

Cepsa begins distributing biofuels at the Port of Barcelona with the largest supply to date

- **Cepsa, the leading marine fuel supplier, begins marketing 2G biofuels in the Port of Barcelona with delivery to a container ship operating in the Mediterranean**
- **The fuel supplied has a 24% sustainable component, manufactured from used cooking oils, resulting in a reduction of 2,860 tons of CO₂, in addition to promoting the circular economy**
- **Cepsa has the capacity to supply these sustainable fuels by barge in Barcelona and in the area of the Strait of Gibraltar, as well as by tanker in the more than 60 Spanish ports in which it operates**
- **Since biofuels can reduce CO₂ emissions by up to 90% compared to conventional fuels, they are playing a key role in decarbonization of hard-to-electrify sectors like maritime transport**

Cepsa, a leading supplier of energy for maritime transport in Spain, has undertaken the largest supply of second-generation biofuels to date at the Port of Barcelona. This operation, conducted on a 350-meter-long container vessel operated by Hapag-Lloyd in the Mediterranean, marks the energy company's inaugural venture in Barcelona and positions the Port of Barcelona as a key player in the decarbonization of maritime transportation.

The supplied biodiesel contains a 24% sustainable component, which will prevent the emission of 2,860 tons of CO₂, equivalent to planting 34,300 trees. This biofuel has been produced from used cooking oils.

With this supply, Cepsa further solidifies its position as a benchmark in the energy transition and a leader in the supply of energy for maritime transportation. With over 90 years of experience and a presence in more than 60 Spanish ports, the company continues to lead the way in this sector. Currently, the energy company can supply these sustainable fuels by barge in the Port of Barcelona and the area of the Strait of Gibraltar, and by tanker in all the ports in which it operates.

According to Samir Fernández, director of Marine Fuel Solutions at Cepsa, "second-generation biofuels can be used in ships without the need for modifications to their engines, and they have a high potential for reducing CO₂ emissions compared to conventional fossil fuels, achieving a reduction of up to 90%, which makes them an ideal immediate solution. That's why we want to make them available in all the ports in which we operate and lead their production in this decade to help our customers meet their own decarbonization challenges."

The use of biofuels enables shipping companies to stay ahead of the objectives of the European Union and the International Maritime Organization (IMO). Specifically, the European Commission's Fit for 55 package includes the "Fuel EU Maritime" legislative initiative, which aims to reduce greenhouse gas emissions intensity in maritime transport by 2% in 2025, 6% in 2030 and 80% in 2050, compared to 2020 levels, through the use of sustainable fuels. Concurrently, the IMO has recently updated its strategy for reducing greenhouse gas emissions in maritime transportation, establishing ambitious targets that will incrementally rise from 20% in 2030 to achieving net-zero emissions by 2050, compared to 2008 levels.

This initiative further underscores Cepsa's unwavering commitment to second-generation biofuels as a catalyst for advancing the decarbonization of maritime transportation. It complements other recent supply efforts, including this summer's supplies for 84 ferry voyages by Naviera Armas Trasmediterránea at the Port of Algeciras, as well as the recent supply operation in Algeciras using the hybrid supply vessel "Bahía Levante". The company had previously conducted successful tests of these sustainable fuels within its own fleet, demonstrating optimal engine performance and efficiency.

Cepsa has a diversified portfolio of solutions to facilitate the decarbonization of maritime transport. In addition to biofuels, it includes products such as liquefied natural gas (LNG). Moreover, Cepsa will be able to supply synthetic marine fuels, such as green ammonia or methanol, in the future. The company will produce them within the Andalusian Green Hydrogen Valley, the largest green hydrogen project in Europe.

Through its 2030 strategy, "Positive Motion," Cepsa aims to lead sustainable mobility and promote the decarbonization of heavy transport (air, maritime and land) through the production of green molecules. The company aspires to be the leading biofuel producer in Spain and Portugal by 2030, with a production capacity of 2.5 million tons annually, and green hydrogen, with 2 GW of electrolysis capacity.

Cepsa is a leading international company committed to sustainable mobility and energy with a solid technical experience after more than 90 years of activity. The company also has a world-leading chemicals business with increasingly sustainable operations.

In 2022, Cepsa presented its new strategic plan for 2030, Positive Motion, which projects its ambition to be a leader in sustainable mobility, biofuels, and green hydrogen in Spain and Portugal, and to become a benchmark in the energy transition. The company places customers at the heart of its business and will work with them to help them advance their decarbonization objectives.

ESG criterion inspire all of Cepsa's actions as it advances toward its net positive objective. Over the course of this decade, it will reduce its Scope 1 and 2 CO₂ emissions by 55% and its carbon intensity index by 15-20%, with the goal of achieving net zero emissions by 2050.

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