Energy transition & financing of future-proof IWT in Europe

EP INTERGROUP SEAS, RIVERS, ISLANDS AND COASTAL AREAS

28 SEPTEMBER 2021

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THERESIA HACKSTEINER

EBU European Barge Union

- the European association representing the inland navigation freight and passenger carrying industry on a Pan-European level.

- Its members are the national associations of barge owners and barge operators as well as (international) associations in the field of inland passenger and freight navigation and related areas.

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EBU Members

- Centraal Bureau voor de Rijn- en Binnenvaart (NL)
- Comité des Armateurs Fluviaux (F)
- Bundesverband der Deutschen Binnenschifffahrt e.V. (D)
- Unie der Continentale Vaart V.Z.W. (B)
- Schweiz. Vereinigung für Schiffahrt und Hafenwirtschaft (CH)
- “Die Schifffahrt” (A)
- FEDIL (LUX)
- Association des Maitres Bateliers des Régions de Liège (B)
- Alg. Aktiecomité der Belgische Binnenscheepvaartorganisaties V.Z.W. (B)
- AVP-CZ (CZ)
- AAOPF (RO)
- ERSTU (corresponding)
- IG River Cruise (corresponding)
- BFBT (corresponding)
- Vereniging van Waterbouwers (corresponding)
- Europäische Vereinigung der Binnenschiffer ev (corresponding)

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EBU's MISSION

EBU's mission is to contribute to the development of a sustainable and efficient Pan-European transport system via a larger share of inland waterway transport.

Its key objectives are:

- to develop the right framework conditions for its members
- to stimulate the market position of the sector
- to guarantee a well-maintained infrastructure without bottlenecks
- to increase the share of the inland waterway freight and passenger transport on the (Pan-) European waterways
- to promote inland waterway transport as safest, sustainable and environmentally friendly mode of transport

To achieve these goals EBU closely cooperates with the European institutions, the River Commissions, the UN ECE as well as national administrations.

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GREENING IWT - POLICY FRAMEWORK

The European Inland Waterway Transport (IWT) sector is challenged like all modes of transport to meet the 2050 zero emission goals and the in between steps as referred to in several political initiatives at global, European, national and regional level, in particular

Global policy

- COP 21 (2015)

EU Policy

- GREEN DEAL (2019)
- SUSTAINABLE AND SMART MOBILITY STRATEGY (2020)
- Sustainable finance and taxonomy framework (2021)
- NAIADES III (2021)
- FIT FOR 55 PACKAGE (2021)

Regional

- **CCNR -** Mannheim Declaration (2018)

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POTENTIAL IWT SECTOR

IWT pays an important contribution to deliver the future policy and mobility goals

How to contribute to the EU strategy on sustainable and smart mobility

1→ Greening the fleet

2→ Climate adaptation & alternative energy sources

3→ Modal shift

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1. GREENING THE FLEET

Conversion of the IWT fleet to zero emission is a challenging task as inland ships have extremely long life cycles. Technologies for near zero tank-to-wake emissions are theoretically available but:

- TRLs and costs do not favour short-term mass roll-out for most:
- Ships and their operational profiles will require different solutions, there is no 'one-size-fits-all approach':
- To achieve ambitious emission reduction targets all available means (financial, regulatory, economic) must be deployed. This is especially needed to close the economic gap in the Total Cost of Ownership (TCO) of a vessel using green technologies/fuels compared to the TCO of conventional vessels using fossil fuel.

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1. GREENING THE FLEET

To speed up the deployment to reach the emission reduction goals in the IWT sector it is therefore of highest importance to provide the technical solutions, create and authorize specific aid schemes and fiscal incentives. The IWT sector in particular needs

1. **Available and affordable technology to broadly deploy innovation in the sector;**
2. **Flexible goal based regulatory framework avoiding long term permission processes for innovative solutions;**
3. **Right regulatory framework: worrying example: Taxonomy:** the criteria as laid down in the TR, the Delegated Act are neither practicable and easy to apply nor in line with the transition pathway towards zero emissions. They do not reflect the sector's needs.
4. **Appropriate timeframe to realise the energy transition**
5. **Tailor made and dedicated funding combining national and EU funding schemes for**:
   - Engine renewals;
   - Retrofitting of engines in existing vessels with electric drive or propulsion (to make the energy source exchangeable for future green solutions);
   - Innovative vessel design to reduce energy consumption and to make the fleet resilient towards climate change.

   - Financial support for new vessels

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2. CLIMATE ADAPTATION & ALTERNATIVE ENERGY SOURCES

Power supply and fuel supply should gradually be made greener and more sustainable, decreasing the share of fossil fuels. Already underway to reach a substantial emission reduction by quick-win solutions like biofuels, the IWT sector is depending on the availability and market readiness of alternative fuels on a broad scale to cut its emissions in line with the policy aims of the Green Deal.

What is needed

1. Access to research programs for testing and deploying of alternative fuels;
2. Availability and roll out of alternative fuels on the entire system of inland waterways;
3. Technology neutral approach to ensure that the most suitable and promising technologies are deployed in a safe manner;
4. Goal based technical standards to give room for safe testing and application of new technologies, innovation and adaptation to such technologies in consideration of the new long lifetime of vessels and infrastructure;

3. MODAL SHIFT

IWT has huge modal shift potential on the entire European network of waterways and already today has very low CO_2 emissions compared to road. Shifting higher volumes to inland waterway transport in line with the SSMS will benefit the entire community and substantially contribute to realise the European Green Deal. Facilitating an easier and faster shift from road to water has an immediate positive effect on GHG-emissions, even without IWW switching to alternative fuels.

Growth potential

The greatest potential for growth is likely to arise from the

- **expected growth in seaport hinterland traffic. Container transports in particular will continue to increase in share**
- **integration of inland shipping into integrated multimodal logistics concepts**

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3. MODAL SHIFT

What is needed

1. Right regulatory framework

- Revision of the **Combined Transport Directive**
  - Reparation of the restricted perception of intermodality and **equal treatment of IWT and short sea shipping in in terms of economic support measures** as the combination road/rail.
  - **mandatory harmonised support measures** such as a support to transshipment costs or operational support per loading unit in intermodal transport provided to shippers/logistics operators.
- **withdrawal of the consortia BER** to solve the port handling congestion in major European sea ports

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3. MODAL SHIFT

What is needed

2. Reliable infrastructure

- allocating sufficient CEF funding for waterway infrastructure which is the best investment in future mobility
- Adapting the TEN-T regulation to support high-quality and climate resilient infrastructure taking into account the Good Navigation Status GNS

3. Planological measures

- settlement of industrial plants and logistics centres alongside inland waterways

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WATER TAXI
Supermarket
COFFEE
Art Museum
BOOKSTORE
SHOP
RESTO
City logistics
3D
VISIT CENTRE
TRAFFIC CENTRE


Port Authority
City logistics
Fabbing industry
cereals
recyclables
1 ship = 120 trucks
building material
renewables
fruit
cars
medicine
1 ship = 5km of traffic jam
clothing
smartphones
1 vessel transports hydrogen sufficient for 25,000 cars to drive 500km each
H2


Multimodal connectivity
Smart berthing
Multimodal connectivity
Internet of things
Privacy & security
Voyage planning
Smart energy
Public safety
Smart waste management
Better use of infrastructure
Paperless transport
Smart environment
Traffic management

Inland Waterway Transport: Rivers of opportunity to deliver

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