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# RENEWABLE AND LOW-CARBON FUELS VALUE CHAIN INDUSTRIAL ALLIANCE

1<sup>ST</sup> GENERAL ASSEMBLY

12<sup>TH</sup> JULY 2022

14:00 – 18:00

HIGHLIGHTS` REPORT



The EU Renewable and Low-Carbon Fuels Value Chain Industrial Alliance is a voluntary collaboration of stakeholders from across the transport fuels and other relevant value chains, from sourcing to end-users, as well as technology and finance providers for each step in the value chain representing both the supply side and the demand side from aviation and waterborne sectors as well as civil society organisation and governments and their agencies. [Alliance Website](#), [Alliance Declaration](#), [Alliance Members](#).

# AGENDA

14:00 – 14:20

## Opening statements and welcome to the participants

- **Henrik Hololei**, European Commission DG MOVE, Director General,
- **Walter Goetz**, Head of Cabinet, Cabinet of Commissioner Adina VĂLEAN
- **René Neděla**, Czech Government, Deputy Minister for Industry, Transport and Trade

14:20 – 15:30

## 2022-2023 Work Programme of the Alliance

- **Eric Dalbiès**, Safran, Senior Executive Vice President, Strategy and Chief Technology Officer
- **Davide Cucino**, Fincantieri, Vice-President, Head of European Affairs
- **John Cooper**, FuelsEurope, Director General
- **Jorgo Chatzimarkakis**, Hydrogen Europe, CEO

Q&A from the Assembly and Endorsement of the Work Programme

15:30 – 15:50 *Coffee Break*

15:50 – 16:50

## Parallel breakout sessions, moderated by the Steering Group members

### FEEDSTOCK AND SYNERGIES

Moderator: **Alessandro Bartelloni**, FuelsEurope

Panelists:

- **Alba Soler**, Concawe Science Executive Refining Transition
- **Berta Cabello**, Repsol, Director of Refining Transformation
- **Franco Del Manso**, UNEM, International Environment Affairs manager
- **Andrea Martelli**, ENI, Global Head of Biofuels Trading, Supply & Sustainability
- **Anastasios Perimenis**, CO2 Value Europe, Secretary General

### AVIATION

Moderator: **Nicolas Jeuland**, Safran, Group Future Fuels

Panelists:

- **Luc Tytgat**, EASA, Strategy and Safety management director
- **Philipp Engelkamp**, Ineratec, Managing director
- **Oscar Meijerink**, SkyNRG, Head of future fuels (tbc)
- **Bettina Paschke**, Deutsche Post DHL Group, VP ESG

### MARITIME

Moderator: **Paolo Guglia**, Fincantieri

Panelists:

- **Kai Reichelt**, RINA, Marine Business Development Manager Testing
- **Jan Egbertsen**, Port of Amsterdam, Manager Innovation
- **Sotiris Raptis**, ECSA, Secretary General
- **Marie-Caroline Laurent**, CLIA Europe, Director General
- **Christophe Tytgat**, Sea EUROPE, Secretary General

16:50 – 17:05 *Coffee Break*

17:05 – 17:25

## Plenary session - Cross-cutting session on financing

- Moderator: **Jorgo Chatzimarkakis**, Hydrogen Europe
- **Kris Peeters**, European Investment Bank, Vice President,

17:25 – 17:45

## Summary of the breakout sessions and next steps

17:45 – 18:00

## Closing remarks

- **Søren Gade**, MEP, European Parliament, Rapporteur for RefuelEU aviation
- Wrap up by **Herald Ruijters**, European Commission DG MOVE, Director B

# HIGHLIGHTS

## OPENING STATEMENTS AND WELCOME TO THE PARTICIPANTS

DG Move Director-General Henrik Hololei opened the General Assembly, welcoming in-person and remote attendees. He stressed the pivotal role of transport in the transition to climate neutrality and how the work of the alliance is extremely important to make this transition happen. He added that the Russian aggression on Ukraine added urgency to cut dependence of fossil fuels and accelerated the need to produce renewable and low-carbon liquid fuels and required the intervention and attention of the entire value chain.

Ramping up and industrialization of these fuels will be possible thanks to legislation and it should translate into a lowering of prices. Mobility should stay affordable for people and businesses, and the activities of the alliance should be aimed at understanding what the sectoral needs for this purpose are.

Head of Cabinet of Transport Commissioner Adina Vălean, Walter Goetz, emphasized the work behind the doors of the Alliance, welcoming the 150 members who are already part of it.

He stressed that the alliance is the link between political framework and industry and will work as a facilitator, making it clear to investors that a stable regulatory framework under discussion for the next decade and that the whole sector needs to be involved.

Czech Government, Deputy Minister for Industry, Transport and Trade, René Neděla, stressed that the Fitfor55 is high priority on the agenda for Czech Republic and that a transformation of EU energy market is needed. He focused on the importance to implement the Repower EU and to move from gas to hydrogen, trusting that new technologies can help the decarbonization. He pointed up that the transition should be coordinated and cost effective, while at the same time



**PHOTO 1. MEMBERS FO THE HIGH LEVEL STEERING GROUP  
OF THE RLCF ALLIANCE**

having a more flexible approach for Member States and foreseeing a possible inclusion of eFuels.

## 2022–2023 WORK PROGRAMME OF THE ALLIANCE

Steering Group members proceeded to present the Alliance work programme.

Fincantieri, Safran, FuelsEurope and Hydrogen Europ briefly summarized the work done on the document, emphasizing its specific and general objectives for the first year, referring to the political framework, the needs of the respective sectors and the importance of creating synergies.

In particular, recurring priorities shared by the four members of the Steering Group and included in the work plan were:

- To boost the production of Renewable and Low-carbon fuels.
- To support a sufficient and adequate access of aviation and waterborne transport to renewable and low-carbon fuels while taking into account that, in the transitional phase, they will continue to play an important role in the decarbonisation of road transport.
- To establish a clear set of tasks and deliverables for the first-year, as :
  - Identify RLCF production pathway
  - Assessment of enabling condition
  - Funding available map
  - Building synergies with accross all transport modes and other alliances objective
- To unlock the potential of RLCF and to promote the availability of the feedstocks and raw materials.

*At the end of the presentation, the work program was endorsed by members.*



**PHOTO 2: FULL ROOM AT THE PLENARY DISCUSSION**

# PARALLEL BREAKOUT SESSIONS

*moderated by the Steering Group members*

## FEEDSTOCK AND SYNERGIES

**FuelsEurope** moderated the breakout session dedicated to feedstock and synergies.

**Concawe** presented the Imperial College Study on the biomass availability by 2030 and 2050 explaining that on the basis of the 1.5° EU EC scenarios, there is enough sustainable biomass technical potential for biofuel production (focused on feedstocks listed in RED II Annex IX part A/B), taking into account the competition among other sectors, for the transport sector.

**REPSOL** showcased that renewable fuels are already a reality (5 sites in Spain). They specified that there is enough organic waste in EU to meet the expected advanced biofuel demand in 2050, but it is needed to boost the logistic and scale up quantities. They stressed the importance to keep the industry high quality job.

**UNEM** presented a pipeline of current projects, giving an overview of the Italian reality in the context of the RRF. They announced there are 16 projects for high-quality biofuels, 7 on recycled carbon fuels, 2 on efuels and 8 projects on blue and green hydrogen. They concluded their intervention saying that enabling conditions and the stability of the regulatory framework is crucial.

**Eni** stressed their commitment to the decarbonization strategy by 2050, giving as concrete examples Venice and Gela (fully converted biorefineries). They deepened the current strategy on the procurement of raw materials, vertical integration program in African Countries. They concluded highlighting the need to have enabling regulatory conditions (RED legislative proposal is key as well as maximum range of feedstocks).

**CO2 VALUE EUROPE** illustrated on **CCU** and its benefits and explained how is it regulated in the EU. They shared examples of high TRL CO2 based projects, and concluded by saying that the policy framework is scattered while the funding support is essential.

A short Q/A session took place, resulting in the consideration that industry is ready to face the transition, if enabling conditions and diversification of technologies without any unjustified limitations, are in place.

As a conclusion, participants in the Feedstock & Synergies breakout session underlined the following main orientations for the future work of the roundtables:

- Need to enhance the potential and enabling conditions (profitability, legislation, supply value chain)
- Need to count on a stable regulatory framework
- Need of diversification of technologies, without unjustified limitations
- Need for the EU regulators to pay attention to the social dimension (jobs, integration with other regions) in order to ensure the uptake of low-carbon fuels.

## AVIATION

**Safran** moderated the breakout session dedicated to Aviation.

**DG MOVE** introduced the discussion by stressing that a legal mandate for Sustainable aviation fuels could be ready by the end of the year and crucial will be the Role of the Alliance to achieve this result. DG MOVE added that a wider range of feedstocks is needed.

**Deutsche Post DHL Group** stressed that the lack of SAF, transparency and standard accounting of emission reductions on the market represent a challenge. A clear and common definition of SAF, a stable policy and regulatory framework and the possibility to allow book and claim system on every single airport could be a solution.

**SkyNRG** explained that about 200 SAF plants will be required to fulfil the expected European markets and stressed that a rapid deployment would be needed after 2030. They added that Cellulosic feedstock becomes essential and imports are needed to achieve mandated volumes and to face the lack of resources.



PHOTO 3: AVIATION SESSION

**Ineratec** presented their projects. In particular, they mentioned the E-fuel plant in Helsinki and the Frankfurt -Hochst site (with 3500 tonnes/year it will be the largest power to liquid plant).

**EASA** briefly described their ongoing activities. They explained they are currently working on a specific initiative on SAF monitoring and reporting and working on the setup of SAF EU Clearing House to facilitate

certification of new pathways. They are Participating to ICAO's work on SAF, while contributing to various SAF research projects funded by Member states. They stressed that it is important to give access to the EU Clearing house as an efficient instrument to tackle SAF certification challenge and to remove as many barriers as possible. They concluded highlighting the need to simplify the process "one stop shop".

A short Q/A session took place, resulting in the consideration that support for book and claim, at least in the short term, is needed. In addition, the rolling out the projects is key need to get more access to SAF.

As a conclusion, participants in the Aviation breakout session underlined the following main orientations for the future work of the roundtables:

- Need for a combination of technologies and complementarity of all the SAF pathways
- Specific CO<sub>2</sub> workstream is needed ( as a feedstock)
- The link with other usage needs to be taken into account for environmental accountability: chemistry, road transport
- Need for stability, clarity and standardization as regard SAF definition, policy, regulation
- Enhance the certification process: sustainability comes after safety, allowing 100% SAF, need to learn from foreign partners (US)
- Support mechanisms (B&C, incentives for first-of-a-kind facilities, closing the price gap)
- Priority on the rolling out of projects

## MARITIME

**Fincantieri** moderated the breakout session dedicated to maritime.

**DG MOVE** highlighted the relevance of the Alliance and its maritime roundtable as an important success/enabling element for the implementation of the FuelEU maritime proposal. The different elements of the work program were underlined as important challenges where the Industry has a key role in the construction of the different options for energy transition in shipping.

**RINA** explained that ship classification has been at the core of the RINA business since its inception. They stressed the importance of a stable, common and clear regulatory framework, oriented on permanent improvement.

**Port of Amsterdam** highlighted the need to align fuel availability, tech feasibility, regulation and compare price of renewable with fossils. Ports should be considered as hubs for trading, producing and connecting SMF.

**ECSA and CLIA Europe** agreed on the added value of the Alliance, insisting on the importance of financing & funding instruments in shipping. They added that revenues of EU ETS should be used to facilitate the transition of the sector, that it is key to lower the price differential between cleaner and conventional fuels and to support carbon contracts for difference. They concluded by saying that clear incentives for the development of Sustainable Marine Fuels are needed, as well as ensuring a level-playing field with other transport modalities.

**Sea EUROPE** highlighted the need to develop new zero-emission vessels or the retrofit existing ships into climate-friendly vessel, using green or zero-emission technologies. They insisted on the need of fair and clear regulatory framework conditions for EU shipyards and equipment industry, including in competitiveness. Sectoral policies need to be put in place.

A short Q/A session took place, resulting in the consideration that financing & funding are key instruments in shipping and the need to have clear incentives for the developments of Sustainable Maritime Fuels industry.

As a conclusion, participants in the Maritime breakout session underlined the following main orientations for the future work of the roundtables:

- Need to work on a permanent improvement of the Regulatory framework
- Need to align fuel availability, tech feasibility, regulation and compare price of renewable with fossils. Ports as hubs for trading, producing and connecting SMF.
- Need to highlight the Importance of financing & funding instruments in shipping.
- Need to use the revenues of EU ETS to facilitate the transition of the sector, lower the price differential between cleaner and conventional fuels, support carbon contracts for difference.
- Need of clear incentives for the development of Sustainable Marine Fuels, ensuring a level-playing field with other transport modalities.



- Need to build zero-emission vessels or retrofit existing ships into climate-friendly vessels, and produce green or zero-emission technologies.
- Need of a close cooperation with all stakeholders from the maritime sector.

## SECOND PLENARY SESSION

### CROSS-CUTTING SESSION ON FINANCING

**Hydrogen Europe** moderated the cross-cutting session on financing.

**EIB** began announcing that a new transport policy is going to be approved at EIB. This step will allow EIB to concretely support the deployment of low-carbon technologies and fuels for Aviation & Maritime. They are sure EIB must play a role in the acceleration on investments, leveraging on tools as InvestEU, Innovation Fund and Connecting Europe Facility.

Despite that, there is the risk that there are not enough resources to finance the transition, and consistent investments should come from the private sector. EIB could facilitate for this purpose and they are ready to support the Alliance and its objectives.

#### **Summary of the breakout sessions and next steps**

After briefly retracing the salient points of the breakout sessions, the Members of the Steering Group briefly anticipated how the works will proceed. Discussion will resume after the launch of four roundtables dedicated to Feedstock & Synergies, Aviation, Maritime and Financing. It has been announced that a call for applications to join the roundtables will be launched in late September, with the aim that the roundtables can start with their activities as soon as possible.

#### **Closing remarks**

**European Parliament Mep Soren Gade, Rapporteur for RefuelEU aviation**, welcomed the Alliance and briefly reported about the work he carried out on the ReFuelEU Aviation, stressing it is an important step in decarbonizing aviation. He stressed they raised the blending requirement significantly, asking more SAF in aircraft. He is of the idea that sustainable alternatives to fossil fuels are the future and it is important that the market is stimulated so that their roll-out and scaling-up takes place as soon as possible. He added

that SAF are significantly more expensive than conventional aviation fuels, to create incentives to buy them and to maintain the competitiveness of European aviation, a solution could be that the additional cost be compensated through the ETS. This will discourage airlines from making stopovers outside the EU to refuel black.

Before closing the meeting, as results of the popular vote among members on the future **logo of the RLCF Alliance**, the one designed by Alena Maximova (Communication Officer at Airport Regions) has received the most votes from the members and her proposal announced as the winner of the competition.

**DG MOVE Acting Deputy Director-General Herald Ruijters** concluded the meeting, thanking all the speakers and participants. He stressed the adoption of the Work Plan is an important yet first step in the operation of the Alliance. With the Work Plan being agreed it is time to take concrete actions. He urged all the alliance Members to focus on the upcoming work in the Roundtables and reconvene at next General Assembly in mid-2023 to report accomplished deliverables.

# ANNEX I

## *On-Site Presence List*

1. ALVAREZ ALBERDI -ANGEL -EWABA
2. ALVAREZ RODRIGUEZ -ANA -REPSOL
3. ARCHER -GREG -LANZATECH
4. ARIAS CORREDERA -LAURA -AENA SME S.A.
5. AZZIMONTI -MATTEO -HYDROGEN EUROPE
6. BARTELLONI -ALESSANDRO -FUELS EUROPE
7. BERMAN -DAVID -AIR LIQUIDE
8. BLASI -ENRICA -NEXTCHEM SPA
9. BRAY -HELEN -CARBON ENGINEERING LTD
10. BULAK -ALICJA -POLSKIE LINIE LOTNICZE "LOT" S.A.
11. CABELLO -BERTA -REPSOL
12. CARPINTERO -DAVID -EPURE.ORG
13. CHAPALAIN -FLORIAN -BALLARD POWER SYSTEMS
14. CHATZIMARKAKIS -GEORGIOS -HYDROGEN EUROPE
15. CHIARAMONTI -DAVID -POLITECNICO DI TORINO
16. CLEDIERE -THIBAUT -FRENCH MOD
17. CUCINO -DAVIDE -FINCANTIERI SPA
18. DALBIES-ERIC -SAFRAN
19. DANIEL -FRAILE -HYDROGEN EUROPE
20. DAUPHIN -ROLAND -CONCAWE
21. DE SANTI -GIOVANNI -POLITECNICO DI TORINO
22. DE VRIES -RIANNE -GOODFUELS
23. DEL MANSO -FRANCO -UNEM
24. DEL PIA -ANNALISA -NEXT CHEM
25. DEL RE -ELISABETTA -CRÉDIT AGRICOLE CORPORATE AND INVESTMENT BANK
26. DEVOS -SANDRINE -EUROFUEL
27. DIEME -RALF -REFUEL ALLIANCE
28. DUTTO -RICCARDO DOMENICO MARIA -INTESA SANPAOLO
29. DZIUDZIEL -MATEUSZ -POLSKIE LINIE LOTNICZE "LOT" S.A.
30. ENGELKAMP -PHILIPP -INERATEC GMBH
31. ENRIQUEZ -ABEL -ENAGÁS S.A.
32. ERDMANN -STEFANIE -DEUTSCHE POST DHL GROUP
33. EVERS -DETLEF -MITTELSTANDSVERBAND ABFALLBASIERTER KRAFTSTOFFE E.V. (MVAK)
34. FEUGIER -JULIEN -AIRBUS
35. GANDUS -SILVIA -FINCANTIERI SPA
36. GORRICO -MARTIN -BOEING
37. GRIVET -DAVID -EUROPEAN BUSINESS AVIATION ASSOCIATION
38. GUGLIA -PAOLO -FINCANTIERI S.P.A.
39. HACKSTEINER -THERESIA -EUROPEAN BARGE UNION
40. HAENEN -CHRIS -GE AVIATION
41. HARGREAVES -NEVILLE -VELOCYS
42. HENRIKSEN -BJARNE -DANISH SHIPPING
43. HOLEN -GUNNAR -NORDIC BLUE CRUDE
44. HRITSYSHYNA -MARYNA -HYDROGENIOUS LOHC TECHNOLOGIES GMBH
45. HUYGENS -STEVE -IATA
46. JANHUNEN -MARKO -UPM
47. JEANNE -PATRICK -CARGOLUX AIRLINES INTERNATIONAL S.A.
48. JEULAND -NICOLAS -SAFRAN
49. KANTZ -CAROLA -VDMA
50. KERST -ALEXANDER -BP
51. KNECHT -SIEGFRIED -AIREG - AVIATION INITIATIVE FOR RENEWABLE ENERGY IN GERMANY
52. KROG -JESPER -EUROPEAN PARLIAMENT
53. LAMANT -THIERRY -DASSAULT AVIATIO
54. LATTANZI -NICOLA -IMT SCHOOL FOR ADVANCED STUDIES LUCCA
55. LAURENT -MARIE-CAROLINE -CLIA EUROPE
56. LE ROMAN -PIERRE -CEREDF
57. LOICQ -BENOIT -SEA EUROPE
58. LOSSY -FANNY -ECSA, EUROPEAN COMMUNITY SHIPOWNERS' ASSOCIATION
59. LUMMAUX -AMÉLIE -LUMMAUX AMÉLIE
60. MARENNE -EMILIE -SOWAER
61. MARTELLI -ANDREA -ENI S.P.A.
62. MIGUÉLEZ GARCÍA -FERNANDO -NAVANTIA
63. NEMČEK -VINCENT -MEROCCO, A. S.
64. NICOLINI -FRANCESCO -FUELSEUROPE
65. OUZOUNOPOULOS -ALEXANDROS -ACI EUROPE
66. PAQUET -THEO -FERTILIZERS EUROPE
67. PAUL -VIKRAM -SHELL
68. PAULA SANTOS -ANDRÉ -EBB - EUROPEAN BIODIESEL BOARD
69. PETTINAU -ALBERTO -SOTACARBO
70. PLÖTZKE -MATTHIAS -UNITI E.V.

71. POSNETT -DICKON -ARGENT ENERGY
72. PRUSSI -MATTEO -POLITECNICO DI TORINO IN THE ROLE OF LEADING INSTITUTION OF AN ON-GOING TENDER ON ALTERNATIVE FUELS FOR THE MARITIME SECTOR FOR DGMOVE
73. RAPTIS -SOTIRIS -ECSA, EUROPEAN COMMUNITY SHIPOWNERS' ASSOCIATIONS
74. REICHELT -KAI -RINA GERMANY
75. REUSS -BURKHARD -TOTALENERGIES
76. ROJO TORRENT -MARIA ASSUMPCIO -HYDROGEN EUROPE
77. ROMPINEVE SORBELLO -CLAUDIA -FUELSEUROPE
78. ROSSI -JULIEN -SAFRAN
79. SACHDEVA -SAURABH -OCIMF
80. SARDELLITTI -EMANUELA -FUELSEUROPE
  
81. SCHERHAG -CHRISTIAN -SASOL
82. SCHLADOER -CHRISTOPH -CARNIVAL MARITIME GMBH
83. SCHUBERT -TIMO -VSM
84. SERRA MONCUNILL -JOSEP MARIA -AIRPORT REGIONS COUNCIL
  
85. SHARP -IAN -FUELSEUROPE
86. SOLER -ALBA -CONCAWE
87. SOLER ESTRELLA -ALBA -CONCAWE
88. STREPPEL -GIJS -MEYER WERFT GMBH & CO. KG
89. SUSBIELLE -NORA -FRENCH DIRECTORATE GENERAL OF CIVIL AVIATION
90. TANNOUS -MATHILDE -FRANCE
91. TEIXEIRA DE MATTOS -ROLAND -EUROPEAN ONSHORE POWER SUPPLY ASSOCIATION
92. TÉTAUD -MATTHIEU -AIR FRANCE-KLM
93. TOVAR -MAGNOLIA -CLEAN AIR TASK FORCE
94. TRAD -FARID -COALITION FOR THE ENERGIES OF TOMORROW IN TRANSPORT AND SUPPLY CHAIN
95. TYTAT -LUC -EASA EUROPEAN UNION AVIATION SAFETY AGENCY
96. TYTGAT -CHRISTOPHE -SEA EUROPE
97. VAN HAUTE -MAARTEN -Q8RESEARCH
98. VIERHOUT -ROBERT -ENERKEM
99. WEISS -UTA -MABANAFT GMBH & CO.KG
100. ZITO -LORENZO -LEONARDO S.P.A.

# ANNEX II

## *Online Participants*

1. ANTBERG GABRIEL, TOPSOE A/S
2. ATANASOVA ADELINA, EUROCONTROL
3. AZZIMONTI MATTEO, HYDROGEN EUROPE
4. BARSØE LINA, DANISH SHIPPING
5. BARTELLONI ALESSANDRO, FUELSEUROPE
6. BÅTH HALLDEN CAROLINE, LIQUID WIND
7. BERNABEU VICTOR, EUROGAS
8. BLOEMEN DIETMAR, EASA
9. BONVICINI ALESSANDRO, CETENA SPA
10. BORECKY VIKTOR, HYDROGEN EUROPE
11. BORTOLOTTI MICHELA, HYDROGEN EUROPE
12. BOULNOIS OLIVIER, DGAC
13. BOZZINI GIORGIA, ENI S.P.A.
14. BRENNER CARLO, INTESA SANPAOLO
15. BUSA ANDREAS, EASA
16. CALHÔA ANA, ABA - ASSOCIAÇÃO DE BIOENERGIA AVANÇADA
17. CATASTINI ILARIA, NEXTCHEM
18. CHATZIMARKAKIS JORGO, HYDROGEN EUROPE
19. CHEVALLIER FRANCK, UFIP ENERGIES ET MOBILITÉS
20. CONTON MARTINA, NESTE
21. COOPER JOHN, FUELSEUROPE
22. CORBETT JAMES, WORLD SHIPPING COUNCIL
23. CORRUBLE CLARISSE, SAFRAN
24. CUAZ ERICH, CLARIANT
25. DEL MANSO FRANCO, UNEM
26. DESPLECHIN EMMANUEL, CEPESA
27. DI CECIO ALBERTO, ECOSPRAY TECHNOLOGIES
28. DI STEFANO ANDREA, ENI
29. DOŁĘGA-ŁASISZ MARTA, PKN ORLEN SA
30. DURDEVIC DINKO , HYDROGEN EUROPE
31. DYKJÆR-HANSEN TUE, MMM CENTER FOR ZERO CARBON SHIPPING
32. EFTHYMIU CHRYSTOMOS, CYPRUS SHIPPING CHAMBER
33. EGBERTSEN JAN, PORT OF AMSTERDAM
34. ESAU STEVE, SEA\LNG LIMITED
35. ESPITALIER-NOEL MARIE, HYDROGEN EUROPE
36. ETESSE THOMAS, CHANTIERS DE L'ATLANTIQUE
37. FABIAN RAPHAËL, GENERAL AVIATION MANUFACTURERS ASSOCIATION (GAMA)
38. FAKIH BOISNAULT SARAH , AIR LIQUIDE
39. FAUCHER ANAIS, EUROGAS
40. FAYL JAGELLO, EASA
41. FEINDT ALEXANDER, MAN ENERGY SOLUTIONS
42. FERAL ANTOINE, ROLLS-ROYCE
43. FILIPOWICZ ANNA, PKN ORLEN SA
44. GALINDO TAMARA, REPSOL
45. GARCÍA AEDO MARINA, IBERIA
46. GATAREK MACIEJ, PKN ORLEN
47. GEORGIEVA IVELINA, INTER IKEA GROUP
48. GREEN GRAHAM, EXXONMOBIL PETROLEUM & CHEMICAL BV
49. GUIRAO BEATRIZ, EXOLUM CORPORATION SA.
50. HÅKANSSON ÅSA, PREEM
51. HAMOU LAURENT, COALITION FOR THE ENERGIES OF THE FUTURE
52. HARGREAVES NEVILLE, VELOCYS PLC
53. HARTLAND BEN, GREENENERGY FUELS LTD
54. JARIN JEAN-BAPTISTE, SAFRAN HELICOPTER ENGINES
55. JENSEN MARTIN, EUROPEAN ENERGY
56. JOSEPHIDES ALEXANDROS , CYPRUS SHIPPING CHAMBER
57. KANONIS LEONIDAS, EUROPEAN WASTE-BASED & ADVANCED BIOFUELS ASSOCIATION (EWABA)
58. KARKLINA ANNA, WORLD SHIPPING COUNCIL
59. KIM HUI JOON, CRÉDIT AGRICOLE CORPORATE & INVESTMENT BANK
60. KRONUDD LOTTEN , VSM, BRUSSELS LIAISON OFFICE
61. KSIĄŻEK RYSZARD, PKN ORLEN
62. KUECHEN CHRISTIAN, EN2X - WIRTSCHAFTSVERBAND FUELS UND ENERGIE E. V.
63. LAUZON MAUDE, ENERKEM
64. LE MOING STEVEN, AIRBUS
65. LECHAPTOIS BENJAMIN, BUREAU VERITAS MARINE & OFFSHORE
66. LEWIS JONATHAN, CLEAN AIR TASK FORCE
67. LOSSANI FILIPPO, ECOSPRAY TECHNOLOGY
68. MAGNUSSON MATHIAS, EUROPEAN ASSOCIATION OF INTERNAL COMBUSTION ENGINE AND ALTERNATIVE POWERTRAIN MANUFACTURERS (EUROMOT)

69. MAILLARD CONSTANCE, SAFRAN
70. MAMRILLOVÁ DAŠA, EWABA
71. MARSILI LUCA, HYDROGEN EUROPE
72. MARTÍN MERCHÁN SANDRA, REPSOL
73. MAUBANC SAMUEL , NESTE
74. MISCHLER FRANK, PTX HUB BRUSSELS (GIZ)
75. MONSALLIER JEAN-MARC, TOTALENERGIES
76. MUELLER-BAUM PETER, CIMAC
77. MULCAHY ANA, CLEAN AIR TASK FORCE
78. NIEWIERSKA DOMINIKA, PKN ORLEN
79. NOYON XAVIER, EBB
80. NUNEZ SANCHEZ MIGUEL, DIRECCIÓN GENERAL DE LA MARINA MERCANTE
81. PAMULA JAKUB, PKN ORLEN
82. PASQUIOU CLAIRE, CO2 VALUE EUROPE
83. PAWELEC GRZEGORZ , HYDROGEN EUROPE
84. PERIMENIS ANASTASIOS, CO2 VALUE EUROPE
85. PETITJEAN MELANIE, AIR LIQUIDE
86. PLOQUIN XAVIER, XAVIER PLOQUIN
87. POWER SHANE, GOLDMAN SACHS
88. POZVEK MAJA, CLEAN AIR TASK FORCE
89. RATTEY SEBASTIAN, P2X-EUROPE GMBH & CO. KG
90. RAUCCI CARLO, LLOYD'S REGISTER
91. REITER ANDREA, CLARIANT
92. SASTRON OSCAR, REPSOL
93. SCACCIA SIMONE, INTESA SANPAOLO
94. SENATORI LORENZO, INTESA SANPAOLO
95. SGRAFETTO LAURA, GREEN ENESYS
96. SPILOTIS PANAGIOTIS, ENVIRONMENTAL DEFENSE FUND EUROPE
97. SPOR THIBAUT, DGAC (FR)
98. STACHURA ANNA, PKN ORLEN SA,
99. TEIXIDOR MARINE, FUELSEUROPE
100. TYTGAT LUC, EASA
101. VACKEOVA SIMONA, EPURE
102. VANHEULE BERNARD, COSTA GROUP
103. VELLOSO ANA FLAVIA, INTER IKEA GROUP
104. VENENDAAL RENE, BTG BIOMASS TECHNOLOGY GROUP BV
105. WAGNER LISA, ROLLS-ROYCE
106. WIRMER BENEDIKT, EN2X
107. WOLFF GUDRUN, GOLDMAN SACHS
108. YUGO MARTA, FUELSEUROPE