

Danube  
Business  
Talks 2022

**12 - 13 October**

Linz - Austria

# Future perspective of inland navigation in European Green Deal

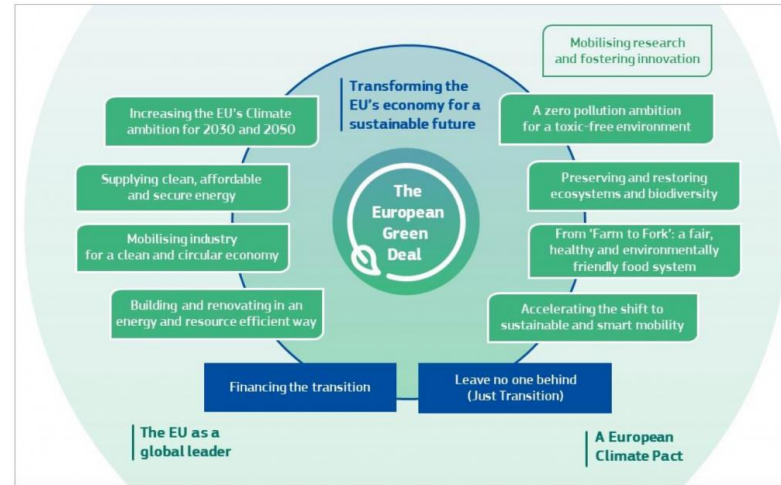
Karin De Schepper  
Inland Navigation Europe

**Green Deal - Green Danube.** The climate friendly transport axis

# Context of EU policy for IWT



## Green Deal



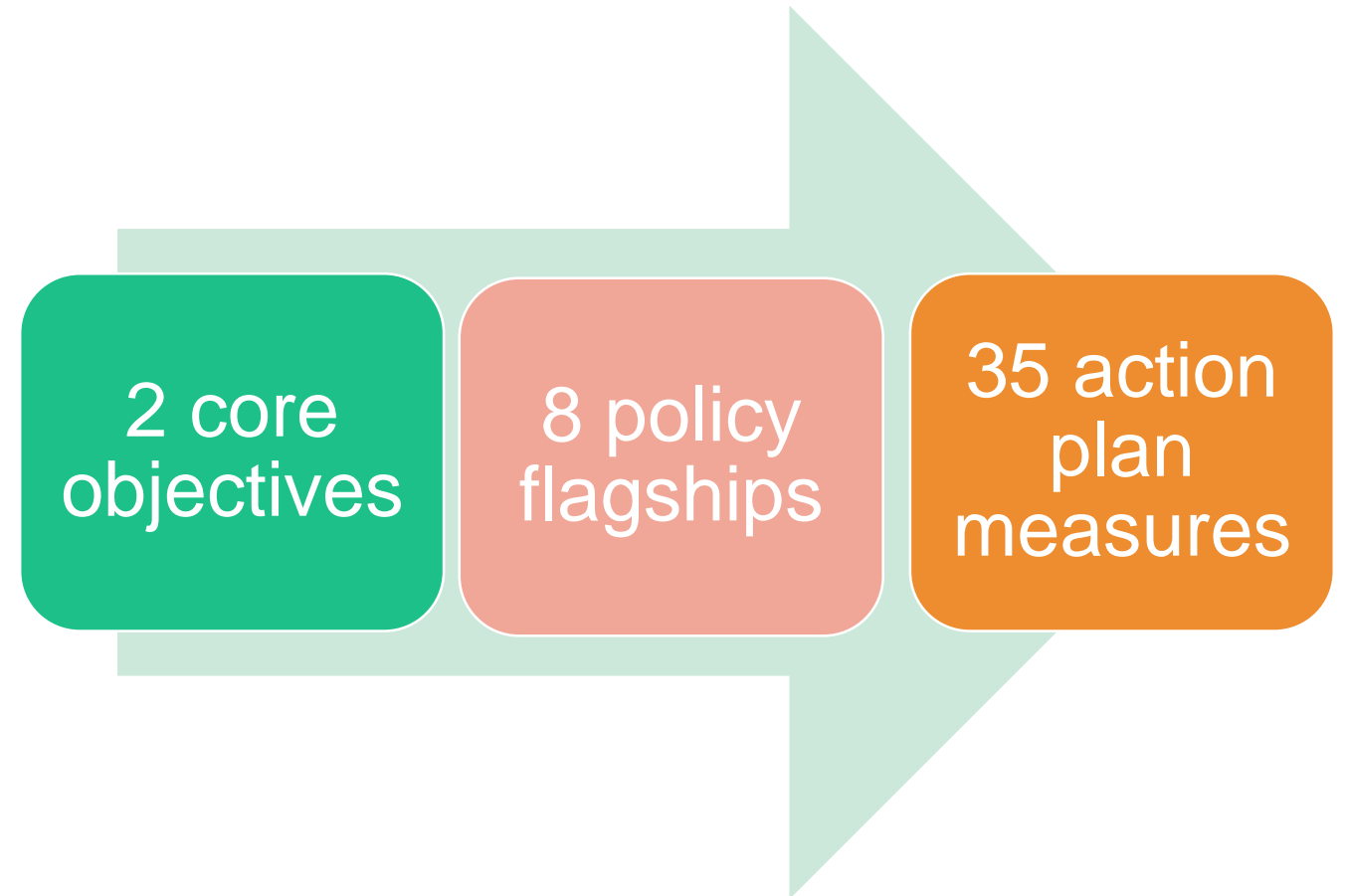
## GREEN DEAL

- ✓ 90% reduction in GHG and zero-pollution ambition
- ✓ 75% of inland freight carried today by road to be shifted to rail and inland waterways
- ✓ measures to increase the capacity of inland waterways from 2021

## SUSTAINABLE AND SMART MOBILITY STRATEGY (SSMS)

- ✓ transport by IWW and SSS should increase its market share
  - by 25% by 2030
  - by 50% by 2050
- ✓ rail freight traffic should increase its market share by 50% by 2030 and double it by 2050
- ✓ traffic on high-speed rail should double by 2030 and triple by 2050
- ✓ scheduled collective travel under 500 km to be carbon-neutral by 2030 within the EU
- ✓ at least 100 climate-neutral cities in Europe by 2030

# NAIADES III Action Plan 2021-2027



[https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:52021DC0324R\(01\)](https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:52021DC0324R(01))

## 35 action plan measures

2 core objectives

8 policy flagships

35 action plan measures

### ANNEX: ACTION PLAN

SHIFTING MORE FREIGHT TRANSPORT TO INLAND WATERWAYS	
1. Continued support for innovative infrastructure and deployment through Horizon Europe and CEF	From 2021
2. Revision of the TEN-T Regulation – Inland waterway transport requirements and role of coordinators	2021
3. Deployment of cross-disciplinary digital information and operation systems for water- and waterway management through CEF	From 2022
4. Transport crisis contingency plan(s)	2022
5. Review of the regulatory framework for intermodal transport, including the Combined Transport Directive	2022
6. Issue guidelines for operators and platforms on informing users about the carbon footprint of their deliveries and on offering sustainable delivery choices	2023
7. Review the inland waterway transport market access legislation	2022
8. Evaluation of the Directive (EU) 2016/1629 on technical requirements for inland vessels	2022
TOWARDS ZERO-EMISSION INLAND WATERWAY TRANSPORT	
9. Specific actions arising from the Mission on Healthy Oceans, Seas, Coastal and Inland Waters and from the Zero-Emission Waterborne Transport Partnership/Green Hydrogen partnership	From 2021
10. Support through CEF for the deployment of zero-emission inland vessels	From 2021
11. Facilitate through the H2020 Platina III project the elaboration of an EU energy index methodology for assessing carbon intensity levels of inland waterways vessels	2022
12. Evaluate the procedure for allowing derogations in the context of Directive (EU) 2016/1629 for encouraging the navigation of zero-emission vessels on EU waterways	2023
13. Analysis to assess the need for measures for promoting low carbon/zero-emission vessels.	2025
14. Revision of the railways State aid guidelines – possible inclusion of IWT and possible block exemption of aid for the coordination of transport	From 2021 to 2023
15. Revision of the State aid guidelines for environmental protection and energy, as well as the State aid Framework for research, development and innovation	2021
16. Technical Guidance document on climate proofing on infrastructure in the period 2021-2027	2021
17. Study to support the greening of inland ports	2021
18. Revision of the Alternative Fuels Infrastructure Directive and a roll-out plan with funding opportunities and requirements	2021
19. Request the European Standardisation Organisation for harmonised standards for alternative fuels infrastructure for inland waterways and ports	2021
20. Continuous support for innovative and alternative fuels infrastructure and deployment through Horizon Europe and CEF	From 2021
21. An assessment of the needs of waste reception infrastructure and and degassing facilities	2024
22. Revision of the Delegated Regulation (EU) 2017/1926 on multimodal travel information services with inclusion of inland waterway transport	2022



# NAIADES III Action Plan 2021-2027: 2 core objectives

This initiative aims to set an “Inland Navigation Action Plan 2021-2027”, aligned to the new multi-annual financial framework to meet objectives of the green deal and strategy and will focused on:

***(A) shifting more freight transport to inland waterways***

***(B) an irreversible path towards zero emission inland vessels***

Both underpinned by a paradigm shift towards further digitalisation, as well as accompanying measures to support the current and future workforce.

# Shifting more freight to inland waterways

- COM will assist inland waterway managers with ensuring minimum requirements and a high level of service (Good Navigation Status) along EU inland waterway corridors by 31 December 2030 (primary through TEN-T policies, CEF and Horizon Europe).
- A dedicated cooperation framework for IWT will be considered as part of the TEN-T Regulation revision.
- The revision of the Combined Transport Directive will fully integrate inland waterways as an essential component of intermodal transport.
- COM will also establish an EU framework for measuring and report emissions from logistics and transport. This could increase demand for more sustainable options, including inland waterways where feasible: CountEmissionsEU
- EU rules on market access in IWT will be reviewed as needed to improve harmonisation, maintain a level playing field and high safety

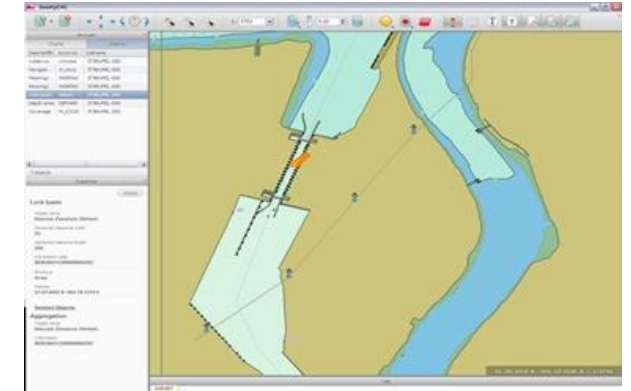
# Transition to zero-emission inland waterway transport

- COM encourages investment in zero-emission technologies for inland vessels and inland ports and will support research and innovation (including the new Zero-Emission Waterborne Partnership, and technical guidance on climate-proofing investments in transport infrastructure).
- EU energy index methodology for reporting and monitoring carbon intensity
- COM will assess how best to facilitate and speed up the safe testing and certification of innovative and low-emission vessels.
- The AFID revision should ensure that relevant infrastructure is available by 2030 for zero-emission vessels.
- Inclusion of inland waterway transport in the future revised railway state aid guidelines



# Smart inland waterway transport (digitalisation)

- Revision of the River Information Services (RIS) Directive in 2022-2023
- RIS COMEX: EURIS and CEERIS
- DINA: Roadmap for digitalisation and automation of IWT
- Financing through CEF and Horizon Europe
- eFTI



# What are the new TEN-T aiming at?



**Sustainability:** Reduce congestion, transport emissions and impact on climate change



**Efficiency:** Remove bottlenecks and gaps on the transport network



**Cohesion:** Connect EU cities and regions, including rural areas and remote regions



**User benefits:**  
Better transport services to citizens and freight customers

*The EU's transport network should be more sustainable, resilient, safer, faster and more convenient for its users. We want more people to take the train, and more goods to be transported by rail, inland waterways and short sea shipping.*



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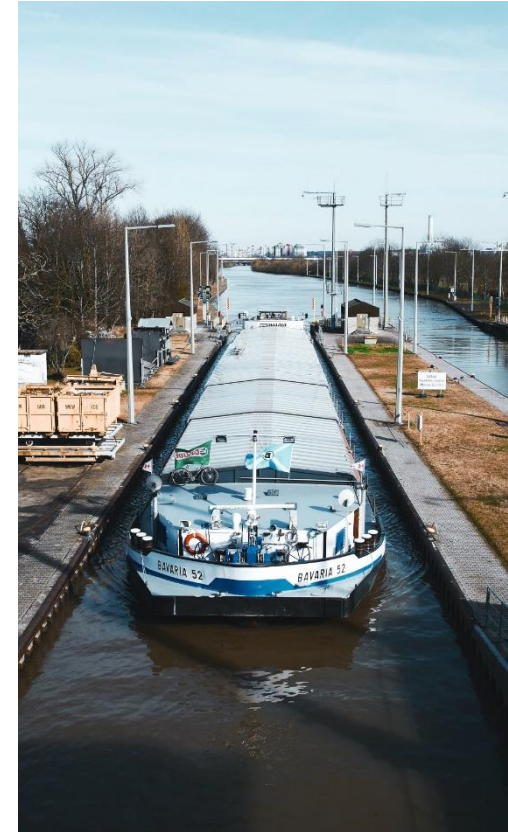
# TEN-T - IWT

## Overall vision:

- to ensure efficient, reliable and safe navigation for users by ensuring minimum waterway requirements and levels of service (good navigation status)

## To this aim:

- minimum requirements for good navigability:  
*at least 2.50 m navigable channel depth for rivers, canals, lakes and inland ports and 5.25 m min. height under non-openable bridges*
- taking into account hydromorphology
- complementary specific requirements per river-basin (corridor) by implementing act
- hinterland connection of inland ports by rail and/or inland waterway has to respect the TEN-T standards for rail and inland waterways
- compliance with EU environmental law



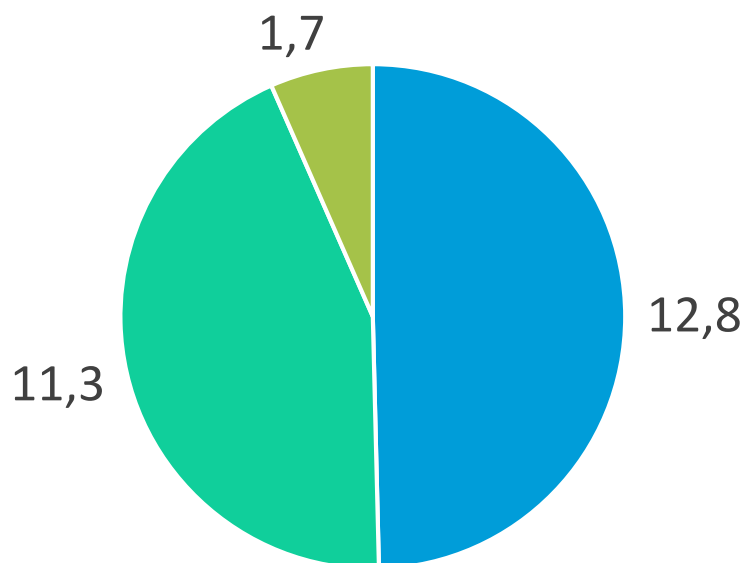
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## CEF 21-27

**Budget: € 25,8 billion**



■ General envelope ■ Cohesion envelope  
■ MilMob envelope

- Contribute to the objectives of the **Green Deal** and the **Sustainable and Smart Mobility Strategy**
- At least **60%** of the financial envelope will be dedicated to the **Union's climate targets**
- Contribute to the development of the **TEN-T**, including adaptation of parts of it for the civilian-defence dual use
- **Frontloading** of **70%** of the CEF budget for the first 3 years: **€ 18,2 billion**
  - **3 calls for proposals of € 5.5 billion** each in 2021, 2022 and 2023
  - A 3-year rolling call for the **Alternative Fuel Infrastructure Facility of € 1.5 billion**

# **Maritime and inland waterway cluster**

## **Inland waterways and inland ports projects on the Core and Comprehensive Networks**

Actions to be supported:

- upgrade of existing and creation of new waterways,
- construction, lifting, upgrading of locks and (movable) bridges,
- automation of waterway infrastructure,
- interconnections between inland waterways and maritime transport, rail/road connections within the port,
- access of inland ports to inland waterways,
- basic port infrastructure, shore-side electricity supply,
- port reception facilities for waste from ships,
- ensuring year-around navigability,
- waterside infrastructure including the creation and/or upgrade of infrastructure for mooring and waterborne operations along a waterway.

**Works / Studies**

**GEN 50%**  
**COEN 85%**



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## CEF - Maritime and inland waterway cluster

SUSTAINABLE & SMART  
**MOBILITY STRATEGY**

### River Information Services (RIS)

Actions to be supported:

- Deployment of smart on-board and land-based components of RIS, including appliances along the waterways or other related telematics applications that facilitate the digital transition and automation of the sector,
- Coherent deployment of Union-wide harmonised RIS components and fine-tuning of RIS key technologies, systems and services, in full compliance with the applicable standards and technical specifications,
- Complement and integrate with smart traffic and transport management solutions in inland waterway transport (with dedicated focus on RIS enabled corridor management and related solutions, incl. from relevant CEF actions) to facilitate data-sharing between authorities and inland waterway transport users,
- Reduction of administrative burden and elimination of paper flow of documents, establishing solutions that facilitate machine-to-machine communication and the once-only principle, taking into consideration the developments in DTLF (e.g. federation of platforms) and the principles of the eFTI Regulation,
- Actions that contribute to the holistic vision of NAIADES III for the inland waterway transport sector's digitalisation and automation.

Works / Studies

GEN 50%



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# Alternative Fuels Infrastructure Regulation

- Ensure sufficient and user-friendly infrastructure across the EU to support and allow the uptake of low and zero emission vehicles needed to reach the EU's climate objectives under the European Green Deal.
- Ensure that the roll-out of infrastructure is aligned to the number of vehicles and vessels that will come into circulation.
- Mandatory deployment targets for shore side electricity supply for inland waterway and maritime ports
  - At least one installation to provide shore-side electricity supply to inland waterway vessels at all TEN-T core inland waterway ports by 1 January 2025.
  - At least one installation providing shore-side electricity supply to inland waterway vessels at all TEN-T comprehensive inland waterway ports by 1 January 2030.
- Other alternative fuels deployment plan in national frameworks



# AFIF - What does AFIF support?

## AFIF – UNIT CONTRIBUTIONS

- Publicly accessible **recharging stations** dedicated
  - To **LDV** with a min power output of **150 kW**.
  - to **HDV** with a min power output of **350 kW**.
- **Grid connection** with a min power capacity of 600kVA.

GEN 30%  
COEN 50%

## AFIF – ZERO EMISSION %

- **Electricity** recharging stations for:
  - public transport;
  - IWW & maritime vessels;
  - port vehicles & equipment;
  - airport ground operations
- **Hydrogen** Refuelling Stations for:
  - LDV and/ or long haul HDV;
  - for public transport;
  - IWW & maritime vessels;
  - port vehicles & equipment;
  - railways

GEN 30%  
COEN 50%

## AFIF – LOW EMISSION %

- **LNG** refuelling stations supplying inland waterway and maritime vessels

GEN 10%  
COEN 20%



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## 1. Recharging stations supplying inland waterway and maritime vessels

### **Infrastructure**

- On-shore Power Systems (OPS),
- Related necessary grid connection,
- ...including zero-emission electric inland and short sea shipping vessels if it is demonstrated that an initial number of vessels is needed to kick-start the use of the supported recharging infrastructure.

### **Location**

- In TEN-T inland waterway and maritime ports areas

## 2. Recharging stations supplying port vehicles and equipment

### **Infrastructure**

- Used for the performance of port services and operations,
- ...including port vehicles and equipment.

### **Location**

- In TEN-T inland waterway and maritime ports areas

### **As regards port vehicles and equipment the following conditions apply:**

- only for fitting or retrofitting the main propulsion system (zero-emission);
- the eligible cost limited (to the difference in costs between a fossil-fuel vehicle/equipment and the zero-emission vehicle/equipment as regards the propulsion system).



### **3. HRS supplying port vehicles and equipment**

#### **Infrastructure**

- Used for the performance of port services and operations,
- ...including port vehicles and equipment.

#### **Location**

- In TEN-T inland waterway and maritime ports areas.

**As regards port vehicles and equipment, the following conditions apply:**

- only for fitting or retrofitting the main propulsion system (zero-emission);
- the eligible cost limited (to the difference in costs between a fossil-fuel vehicle/equipment and the zero-emission vehicle/equipment as regards the propulsion system).

### **4. HRS supplying inland waterway and maritime vessels**

#### **Infrastructure**

- HRS supplying liquid or gaseous hydrogen at pressure of 350 bar and/or 700 bar,
- ...including inland and short sea shipping vessels propelled by hydrogen or hydrogen carrier fuels (e.g. ammonia) if it is demonstrated that an initial number of vessels is needed to kick-start the use of the supported refueling infrastructure.

#### **Location**

- In TEN-T inland waterway and maritime ports areas.



## AFIF – ZERO EMISSION %

**As regards the inland waterway and maritime vessels the following restrictions apply:**

- only for **fitting or retrofitting** the main propulsion system;
- if for **passenger transport**, only for inland vessels longer than **20m with more than 12 passenger capacity**;
- the **eligible cost** shall be **limited** to the difference in costs between a fossil-fuel vessel and the zero-emission vessel as regards the propulsion system, to be duly evidenced by the applicant;
- the deployment of **hydrogen/fuel-cell powered vessels** for waterborne transport can be for use in private fleets of ships and vessels, excluding cruises and Exclusive Day trip tourism vessels, on the condition that the vessels are operating under the law of a Member State of the EU and serving EU passenger and cargo destinations and/or other EU services (e.g. tugboat) predominantly for at least 5 years from the date they are put in operation;
- additionally to the pure hydrogen supply formats, for maritime applications, hydrogen carrier fuels (e.g. ammonia) are admitted.

# EU Taxonomy

## SUSTAINABLE & SMART MOBILITY STRATEGY

The Taxonomy classifies 'green' economic activities in order to create a reliable standard for sustainable investments

In order to qualify for the Taxonomy an activity has to

Contribute substantially to one environmental objective

Do no significant harm to any other environmental objective

Comply with minimum social safeguards

A set of technical screening criteria defines the level of compliance required



CLIMATE CHANGE  
MITIGATION



CLIMATE CHANGE  
ADAPTATION



SUSTAINABLE USE OF WATER AND  
MARINE RESOURCES



POLLUTION  
PREVENTION



CIRCULAR  
ECONOMY



HEALTHY  
ECOSYSTEM

A first Delegated Act specifying criteria for a number of activities applies since January 2022

With a report by the Platform on Sustainable Finance on criteria for the remaining objectives published in March 2022, the work on a second Delegated Act is in progress

ility and Transport



# EU Taxonomy- IWT



CLIMATE CHANGE  
MITIGATION

The Adopted Climate Delegated Act includes several activities related to waterborne transport



CLIMATE CHANGE  
ADAPTATION

## Infrastructure

- Infrastructure for the operation of zero-emission vessels
- Infrastructure for the provision of shore-side electrical power
- Infrastructure for zero-emission port operations
- Infrastructure for transshipping freight
- BUT IWW INFRASTRUCTURE still to be included (criteria)
- Other relevant forms of infrastructure under the adaptation objective: DREDGING excluded (criteria)

## Vessels

- Indefinitely, inland, sea and coastal water passenger and freight vessels with zero emission
- Until 31/12/2025, hybrid, dual fuels and best performing technologies
- Until 31/12/2025, retrofitting of vessels for better efficiency
- Work on post 2025 criteria currently in progress



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The background of the slide is an aerial photograph of a mountain valley. A river winds through the valley floor, and a small town is visible. The mountains are covered in green vegetation, and the sky is a soft, hazy blue.

# Thank you

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Karin De Schepper  
Inland Navigation Europe  
[info@inlandnavigation.eu](mailto:info@inlandnavigation.eu)  
+32 2 5536270

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