

# Figures from Countdown Newsletter

What did we learn from the first year of FuelEU?

Countdown  
2026



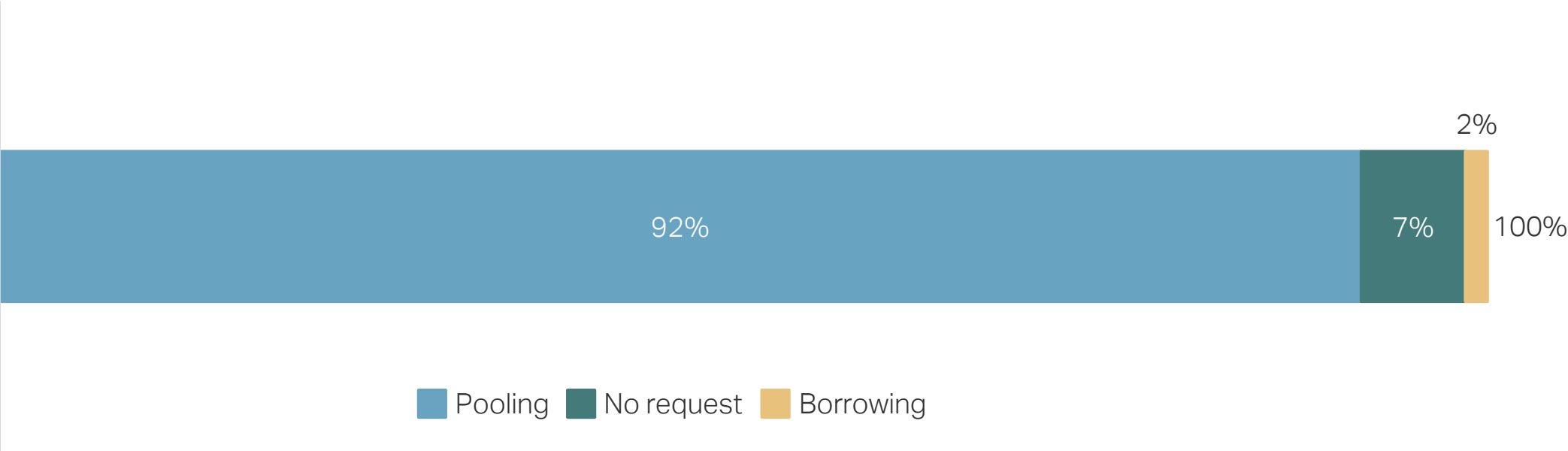
**Mærsk Mc-Kinney Møller Center**  
for Zero Carbon Shipping

7/10/2023

Pooling dominated Year 1 compliance, with surplus trading prices holding around 200 EUR/tCO<sub>2</sub>eq through 2025

Fig 1

Use of flexibility mechanisms by ships in scope of FuelEU Maritime

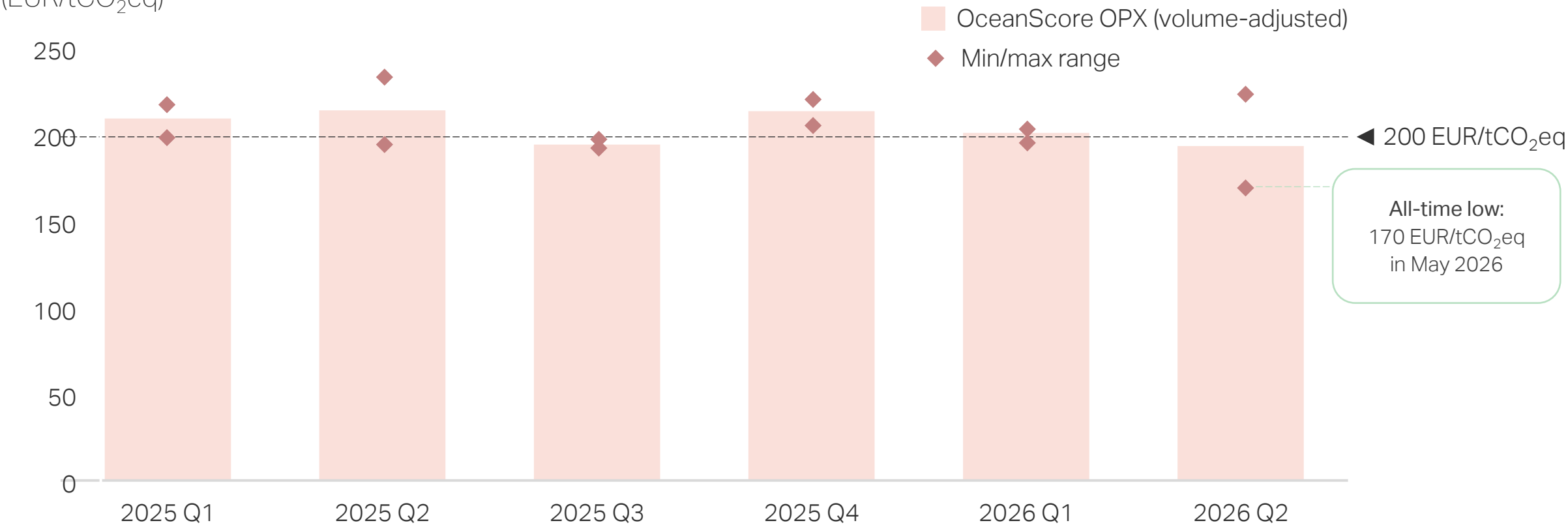


Source: A forthcoming report by the European Commission, which will be available in the Register of Commission Expert Groups

# Compliance surplus prices stable in 2025, falling to an all-time low after the April 2026 deadline

Fig 2

FuelEU surplus market average trade price  
(EUR/tCO<sub>2</sub>eq)

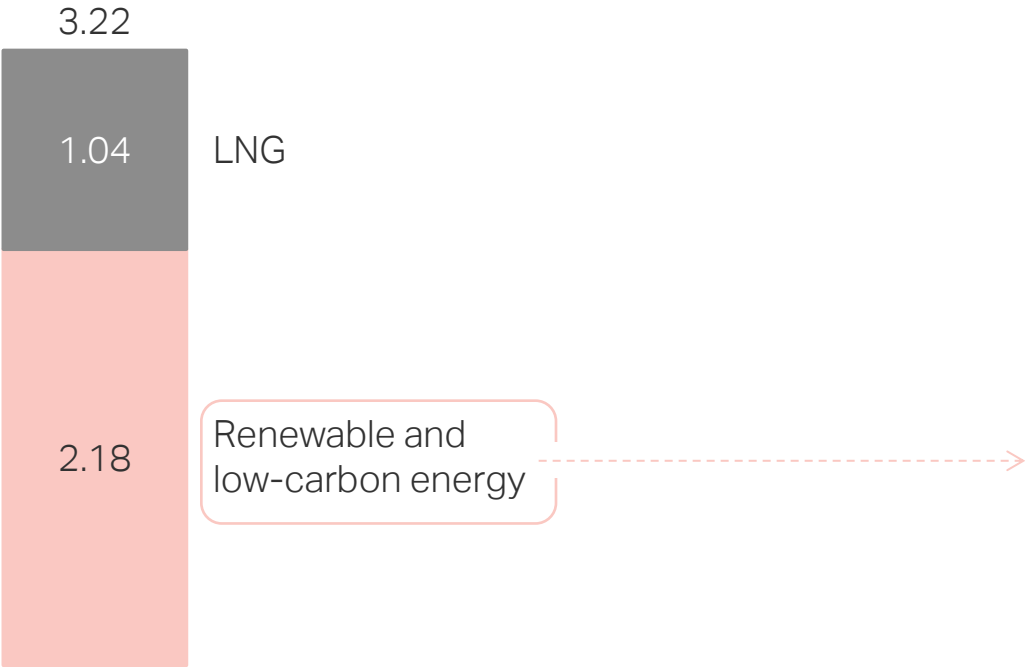


Source: OceanScore OPX (volume-adjusted, Q1–Q4 2025, excluding May 2025)

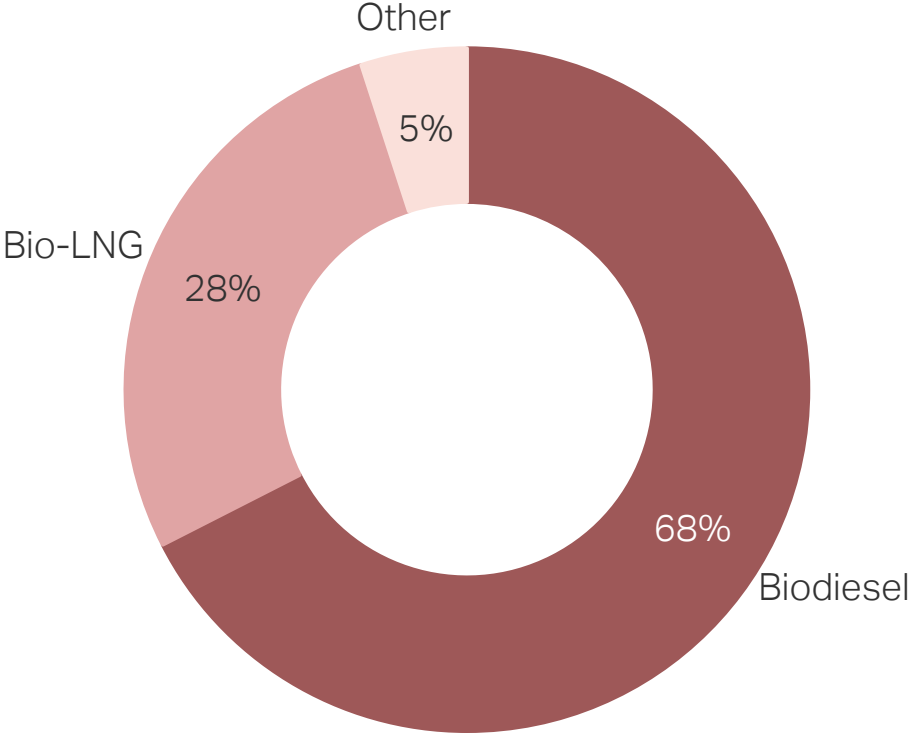
# Bio-diesel and bio-LNG represent the largest share of renewable and low-carbon fuels used for compliance

Fig 3

Modelled 2025 compliance from LNG vs renewable and low-carbon fuels (million tCO<sub>2</sub>e)



Reported renewable and low-carbon fuels used by ships in scope of FuelEU

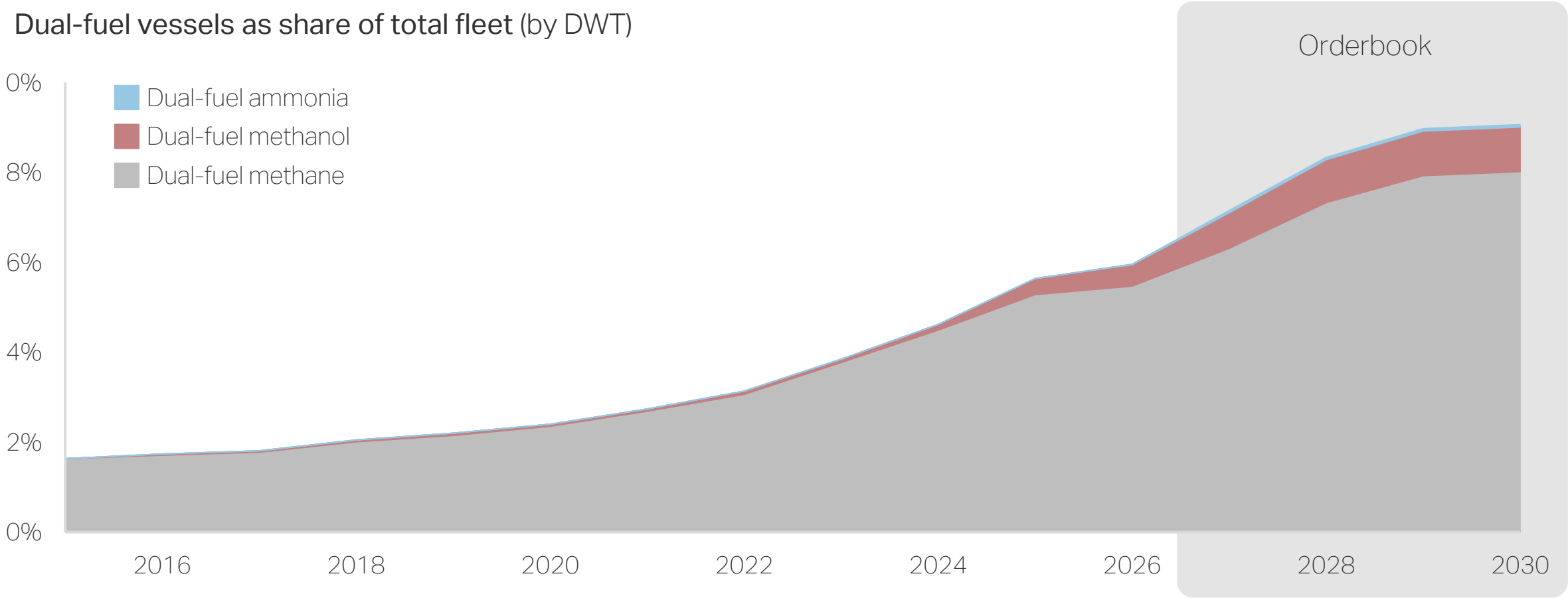


Source: Modeled compliance based on European Commission data and assumptions on LNG engine types from Clarksons; renewable and low-carbon fuel share from a forthcoming European Commission report. 'Other' is made up of wind-assisted propulsion, onshore power, biomethanol, and e-fuels.

# Methane-capable fleet set to nearly double by 2030, expanding bio-LNG compliance options

Fig 4

Dual-fuel vessels as share of total fleet (by DWT)



Source: S&P Global Market Intelligence Ships May 2026

The Countdown newsletter covers the policies driving maritime decarbonization, from FuelEU to the IMO's mid-term GHG measures and energy efficiency regulations. Subscribe [here](#)

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