

Fuel Standards Programmes Incentivising Heavy Transport Fuels

Implementation examples for:
Transportation Fuel Standard Programmes

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Implementation examples of fuel standards programmes incentivising heavy transport fuels

Examples of fuel standards programmes

Jurisdiction		Policy description	Status	Sectors
UK		Renewable Transport Fuel Obligation (RTFO): SZEFS for international shipping are allowed to opt in under the RTFO. Conventional fuel for international maritime is not included in the obligation. Inland maritime is fully included. SAF is currently fully included, but will be removed in 2025 when the UK SAF mandate comes into effect.		Maritime
US		SAF is permitted to opt in to state level Low Carbon Fuel Standards in California, Washington and Oregon in the US.		Aviation
Netherlands		Renewable Energy for Transport¹: Fuel distributors must reduce their GHG emissions from fuels by 6% compared to 2010 levels. Renewable Energy Units (HBEs) can be generated through GHG emissions or traded to meet obligations. International maritime and aviation fuel suppliers are allowed to opt in. Inland maritime is fully covered ² .		Maritime Aviation
European Union		FuelEU Maritime: set targets to reduce the GHG intensity of energy used in ships compared to 2020 baseline levels. Targets are tightened every five years. Green hydrogen derivatives are provided with a multiplier of two towards GHG intensity targets until 2033. There is a potential future mandatory quota requiring 2% from 2034 if the share of green hydrogen derivatives in the fuel pool is less than 1% by 2031.		Maritime
 Covers ≥10% demand			 In place (and enforced)	

Examples of key enabling initiatives/detailed studies

RMI: [How States Can Use Low Carbon Fuel Standards to Incentivise Clean Hydrogen-Derived Fuels; Refueling Aviation in the United States](#)

1: to apply to inland ships from 2025
2: [CEM Biofuture Platform – Policy Blueprint Country Profile Netherlands](#)
Sources: [Lloyd's Register](#)