup> As of today, Denmark has approximately 2.6 GW offshore wind, 5 GW onshore wind (figures as of the end of 2023), and 3.7 GW of solar energy as of 30 June 2024.<sup>9</sup> Out of these 11.3 GW, none have been specifically allocated for green fuel production.

<sup>8</sup> COWI: Renewable Energy for PtX Fuels - The Danish Potential (Technical Report for Danish Shipping and Green Power Denmark), 2022.

<sup>9</sup> The Danish Energy Board, 2024.

Expected demand for renewable electricity (PJ) from various sectors as a result of the shipping transition between 2020 and 2030



Source: COWI 2022: Renewable energy for PtX fuels in shipping - the Danish potential

When comparing the demand for green electricity with the planned production based on the minimum estimate, Denmark will face a shortage of green electricity by 2035, even if the agreed plans for energy islands and additional offshore wind expansion had been fully realised. Only around 2042, with the construction of an additional 7 GW from the North Sea energy island, the planned production will be

able to meet both domestic demand and a certain level of export to other ports or supply part of the shipping traffic through the Baltic Sea.<sup>10</sup> The potential exists, but it will not materialise on its own. These figures from 2022 reflect the same trends we see today—although the framework conditions have been significantly delayed. This poses a major challenge for the green transition.

<sup>10</sup> Renewable Energy for PtX Fuels - The Danish Potential, 2022

## European Energy and Maersk strengthen partnership with new agreement for annual supply of up to 16,000 tons of e-methanol

*Laura Maersk* is operating in the Baltic Sea, sailing between the ports of Bremerhaven, Helsingborg, Halmstad, Kalundborg, and Fredericia. The green fuels come from European Energy's production facility in Kassø, near Aabenraa, which is a commercial large-scale e-methanol plant. E-methanol is a synthetic fuel produced using renewable energy and CO<sub>2</sub>, playing a central role in Maersk's strategy to reduce CO<sub>2</sub> emissions and achieve climate neutrality in its shipping operations.

The agreement between European Energy and Maersk marks a step towards promoting the use of sustainable fuels in the global shipping industry, which faces significant challenges in reducing its emissions. Maersk has set an ambitious target to become CO<sub>2</sub>-neutral by 2040, and its partnership with European Energy is a key part of this ambition.

European Energy, a company specializing in developing and supplying green electricity, has already positioned itself as a leading player in e-fuel production. With this new e-methanol agreement, they are helping to create a market for green fuels that can replace fossil fuels in multiple sectors, including shipping.

The agreement ensures that *Laura Maersk* receives a stable and sustainable supply of e-methanol from the Kassø facility, securing a reliable green fuel source for Maersk's fleet. This partnership represents a milestone in the transition to greener shipping and highlights how collaborations between major energy companies and shipping firms can drive the green transition in the transport sector.

# 8

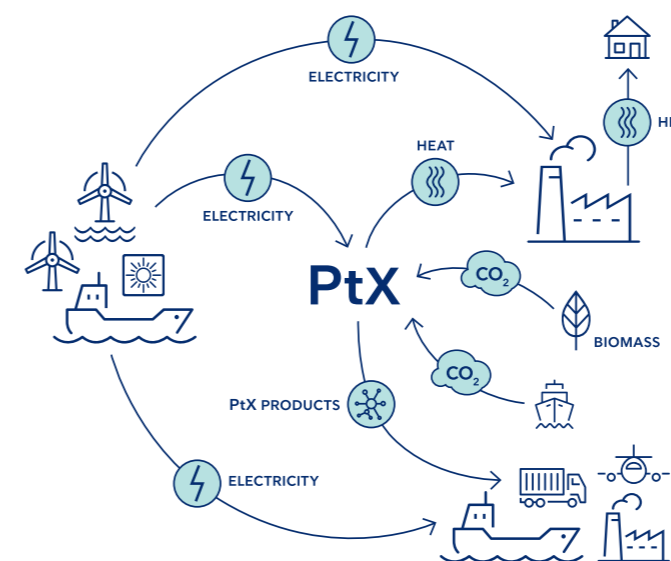
## Development and implementation of a PtX strategy for the shipping industry

Danish Shipping recommends that the government develop a PtX strategy for shipping, as outlined in the 2021 PtX strategy, to clarify potential and ambitions

Political clarity about PtX for the shipping industry in Denmark and the EU will ensure that the maritime sector, as a hard-to-abate industry, gains certainty regarding the supply of green fuels - a crucial step toward achieving net-zero emissions. A dedicated PtX strategy will provide the necessary clarity for shipping companies regarding what they can expect and plan for in Denmark and the EU.

A PtX strategy for shipping should include a target for the production of green fuels for the maritime sector. Setting such production targets directly addresses the issue of limited availability of green fuels for shipping. The EU's Renewable Energy Directive (RED III) encourages member states with seaports to ensure that at least 1.2% of the total energy supplied to maritime transport comes from renewable fuels of non-biological origin by 2030. Denmark should at a minimum incorporate this recommendation into its implementation of the directive, as it is expected to kickstart the fuel transition in the shipping sector.

Setting production targets dedicated to shipping has both direct and indirect effects in accelerating production. These targets act as strong drivers by creating market incentives, regulatory pressure, and sending clear signals to investors and producers.



# 9

## Fulfilling ambitions for the deployment of renewable energy

**Danish Shipping recommends that the government fulfils its ambitions for the rollout of renewable energy by at least realizing the political agreement “Danmark kan mere II”.**

Due to its geographical location, Denmark has significant resources for expanding wind and solar energy, creating a unique opportunity to produce green fuels that should be fully utilized. Large amounts of renewable energy are crucial for PtX. For Denmark to succeed in large-scale production of green marine fuels, it is essential that Danish electricity prices become more competitive.

Even if political and/or economic considerations lead to a strategy where green fuels are produced elsewhere in the EU, it remains critical that renewable energy production is significantly increased

across the continent, along with the development of the necessary infrastructure. Without sufficient green electricity and an efficient grid expansion, the competitiveness of PtX in both Denmark and the EU will be at risk.

Politically binding targets for the rollout of renewable energy play a central role in driving the production of green fuels for shipping. Since green fuels such as green ammonia, methanol, and hydrogen are primarily produced using electricity from renewable sources, these targets form the foundation for both economic and technological development.

### The political agreement “Danmark kan mere II”

Even if the most ambitious scenario in the government’s political agreement “Danmark kan mere II (translated Denmark Can Do More II) initiative had been realized, it would not be until the early 2030s that there would be enough green electricity to cover domestic shipping and supply fuel for the part of international shipping that bunkers in Denmark.

“Danmark kan mere II” includes an additional 1-4 GW of offshore wind by 2030 as well as a fourfold increase in total production from solar energy and onshore wind by 2030. The government’s plan for the expansion of renewable energy must at a minimum be implemented if the green transition of shipping is to become a reality – and the sooner, the better. If Denmark does not pursue the most ambitious expansion of renewable energy, it could delay the transition of the shipping sector by up to 15 years.

*Source: Renewable Energy is the Prerequisite for Green Shipping (2022), Danish Shipping / Green Power Denmark.*



# 10

## Establishing necessary infrastructure in ports

Danish Shipping recommends that the government, based on the recommendations of the Danish Havnepartnerskab (Port Partnership), ensures the establishment of the necessary infrastructure in relevant ports to accommodate national and regional demand for future port services.

According to the Danish Havnepartnerskab (Port Partnership), ports will need to allocate space and infrastructure for new tasks, while existing maritime industries must continue to have the space and opportunity to grow within Danish commercial ports. Growth areas such as offshore wind expansion, Carbon Capture, Utilisation, and Storage (CCUS), and increased military presence are expected to take up more space in the future. At the same time, green fuels and bunkering demand

will increase, with a more complex range of fuel types expected to play a larger role.

The establishment of necessary infrastructure in relevant ports should enable both national and regional demand for future port services while also accommodating the growing needs of traditional port activities. At the same time, sufficient space must be allocated to support the green transition in ports.

*Traditional port activities will not decrease, while activities related to renewable energy expansion will require more space in selected ports in the future.*

Jacob K. Clasen, Deputy Director General and Deputy CEO, Danish Shipping



Danish Shipping represents Denmark's largest export trade and is the core of the maritime cluster.

Danish Shipping is a trade and employers' organisation representing Denmark's shipping industry - a significant contributor to economy and employment in Denmark. Danish Shipping has more than 90 members, including shipping and offshore companies. Danish Shipping is the voice of the shipping companies, dedicated to advancing Danish shipping interests both domestically and globally.

Today, Danish Shipping is a modern interest organisation representing the interests of Danish shipping companies in various negotiations, an advisor to the government's delegations and a partner of various international shipping organisations in the EU and globally.

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