



European  
Barge  
Union

# SONDERTAGUNG “CORONA”

## 6./7. September 2021 Nürnberg

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Secretary General

# 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.



# Economic impact COVID 19 on the river cruise and passenger transport sector in Europe according to the observation CCNR (Market insight CCNR April 2021)

## IWT HEAVILY AFFECTED BY COVID-19

- Freight transport performance (TKM) on inland waterways in the EU decreased by 8,1 % in the first three quarters of 2020, compared to the same period in 2019.
- Passenger transport recorded a reduction of passengers by 90-95 %.



# COVID 19 initiatives undertaken by EBU at EU level to contribute to the mitigation of the effect of the crisis on the IWT sector and call for

1. support measures for the survival of the sector survival, in particular the passenger transport sector
2. flexibility during lockdowns and intense negotiations with EC, river commissions, member states resulting in:
  - **EC and CCNR: temporary measures to extend validity of certain vessel certificates, licenses and postponement of certain periodic checks and training of crew**



## COVID 19 initiatives undertaken by EBU at EU level to contribute to the mitigation of the effect of the crisis on the IWT sector

- EC: **Green Lane** communication (C2020-1753 final) April 2020 and reconfirmed in October 2020 – and its communication on the implementation of the Green Lanes under the Guidelines for border management measures to protect health and ensure the availability of goods and essential services (C2020-1897 final) which call upon EU Member States to guarantee an unhampered safe movement of crew members to ensure adequate movement of goods and essential staff.
- EC (1.7.2021): **EU Digital COVID Certificate** and on the revision of the two Council Recommendations on travel within the EU and on non-essential travel into the EU will facilitate safe cross-border travel. Member States will apply them in a manner that ensures the full return to free movement as soon as the public health situation allows
- Joint **IGRC/EBU guidelines** river cruising
- EC: **postponement of the NRMM Regulation**
- EU: RESILIENCE AND RECOVERY FUND 750 bio EURO



# EU: RECOVERY PLAN AS PART OF THE NEXT GENERATION EU (NGEU) 750 bio EURO

70% of the grants provided by the RRF shall be committed in the years 2021 and 2022. The remaining 30% shall be fully committed by the end of 2023. As a rule, the maximum volume of the loans for each Member State will not exceed 6.8% of its GNI.

**Member States have to apply for support which covers Inland Waterway freight and passenger transport**





# 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)
- Sustainable finance and taxonomy framework (2021)
- NAIADES III (2021)
- FIT FOR 55 PACKAGE (2021)

## Regional

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



# FIT FOR 55 PACKAGE

## Rationale and impact on the IWT sector

The rationale behind the proposal thus being to price pollution, in particular CO<sub>2</sub>, and at the same time incentivise cleaner products, such as cleaner mobility and transport fuels.

## As far as IWT is concerned the package proposes

- **Energy Taxation Directive** – no exemptions for fuels in maritime and inland shipping; tax; exemption possibility for shore side electricity; zero minimum rates for sustainable fuels for 10 year.
- Regulation on alternative fuels infrastructure – on-shore power supply for TEN-T maritime and inland ports and provisioning of appropriate LNG refuelling points in TEN-T core maritime ports.
- Energy Efficiency Directive – counts energy consumption in maritime (excluding international maritime bunkers)
- Renewable Energy Directive – counts energy used in international shipping towards the target
- FuelEU Maritime



# GREENING IWT - POLICY FRAMEWORK

EC currently carries out a **Stakeholder consultation** on the Staff Working Document

**“Scenarios towards co-creation of transition pathway for tourism for a more resilient, innovative and sustainable ecosystem”**

Tourism, in line with the above EU policy objectives, needs to become more resilient and sustainable.



# 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



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

1→ Greening the fleet

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3→ Modal shift

## 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

1→ Greening the fleet

2→ Climate adaptation & alternative energy sources

3→ Modal shift

## 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.



Inland Waterway Transport: Rivers of opportunity to deliver

[www.ebu-uenf.org](http://www.ebu-uenf.org)

