



Council of the  
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TRANS 453  
AGRI 298  
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COMPET 550  
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#### NOTE

From:	General Secretariat of the Council
To:	Delegations
No. Cion doc.:	10746/22 +ADD1
Subject:	Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Directive (EU) 2018/2001 of the European Parliament and of the Council, Regulation (EU) 2018/1999 of the European Parliament and of the Council and Directive 98/70/EC of the European Parliament and of the Council as regards the promotion of energy from renewable sources, and repealing Council Directive (EU) 2015/652 - Statement by Spain

Delegations will find in the Annex a statement by Spain in relation to the general approach for the Revision of the renewable energy Directive as set out in document ST 10488/22 and discussed at the Council (Transport, Telecommunications and Energy) at its 3886<sup>th</sup> meeting held on 27 June 2022.

**STATEMENT FOR THE MINUTES**  
**ON THE GENERAL APPROACH OF THE RENEWABLE ENERGY DIRECTIVE**  
**MARITIME TRANSPORT**  
**ENERGY COUNCIL, LUXEMBOURG, 27 JUNE 2022**

Spain underlines the importance of the strong political signal provided by the adoption today of the Council's general approach on the Renewable Energy Directive under the French Presidency. This is a key step towards the achievement of the EU's ambitious climate and energy targets and commitments, while accelerating the reduction of the dependence on fossil fuels.

Spain welcomes a clear signal to accelerate the decarbonisation of maritime transport, including international maritime bunkering. However, such process should ensure its coherence with crucial principles of the 'Fit for 55' package: avoidance of carbon leakage, fight against deforestation and delivery of food security.

In this regard, Spain regrets the content of recital 29a and article 27.1b in the text with regard to the consideration of the energy consumed in maritime transport, including international bunkering, for the calculation of the renewables target in the transport sector. The extension of the scope of this quantitative target to maritime transport is likely to cause undesired spillover effects which have not been sufficiently assessed.

The decarbonisation of international maritime bunkering is a challenge for the EU economies due to the high risk of carbon leakage in a sector subject to fierce competition with third countries. In addition, this rapid switch of fuels by 2030 would require huge volumes of biofuels, particularly non-sustainable first generation biofuels, undermining the efforts made at EU level against imported deforestation and indirect land-use change, resulting in a negative environmental impact and an increasing risk in food security.

Spain will continue working so that these concerns are accommodated in the text in a targeted manner in the upcoming trilogues with the European Parliament. Furthermore, Spain requests that the Presidency of the Council ensure that the final text is fully consistent with the principles of the ‘Fit for 55’ package stressed above.

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