

ZEMBA Round 2 Tender Design Summary

Background on ZEMBA's design process



Facilitated by:



Core design collaborators:



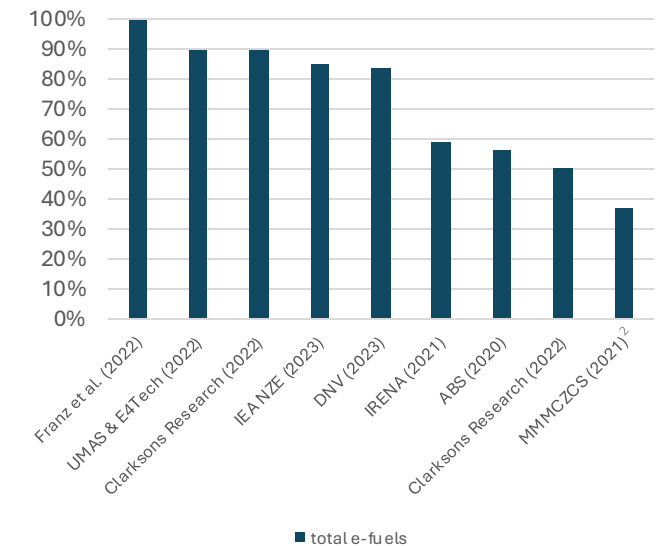
- The Zero Emission Maritime Buyers Alliance (ZEMBA) is a first-of-its-kind buyers group comprised of almost 40 ocean freight buyers with a threefold mission:
 - **Accelerate deployment of zero-emission shipping solutions** and create access to high integrity environmental attributes (emissions abatement);
 - **Enable economies of scale** for freight buyers and suppliers, especially for fuels and technologies with potential to scale and decrease in cost over time (i.e., scalable zero and near-zero emission); and
 - **Maximize emissions reduction potential** beyond what any one freight buyer could accomplish alone.
- ZEMBA harnesses private sector leadership to **catalyze the uptake of and kickstart the market for scalable zero and near-zero emission fuels** and technologies to decarbonize the maritime sector. Through ZEMBA's inaugural pilot (Round 1) tender, ZEMBA cemented its role as **an effective mechanism to aggregate demand for shipping services able to meet a 90+% CO₂e abatement** over fossil fuel-powered shipping on a voyage basis. It is a proven approach that can now be used to sharpen impact.
- Throughout 2024, ZEMBA has reflected on the Round 1 experience and undertaken a comprehensive design process in preparation for Round 2 with several primary goals:
 - **Address key questions** raised throughout Round 1 process from ZEMBA members, suppliers, and other stakeholders;
 - **Apply market insights** from a [Request for Information](#) (RFI) conducted in summer 2024 to evaluate near-term (2027–2030) market readiness of e-fuels for commercial deployment in the maritime shipping sector; and
 - **Ratchet up ambition** while attracting a broad range of qualifying bids.
- This Design Summary is intended as a **resource for prospective bidders** to understand the design elements that ZEMBA considered in shaping the next round tender and explain the rationale behind our decisions. It is also intended to provide insight into ZEMBA's approach and objectives for this next tender for the broader maritime community and interested stakeholders.
- Some aspects of this resource are summarized from technical requirements posted publicly including the ZEMBA RFP 2 Eligible Fuel Requirements, ZEMBA RFP 2 Emission Intensity Calculation Requirements, and ZEMBA Additionality Statement. Other details referenced here will be included in final materials provided to bidders at the outset of the formal bid submission window in January 2025.

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Why transition from biofuels to e-fuels?

- One of the primary shifts in ZEMBA's second tender is an evolution away from fuel neutrality (i.e., accepting any fuel that can meet ZEMBA's eligibility criteria and ambitious emissions reduction threshold) to an explicit e-fuels focus in ZEMBA's updated fuel requirements. While advanced biofuels can play a role in meeting industry-wide decarbonization goals, it is widely understood that **sustainable waste-based biogenic feedstocks are limited, which means biofuel alone cannot enable Paris-aligned maritime decarbonization.**
- As demand for biofuels increases in the context of limited feedstocks supplies, we should **expect increasing costs of biofuels over time as vastly scalable e-fuels will decline in cost with scale**, particularly as renewable energy prices rapidly decline over time. Uncertain future growth in demand for biofuels across numerous sectors (including other transport sectors, industrial uses, power and heat, buildings), in conjunction with regulatory uncertainty, makes pinpointing the precise moment at which the cost of biofuels will exceed that of e-fuels very challenging. However, most analyses of maritime decarbonization pathways show that scalable e-hydrogen-derived zero and near-zero e-fuels will dominate the fuel mix in 2050 (see figure to right). Therefore, the sooner e-fuels come to scale, the lower the overall cost of the maritime clean energy transition will be.
- Meanwhile, global capacity for renewable energy production, critical for green hydrogen production, is increasing exponentially. **Global renewable energy capacity increased by 50% from 2022 to 2023¹**. The costs of wind and solar energy production have fallen dramatically over the last decade. Further, available incentives (e.g., tax credits through the Inflation Reduction Act) can bring the cost of production much closer to parity with bio- and fossil- based alternatives. **In order to leverage these incentives, however, there needs to be a maritime e-fuels market.** E-fuel producers need guaranteed offtake now to get projects to commercial production and then scale. Without freight buyer support, and in the context of ongoing regulatory uncertainty, carriers are hesitant to make such long-term offtake commitments.
- Through an e-fuel focus in Round 2, ZEMBA can help bridge this gap by de-risking fuel offtake commitments and accelerating maritime e-fuel production, acting as the tip of the spear by demonstrating that freight buyers want competitive markets for long-term climate solutions, now. Through this tender ZEMBA seeks to **secure access to e-fuels at the best possible value for our members, leverage economies of scale from the outset, and kickstart the e-fuels market** through the power of collective action.

8 out of 9 key studies indicate that **e-fuels will constitute at least 50% or more of the total shipping market by 2050** (see figure below).³









¹ Renewables 2023, IEA, <https://www.iea.org/reports/renewables-2023>.

² In this study, MIMCZS ran four scenarios with different assumptions. For simplicity, this chart represents the average share of e-fuels projected across these scenarios.

³ Figure adapted from analysis conducted by the Lloyd's Register Maritime Decarbonisation Hub.

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

Scope & Focus

Design Element	Approach	Rationale	
	Eligible Fuel Types	E-fuels will be required.	ZEMBA seeks to raise ambition in its Round 2 tender by catalyzing the uptake of vastly scalable fuels and technologies capable of playing a major role in decarbonizing the shipping industry in the long term. In ZEMBA's view, this level of scalability necessitates e-fuels, because all advanced biofuels face significant scalability challenges and competition from other sectors into the future. More information on ZEMBA's definition of e-fuels is available below.
	Deployment Years	Starting in 2027 for 3 to 5 years.	ZEMBA's RFI results showed sufficient post-Final Investment Decision (FID) e-fuel production capacity and e-fuel-capable vessel availability by 2027 to provide confidence in launching an e-fuel focused tender with a target deployment year of 2027. Bidders who can deploy as soon as 2026 are welcome to submit to that effect, as are bidders whose deployment may begin as late as 2028.
	Geographic Focus	Maintain geographic neutrality and request bidders provide deployment route information and details about cross-value chain engagement relevant to proposed deployment. Any reference to specific routes before bids are received is for illustrative purposes only.	Maintaining geographic neutrality is essential to ensure that bidders can deploy ZEMBA-compliant transport service wherever it is most economically and logistically feasible. In order to support evaluation of how prospective bidders are engaging with the broader maritime value chain in corridors relevant to bid deployment, the RFP will include questions about whether bidders plan to employ any creative commercial approaches to support e-fuel deployment, e.g., fuel or technology demand aggregation, long-term charter agreements, or limited joint ventures, as well as the nature of bidder engagement with ports/bunkering facilities through verbal agreement, MOU, or other arrangement.
	Shipping Segment	Maintain focus on deployment in the container shipping segment.	After careful consideration of possible multi-segment expansion, ZEMBA will retain a focus on deployment in the container shipping segment in Round 2. This reflects a clear preference by current ZEMBA members to deploy e-fuels in the segment they most utilize. It also ensures a streamlined tender process given that segments with different business models may require significant overhaul of the process design. ZEMBA may expand to other segments of shipping in future rounds and will revisit the question in design of Round 3 (scope and timing TBD).
	Type of Tender	Open.	ZEMBA seeks to solicit as many bids as possible that meet eligibility requirements and promote transparency and equal opportunity through a public, competitive, legally compliant process.
	Volume	Aim to aggregate at least 80 billion tonne-nautical miles (8 billion TEU-nm, or e.g., 1.4 million TEU if deployed SH-LA).	ZEMBA's volume estimate is aggregated from individual member companies and may be adjusted ahead of RFP launch in January. Final contracted volumes will be determined pending commercial details. Bidders are asked to provide pricing in volume tiers to allow for flexibility.

ZEMBA Round 2 Tender Design Summary

Bidder Eligibility








Design Element	Approach	Rationale
 Eligible Bidders	Participation limited to ocean carriers that purchase maritime fuel and move physical cargo on containerships.	The outcome of the tender will be e-fuel deployed in ocean-going vessel(s), and a core objective is to support carriers in making e-fuel offtake commitments, thus requiring that eligible bidders be those parties that purchase maritime fuel for deployment in containerships. As the final step in ZEMBA's tender process, the winning bidder(s) engage in direct bilateral contracting with ZEMBA member companies for environmental attributes (verified emissions abatement). Both global and regional feeder carrier bids will be considered, and in some cases feeder carriers may be encouraged to subcontract through or otherwise collaborate with a global carrier during the bid evaluation process.
 Award Numbers	Open to possible multiple winners.	ZEMBA is open to exploring multiple e-fuel pathways and/or innovative efficiency technologies to supplement primary propulsion through e-fuel (e.g., wind assist) through the Round 2 tender, which could result in a multi-winner scenario. Carriers who can only meet a share of ZEMBA's aggregated volume and/or those who can offer a new e-fuel (e.g., e-ammonia) partway through the deployment period are encouraged to bid.
 Nature of Deployment	Continue use of book and claim approach in which physical freight movement is decoupled from green premium, increasing flexibility and transparency. Winning bidder must use book and claim system and registry of ZEMBA's choosing.	Physical freight movement needs vary greatly across ZEMBA members, which necessitates a credible and transparent book and claim approach. This allows for aggregation of demand and achievement of economies of scale by acting collectively. It also enables the winning carrier to deploy e-fuels wherever they deem most economically and logistically feasible, and allows freight buyers to support that carrier's e-fuel deployment, irrespective of whether those buyers move physical freight with that carrier or not. It also enables ZEMBA members to claim the associated emissions reductions without needing to adjust their planned physical freight flows. Lastly, a ZEMBA-chosen book and claim system will significantly increase transparency, assurance, and confidence for buyers and other stakeholders.
 Service Duration	Seek bids for 3-5 years of decarbonized shipping services.	ZEMBA aims to facilitate the sharing of risks and costs associated with decarbonization across the value chain. While 3-5 years is shorter offtake than most new fuel producers need to reach FID and commercial operation, it is multiple times longer than freight buyers normally offer carriers and intended to inspire carriers to do their part to support e-fuel production through their own longer-term offtake commitments.

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Membership & Contracting

Design Element	Approach	Rationale
 ZEMBA Membership	Open to cargo owners, freight forwarders, or aggregators with eligible Scope 3 obligations wishing to purchase environmental attribute certificates from decarbonized container shipping.	ZEMBA is eager to facilitate the purchase of Sustainable Maritime Fuel Certificates (SMFCs, a form of Scope 3 "environmental attribute certificates") generated from use of ZEMBA Eligible fuel for any buyers looking to reduce their ocean transport emissions. This could include ZEMBA members utilizing segments beyond container, depending on the nature of their Scope 3 obligations.
 Contracting Approach	ZEMBA members will contract bilaterally with winning carrier(s) and will be encouraged to use a pre-negotiated template contract developed by ZEMBA legal counsel and technical experts.	The template contract, though not required, is encouraged for use by members and winning carrier(s), as it was designed to ease the contracting process by specifying key terms fundamental to the deal, providing pre-negotiated text, and maintaining consistency on relevant provisions across individual member contracts. The template contract used in Round 2 will feature some refinements incorporating feedback and lessons from inaugural use in Round 1. Parties (buyers and carriers) are welcome to make mutually agreed amendments on a case-by-case basis.
 Type of Award and Bid Price Format	ZEMBA members pay the premium associated with the difference in operating cost between ZEMBA-compliant and fossil-powered service, expressed in cost per tender unit.	ZEMBA members are not contracting for physical freight movement, but rather the environmental attributes (i.e., emissions abatement) associated with use of ZEMBA Eligible fuels. Members are paying a "green premium" for the cost differential between operating a fossil-fuel-powered service and an e-fuel-powered service for a specified amount of transport work. Base freight rates, bunker adjustment factor, and other costs for physical movement are irrelevant in this system, and therefore excluded from consideration.
 Tender Unit	Tender unit will be price per tonne-nautical mile (using conversion factor of 10 tonnes per TEU, per ISO 14083 Section 5.4.2).	Tonne-nm is the default unit recommended by the Science Based Targets Initiative (SBTi), compatible with ISO 14083, and aligned with attributional accounting ZEMBA members will need to complete to account for emissions reductions achieved through ZEMBA in their greenhouse gas inventories. Therefore, for buyers this will be the unit requiring most calculation accuracy. While other units will be helpful for consideration (e.g., abatement cost, TEU-nm, etc.), bids will be evaluated—and other units calculated from—the primary tonne-nm tender unit.
 Openness to and Definition of Consortia	Open to consortium bids comprised of multiple carriers.	To maintain a streamlined contracting process, ZEMBA seeks one primary carrier for each bid submission with any others under subcontract or other consortium arrangement. Bidders are encouraged to consult other value chain actors (e.g., fuel producers, ports, etc.) in the bid development process, but those entities will not be direct contracting parties.

ZEMBA Round 2 Tender Design Summary

ZEMBA Eligible Fuels and Emission Intensity Calculation Requirements






Design Element	Approach	Rationale
 Definition of ZEMBA-Eligible e-fuels	ZEMBA Eligible e-fuels are defined as those produced with hydrogen produced through electrolysis using additional renewable energy as primary feedstock and waste carbon (for those e-fuels requiring carbon).	E-fuels do not face the same scalability challenges as advanced biofuels in the long-term, which will be essential for decarbonizing the entire sector. Energy from the wind and sun can be considered theoretically infinite, which indicates much greater long term economic viability as costs come down with scale. In order to prevent synthetic fuels created from biomethane or non-waste-based biomass from qualifying as an e-fuel, for this tender ZEMBA defines e-fuels as those produced using e-hydrogen and only certain categories of waste carbon, where carbon is needed, and specifying that the electrolysis process must use <i>additional</i> renewable energy. ZEMBA also has parameters to assure additional renewable energy, see "Hydrogen Safeguards: Demonstrating Renewable Electricity" below.
 Fuel Certification Requirement	Fuel suppliers must be certified by an independent certification body to a relevant sustainability standard holder recognized by the European Commission (e.g., RSB, ISCC).	Third-party certification creates an additional level of assurance for final emissions profile calculations by requiring verification that the life cycle assessment (LCA) methodology has been applied correctly and is supported by accurate data. Ensuring that fuel certification standards are robust, trusted throughout the value chain, and evaluated for continuous improvement is essential to fulfilling their critical function in shipping's energy transition, particularly to provide confidence in the voluntary market during this time when global standards specific to the maritime sector do not yet exist. EU-based sustainability certifications like RSB EU and ISCC EU are generally familiar to carriers and fuel producers. ISCC+ is a likely fuel certification to be used by several bidders, as this is the only internationally-recognized certification scheme that allows use of Renewable Energy Credits, or RECs. ZEMBA will require that any RECs used comply with RE100 technical criteria for geographic matching.
 Waste Feedstock Classification	Align with the International Civil Aviation Organization (ICAO)'s Carbon Offsetting and Reduction Scheme for International Aviation (CORSA) waste feedstock classification.	Though CORSA was developed for the aviation sector, its classification of waste-based feedstocks are also applicable to maritime fuels. This requirement ensures sourcing of biogenic feedstocks does not cause direct or indirect harmful land use practices, interfere with food security, or other such impacts. ZEMBA selected CORSA rather than a European Union-based regulation like the EU Renewable Energy Directive because CORSA was set at a global level and ZEMBA seeks to reference global policy wherever possible and adequate, given the very global nature of the maritime sector.

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


ZEMBA Eligible Fuels and Emission Intensity Calculation Requirements



Design Element	Approach	Rationale
 Scalability	Scalability will be implicitly fulfilled by ZEMBA's e-fuel requirement and bidders will be required to demonstrate e-fuel-specific scalability as appropriate (e.g., waste carbon feedstock sourcing for e-methanol/e-methane).	ZEMBA believes e-fuels will play a key role in the large-scale decarbonization of the maritime sector. Thus, scalability is implicit in Round 2 requirements. However, constrained waste carbon feedstock sourcing remains a concern with some categories of e-fuels' potential to yield deep decarbonization. For this reason, ZEMBA will require bidders to provide information about the scalability of their carbon feedstock source. ZEMBA also plans to reevaluate scalability requirements in future rounds in the context of continuous technology innovation. Safety questions regarding certain new fuels are being actively addressed by industry and other stakeholders and monitored by ZEMBA.
 Approach to pipeline mass balancing for e-methane	Carriers sourcing e-methane will be requested to provide pricing and emissions associated with <i>both</i> (a) segregation and transportation for bunkering onto oceangoing vessels directly and (b) a pipeline mass balance delivery approach.	One of ZEMBA's goals is to stimulate physical uptake of e-fuels on ocean-going vessels. Members are also generally eager to support efforts where the specific decarbonized molecules are bunkered onto ships. However, in the case of e-methane, segregating these molecules and requiring non-pipeline transport to ports may result in both higher emissions and cost, whereas leveraging existing gas infrastructure can lead to rapid scaling and decarbonization. Reasonable arguments can be made for either delivery approach. Therefore, compliant with EU RED II standards, ZEMBA will accept and review bids proposing a mass balance chain of custody approach wherein environmental attributes from e-methane can be delivered to the European gas grid and assigned to participating ZEMBA members. However, in order to make the most informed decisions about any e-methane bids, ZEMBA will require bidders proposing to source e-methane to provide pricing and emissions information for both pipeline mass balance <i>and</i> segregation with direct bunkering.
 Hydrogen Safeguards: Qualifying Sources of Electricity	Qualifying electricity to be used in production of ZEMBA Eligible fuels to be produced using only "non-fossil, low-carbon energy source[s]".	Provided an energy source can demonstrate low life-cycle GHG emissions and fulfill safeguards such as incrementality and geographic matching, there is no need to impose additional restrictions on eligible electricity sources. However, these safeguards will likely create a de facto restriction to wind and solar energy. Additionally, based on information from e-fuel producers, it is expected that most e-fuels production facilities will be served by wind and solar to comply with the requirements of the EU compliance markets.

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

ZEMBA Eligible Fuels and Emissions Intensity Calculation Requirements

Design Element	Approach	Rationale
 <p>Hydrogen Safeguards: Demonstrating Renewable Electricity</p>	<p>Fuel supplier must be able to prove:</p> <ol style="list-style-type: none"> 1. Time Matching 2. Market Boundary (bundled RECs allowed) 3. Incrementality. 	<p>These parameters are aligned with the “3 Pillars” of US 45V tax credit, which are widely regarded as striking a sound balance between environmental integrity and viability for commercial deployment. To clarify, ZEMBA is not requiring compliance with this specific tax credit due to its geographic limitations and concerns around longevity of the credit under some political circumstances. It simply serves as a guidepost. The framework as described creates a more “verifiable” system, as compliance with the safeguards is largely a “yes/no” question. Verification of compliance with these safeguards will be included in ZEMBA’s verification framework, an annex to the pre-negotiated template contract, which bidders will receive with RFP.</p>
 <p>Regulatory Additionality</p>	<p>Alignment to the “atmospheric benefit principle” (ABP) wherein emission reductions from sustainable maritime fuel being claimed for use toward voluntary climate targets need to generate emissions reductions beyond those already incentivized by regulatory compliance obligations.</p>	<p>There is no “universal definition” of additionality. As a result, ZEMBA must balance the integrity of the environmental claims with leveraging government support for sectoral decarbonization. The ABP strikes this balance by allowing direct government support such as tax credits and subsidies to support lower costs, but disallowing fuels produced to comply with regulatory mandates and regulations meant to cap and reduce emissions. The ABP has been successfully implemented in voluntary book-and-claim systems in the aviation and trucking sectors, and recognized by standards holders such as RSB, for its efficacy. In the maritime sector, the application of the ABP results in the following positions on whether reductions enabled through ZEMBA Round 2 will be allowed to also count toward regulatory compliance: EU ETS – no; Fuel EU - no; CII – yes; IMO Mid-term Measures – depends on the final policy outcome and therefore ZEMBA will evaluate once IMO measures are finalized – either in time for Round 2 in the case of quick IMO decision making or for subsequent tenders, depending on timing. Further information can be found in the ZEMBA Additionality Statement.</p>
 <p>Embodied Emissions from Electricity</p>	<p>Do not include embodied emissions in LCA value.</p>	<p>ZEMBA understands concerns regarding the emissions associated with production of wind turbines, solar panels, and other clean energy infrastructure. However, in the spirit of striving for the highest ambition that is still practically achievable for the next tender's deployment window, ZEMBA will align with best-in-class sustainability certifications for the voluntary market, which currently exclude embodied emissions from LCA values. ZEMBA will reevaluate this for future tenders in the context of future updates to standards.</p>

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ZEMBA Eligible Fuels and Emissions Intensity Calculation Requirements





Design Element	Approach	Rationale
 Emissions Reduction Threshold	Require that e-fuels used for primary propulsion be capable of achieving Well-to-Wake (WtW) greenhouse gas (including CO ₂ , CH ₄ and N ₂ O) emissions reductions equal to or greater than 90% when compared to the reference fuel, expressed as grams CO ₂ e per unit energy of the fuel.	ZEMBA Round 2 is focused on catalyzing uptake of e-fuels with a very high decarbonization potential, so the 90% lifecycle emissions reduction threshold will be retained for the primary propulsion fuel. However, vessel technology varies and, in some cases, creates limitations on how much e-fuel can be deployed on a vessel. Newbuild vessels may be able to run both the primary and auxiliary engines on e-fuels, but many retrofitted vessels may not have this capability. ZEMBA is interested in receiving bids for e-fuel deployment on both newbuild and retrofitted vessels. ZEMBA will consider the full per-voyage carbon intensity in bid evaluation and encourages (but does not require) bidders to use e-fuels or other low-emissions fuels for auxiliary power and pilot fuel wherever feasible.
 Inclusion of Auxiliary Fuel Consumption	Do not require emissions from onboard electricity generation to meet the 90% emissions reduction threshold for bids to qualify for consideration, but continue to request all fuel-related operational data from bidding carriers, including fuel used for propulsion, auxiliary power, and pilot fuel.	This approach further supports ZEMBA's goal to stimulate maximum e-fuels deployment. It allows more flexibility to deploy an equal or greater quantity of e-fuels through utilizing more of the projected vessel fleet (retrofits as well as newbuild vessels that may not be able to use e-fuels for auxiliary power). As a result, the ZEMBA tender may potentially discover lower pricing by capturing more potential bidders and allow uptake of greater total volumes of e-fuels. However, one of the factors evaluated in bid review will be the service emissions profile (the blended emissions for main propulsion fuel, auxiliary fuel, and pilot fuel). Bids offering lower-emissions fuels for auxiliary power are encouraged.
 Inclusion of Pilot Fuel in ZEMBA-Eligible Fuel Requirements	Impose a total cap on pilot fuel use (20% for e-ammonia, 10% for all other e-fuels) that will be defined as total consumption <i>while at sea</i> (buoy to buoy). Bidders will be requested to provide all fuel-related operational data, including fuel used for propulsion, auxiliary power, and pilot fuel.	The need for pilot fuels is a limitation of current e-fuel technology and is expected to be a meaningful (>5%) fraction of total fuel consumption. To allow ZEMBA's focus to remain on e-fuels deployment and not limit our ambition regarding the 90% emissions reductions threshold, ZEMBA has chosen to not require pilot fuels to meet the 90% emissions reductions threshold and will instead apply a cap on pilot fuel consumption. Imposing the restriction to at sea propulsion provides a safeguard against overuse of pilot fuel to influence emissions calculations while at sea, while still allowing captains of vessels needing to use pilot fuel to navigate safely in harbor to do so without restriction. Bids offering lower-emissions pilot fuel are encouraged.

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Bid Format and Evaluation

Design Element	Approach	Rationale
 Bid Evaluation and Criteria	<p>ZEMBA will conduct a rigorous bid review process using both quantitative and qualitative primary criteria, including:</p> <ul style="list-style-type: none">• Carrier qualifications: strategic direction, financial health, and operational information, including vessel availability• Fuel supplier qualifications: maturity, depth, and health of relationship between carrier and fuel producer(s), including contingency planning• Technical qualifications: deep analysis and validation of compliance with ZEMBA's sustainability framework• Commercial qualifications: pricing, contractual readiness, and procurement practices	<p>Conducting a rigorous bid review process enables ZEMBA to have confidence that the winning bid or bids meet ZEMBA's requirements and that the deployment of the winning service(s) will be conducted in a manner consistent with ZEMBA's mission. A thorough bid evaluation framework enables ZEMBA to evaluate eligible bids consistently and fairly to identify the best value for member companies while balancing additional priorities for a successful tender including transparency, reliability, responsiveness, long-term vision, credibility, and collaboration.</p>
 Threshold Requirements for Eligibility	<p>To be eligible for consideration, bids must meet the following minimum requirements:</p> <ul style="list-style-type: none">• Fuel compliance*: Demonstrate compliance with ZEMBA RFP 2 Eligible Fuel Requirements including fuel certification standards and 90% lifecycle emissions reduction threshold for primary propulsion and confirm availability of e-fuel capable vessels by deployment date.• Fuel supplier requirements: Name fuel suppliers and provide up-front permission for ZEMBA team to communicate directly with suppliers through bid evaluation process.• Social requirements: Demonstrate alignment with UN Global Compact and UN Guiding Principles Reporting Framework across entire value chain.• Other requirements: Agree to contract structure (subject to tender-specific negotiation), deployment verification requirements, book and claim requirements, and position on regulatory additionality.• Business practices: Operate vessels as a carrier in the container segment, demonstrate financial stability for > 5 years, comply with generally accepted accounting principles, and agree to ZEMBA's business practices.	<p>These threshold requirements are designed to ensure that all bids that proceed to the evaluation stage meet a core set of minimum criteria for viability and provide the ZEMBA bid evaluation team all the information required at the outset of the process to conduct rigorous bid evaluation on key parameters that are fundamental to the tender's success (e.g., risk factors around vessel and fuel availability). Some minimum threshold requirements in ZEMBA's inaugural tender have been eliminated (e.g., the minimum operating volume of 800,000 TEU per year and minimum route distance of 2,500 nm).</p> <p>*Note: To be eligible, bids must use e-fuels for primary propulsion. ZEMBA is supportive of the development of innovative technologies (e.g., wind power as primary propulsion) but this tender is specifically focused on catalyzing e-fuel uptake. The ZEMBA team will identify a separate forum in 2025 for innovative zero- and near-zero emission technology developers to share information with interested ZEMBA member companies who may wish to support their advancement.</p>