

The incentive will create the conditions for green transition investments and emission reductions in maritime transport, as well as reduce costs for Finland by 60%

The current situation: the maritime transport sector is challenged by emission obligations, low-emission fuels are not available and P2X projects are at a standstill

- ! International agreements oblige to **significantly reduce greenhouse gas emissions from maritime transport***
- ! Maritime traffic shifted
Emissions trading scheme in 2024 – **the cost impact will be particularly high in Finnish conditions**
- ! **Low-emission fuels are too expensive** compared to fossil fuels
- ! Due to a lack of demand, **there is hardly any production of low-emission fuels in Finland** yet – even if the conditions for P2X plants would otherwise be favourable
- ! The maritime transport sector is **dependent on foreign fossil fuels**



Cost-effective solution: an incentive to narrow the price gap between low-emission fuels would help maritime transport reach its emission targets, make Finland a pioneer in P2X, bring investments to the country and be cheaper for Finland compared to a situation where there is no incentive

Incentive**

- ✓ Reduces the price differential between alternative fuels, **making their production profitable**
- ✓ Creates the conditions for investments of **1300 MEUR** in P2X plants, which would increase their capacity almost tenfold in Finland. **Finland would become a pioneering country in P2X.**
- ✓ The maritime transport sector would **meet its international emission reduction obligations**
- ✓ **It would be 60% cheaper for Finland** compared to a situation where no incentive is introduced, and no measures are taken to reduce emissions
- ✓ **Would improve security of supply**, for example, by reducing Finland's dependence on foreign fossil fuels

*IMO: net zero by 2050 and FuelEUmaritime: -80% by 2050

**for example, a Contract for Difference mechanism or a price differential compensation based on emission reductions