



European
Barge
Union

GREENING OF IWT AND SSS

POLICY FRAMEWORK AND POTENTIAL OF THE SECTOR

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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.



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 Schifffahrt 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)
- IGRC (corresponding)
- BFBT (corresponding)
- Vereniging van Waterbouwers (corresponding)



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.



Impact of COVID-19 and possible recovery actions

IWT HEAVILY AFFECTED BY COVID-19

1. **passenger transport (daytrip & cruise) collapsed** after lockdown, slightly recovered during summer period but again suffers from national restrictions and lack of coordinated European cooperation
2. **Freight transport: estimated overall decrease of volumes of some 10 % depending on the segment.**



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 SMART AND MOBILITY STRATEGY (2020)

Regional

- CCNR - Mannheim Declaration (2018)



POLICY FRAMEWORK

Global policy (COP 21)

- At COP 21 in Paris, on 12 December 2015, Parties to the UNFCCC reached a landmark agreement to combat climate change and to accelerate and intensify the actions and investments needed for a sustainable low carbon future

EU GREEN DEAL

- The EU aims to be climate neutral by 2050. Transport accounts for a quarter of the EU's greenhouse gas emissions, and still growing.
- To achieve climate neutrality, a **90% reduction in transport emissions is needed by 2050.**
- As a matter of priority, a substantial part of the 75% of inland freight carried today by road should shift onto rail and inland waterways.”



POLICY FRAMEWORK

Mannheim Declaration (2018)

Given the urgency, the Mannheim declaration from October 2018 emphasised the need for up-to-date, workable and harmonised environmental and safety regulations on the Rhine and inland navigation sector. CCNR aims to

- **reduce greenhouse gas emissions by 35% compared with 2015 by 2035,**
- **reduce pollutant emissions by at least 35% compared with 2015 by 2035,**
- largely eliminate greenhouse gases and other pollutants by 2050.

Need for new financial instruments to achieve these environmental objectives and entrust the CCNR with the task of leading this development”



POLICY FRAMEWORK

SUSTAINABLE SMART AND MOBILITY STRATEGY to further concretise the EU GREEN DEAL

-seeks to **increase the share of Inland Waterway Transport (IWT) by 25 % by 2030 and by 50 % by 2050.**

-underlines the importance of Inland Waterway Transport as sustainable mode of transport to realize its future sustainability goals.

-Based upon the Green Deal a key objective is to deliver a 90% reduction in transport-related greenhouse gas emissions by 2050.



POLICY FRAMEWORK

SUSTAINABLE SMART AND MOBILITY STRATEGY

3 pillars for future action under 10 flagship actions.

- (1) make all transport modes more sustainable,
- (2) make sustainable alternatives widely available in a multimodal transport system and
- (3) put in place the right incentives to drive the transition



POLICY FRAMEWORK

NAIADES 3 (expected April 2021)

Dedicated IWT action program

- To tap the full potential of the sector
- To realise the policy goals by concrete actions
 - **(A) moving more transport by inland waterways**
 - **(B) a gradual shift towards zero emission inland vessels**
 - fleet
 - infrastructure
 - digitalization
 - crew



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



 **40,000km**
EU waterways

 **550m tonnes**
shipped every year

75% of traffic
cross-border 

250
inland ports 



Industry trends

- | | |
|--|--|
|  chemicals |  containers |
|  building materials |  agribulk |
|  petroleum products |  coal |

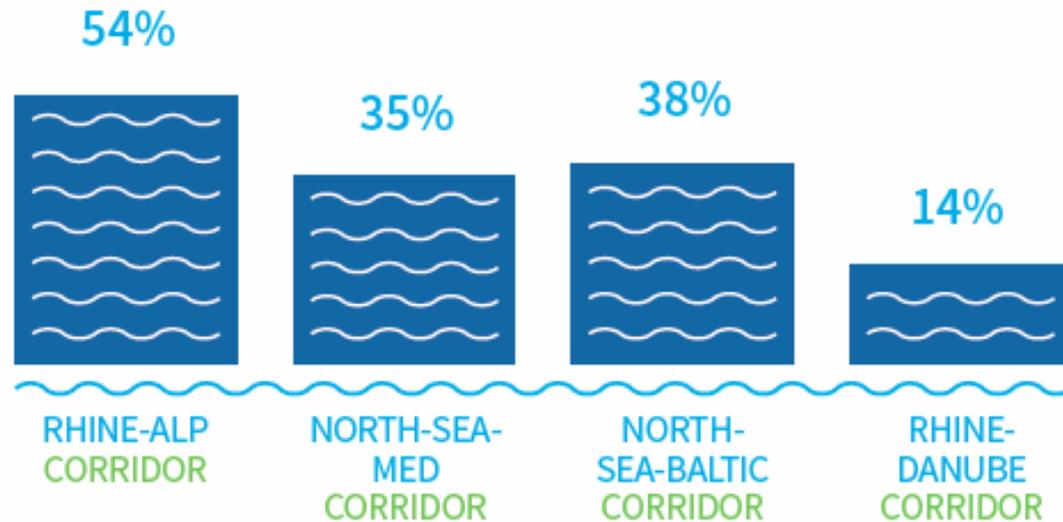


No traffic jams

- 60-80% less fuel
- 60-80% less carbon
- 50-75% less noise



Share waterways transport in cross-border freight flows



Source : EC corridor studies



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

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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 lifecycles. 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.



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

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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 therefore 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. 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.



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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. Tax incentives, such as by means of tax exemption for clean fuel and on shore power;
3. Availability and roll out of alternative fuels on the entire system of inland waterways;
4. Technology neutral approach to ensure that the most suitable and promising technologies are deployed in a safe manner;
5. 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;



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

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3. MODAL SHIFT

- IWT has huge modal shift potential on the entire European network of waterways and already today has very low CO₂ 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.



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

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3. MODAL SHIFT

Infrastructure is the backbone to materialise an increased share of the inland waterway transport sector which requires

- **Accelerating the shift from road to inland waterways and increasing the share of IWT in line with the EGD by providing the right regulatory framework**
- **Realising reliable infrastructure by** 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 by dedicated European funds



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

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3. MODAL SHIFT

According to the SSMS IWT is one of the most CO2 efficient modes of transport per tons of goods. Inland waterways infrastructure needs, including inland ports is around EUR 47 billion between 2021 & 2027. Current CEF support is around EUR 1.8 billion for IWT.

This shows that at the European level under investment might hamper the development of inland navigation as alternative to road, if not complemented by other sources of financing



IWT is key to deliver the European Green Deal

IWT HEAVILY AFFECTED BY COVID-19 HOWEVER PROVIDING A HUGE MODAL SHIFT POTENTIAL

The IWT sector therefore calls for a **better coordination of measures at EU level** and a **strong support out of the RECOVERY PLAN**. The objective should be to come to a win/win situation in which industry recovery leads to a sustainable development.

This requires a combination of

- **tailor made funding** for the large scale deployment of green technologies for the fleet, alternative fuels and digitalisation
- **Taxation incentives**
- **regulatory measures** to stimulate and accelerate the innovation







Port Authority

City logistics

Fabbing industry

1 ship = 120 trucks

1 ship = 5km of traffic jam

1 vessel transports hydrogen sufficient for 25,000 cars to drive 500km each



cereals



recyclables



building material



renewables



fruit



medicine



cars



clothing



smartphones



Multimodal connectivity



Smart berthing



Multimodal connectivity



Internet of things



Voyage planning



Privacy & security



Smart energy



Smart waste management



Better use of infrastructure



Public safety



Paperless transport



Smart environment



Traffic management



Inland Waterway Transport: Rivers of opportunity to deliver

www.ebu-uenf.org

