

Changes to Energy Surcharge at CLdN from 1st January 2025

The changes reflect additional compliance-based costs related to the new FuelEU Maritime regulation and the gradual phase-in of the EU ETS

Dear Customer,

As from the beginning of 2025, the new [FuelEU Maritime](#) regulation will require companies to adopt lower carbon fuels in their fuel mix to ensure a 2% reduction in well-to-wake greenhouse gas (gCO₂e/Mj) emission intensity compared to a set reference value¹. In addition, the EU's compliance-based carbon cost (ETS), which already applied to 40% of CLdN's emissions in 2024, will cover 70% of emissions on CLdN's shipping routes as from January. This note explains the impact these changes will have on CLdN's Energy Surcharge for 2025.

What will change?

- 1) **FuelEU Maritime:** CLdN will use a combination of reference values to calculate the Fuel Component of its Energy Surcharge. This will reflect the volume of RED II-compliant² biofuel needed to ensure the carbon intensity reduction as per FuelEU Maritime requirements. To ensure compliance as from 1st January 2025, CLdN will need to procure 2.8% of biofuel as part of its fuel mix, on EU-EU routes and 1.4% on EU-UK routes. Rotterdam Low Sulphur Marine Gas Oil (LSMGO) will continue to be used as the reference for the majority of the reference value.
- 2) **EU ETS phase-in:** the discount applied to the CO₂ component of CLdN's Energy Surcharge will reduce from 60% to 30%.

To reflect the anticipated reduction in carbon emissions due to the use of biofuels, the CO₂ component of the Energy Surcharge will be reduced by 2% on EU-EU routes and by 1% on EU-UK routes.

From when will these changes apply? 1st January 2025

Are all routes treated the same? While the basic calculation methodology for the revised Energy Surcharge is the same for all routes, it only applies on half of the voyage distance for EU-UK routes.

¹ The reference value being the average carbon intensity of the worldwide fleet operating in EU waters in 2020.

² The Renewable Energy Directive (RED II) is a regulation for all European Union countries that promotes the use of energy from renewable sources. It covers various raw materials and fuels including agricultural and forest biomass, waste and residues, and other non-food biomass materials for the production of biofuels, bioliquids, and biomass fuels. RED II promotes sustainable production through the use of recycled carbon fuels to achieve further energy diversification and decarbonisation of the transport sector.

Exactly how will our Energy Surcharge Reference Values be calculated?

As from 1st January 2024, the Energy Surcharge Reference Value used to look up the relevant surcharge in our surcharge table, has been composed of two elements: a Fuel Component and a CO₂ Component. As from 1st January 2025 two main changes will be introduced:

The **Fuel Component** will be based for 97.2.% on the average Rotterdam Low Sulphur Marine Gas Oil (LSMGO) price in €/tonne³ (98.6% for EU-UK voyages). The remaining 2.8% (1.4% for EU-UK voyages) will be based on the price of UCOME 100% biodiesel in €/tonne .

The **CO₂ Component** is based on the average CO₂ price (EEX EUA End of Day Index price in €/tonne) x 98% (i.e a 2% discount reflecting the reduced carbon emissions resulting from the use of biofuel). The CO₂ Component is adjusted during the EU phase-in period (-30% in 2025) and for routes to/from the UK (a further -50%).

By using the Energy Surcharge Reference Value, you will be able to look up the applicable unit cost for each route in the same way as before. To help you better understand the scope of the change, we have created a reference table showing the surcharge you are currently paying and what that amount would be if the 30% ETS discount as well as the FuelEU Maritime regulations were in force today.

Example: 2025 Energy Surcharge calculation Zeebrugge – Purfleet:

Using the applicable Low Sulphur MGO and UCOME reference prices for the October-November reference period of EUR 616.52 and 1,322.06 per tonne respectively and an average CO₂ price over the same period of €65.05 per tonne, the Energy Surcharge Reference Value for this service between Belgium and the UK would be:

*Fuel component: 616.52 €/tonne (98.6%) + 1,322.06 (1.4%) = **626.39***

*CO₂ component: €65.05 /tonne x 99% x conversion factor of 3.206 = 201 x phase-in discount 2025 of 30% x EU-UK discount of 50% = **72.26***

Energy surcharge reference value: €626.39 + €72.26 = € 698.65

The Energy Surcharge for this service would therefore be €38.35 per freight unit compared to €34.17 today.

**If you have any questions, please do not hesitate to contact
your CLdN RoRo sales representative.**

³ The reference period for both Fuel and CO₂ components for any given month (N) is from the 16th of the month N-2 until 15th of the month N-1