

**Question for written answer E-004611/2021
to the Commission**

Rule 138

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Subject: Alternative fuels for maritime shipping

International shipping is a hard-to-abate sector and green ammonia, sustainable hydrogen and sustainable hydrogen carriers like green methanol are being proposed as decarbonised shipping fuels (World Bank report).

According to the International Renewable Energy Agency's 1.5 °C pathway, the capacity of renewable ammonia up until 2030 will exceed that of other e-fuels by far, while the shipping sector will need 5 % green fuel by 2030 to meet the 1.5 °C scenario.

The EU could be an early adopter of sustainable ammonia and hydrogen as e-fuels that will be available in sufficient quantities by 2030 to meet this goal and decarbonise shipping.

1. Is the Commission considering investing in the research and development of ammonia technologies to demonstrate the ability of the entire ammonia value chain to increase the technology readiness level?
2. One of the challenges will be to smartly invest in transitional fuels that can lead to zero-emission technologies when market ready. What is the Commission's views on transitional fuels, such as green methanol and others?