



**“NAIADES III – STRATEGIC TOOLS FOR  
SUSTAINABLE INLAND WATERWAYS TRANSPORT  
WITHIN THE EU”**

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European  
Barge  
Union

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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)
- IG River Cruise (corresponding)
- BFBT (corresponding)
- Vereniging van Waterbouwers (corresponding)
- Europäische Vereinigung der Binnenschiffer ev (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.



EBU together with its sister association ESO (representing single barge owners) aim to strengthen and improve the entire sector. For this purpose EBU and ESO established a joint platform, the so called “European IWT platform”.

This platform is:

- coordinated and steered by the two organisations as a separate legal entity, called European IWT platform
- under which a number of areas are covered to strengthen the industry and proactively participate in
- anticipate on decision making processes in the foreseen areas



# HOW CAN NAIADES III support Modal Shift towards IWT and strengthen its competitiveness

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

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. Dedicated funding combining EU and national 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

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 EU 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 and alternative fuels are deployed in a safe manner; **LNG is no alternative for IWT.**
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 long lifetime of vessels and infrastructure;



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### 3. MODAL SHIFT

IWT has a huge modal shift potential on the entire European network of waterways and already today has very low CO<sub>2</sub> emissions compared to road.

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
- New markets arising from circulaire economy and energy transition



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### 3. MODAL SHIFT

#### What is needed

#### 1. Better integration in multimodal chain

- Revision of the **Combined Transport Directive**
  - Reparation of the restricted perception of intermodality and **equal treatment of IWT and short sea shipping in terms of economic support measures** as the combination road/rail.
  - **mandatory harmonised support measures** such as 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. Attractive jobs and skills

- implementation of the directive on professional qualifications to enhance the free movement of workers
- attractive working conditions and social security



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### 3. MODAL SHIFT

#### What is needed

#### 4. Digital connectivity & transformation

- Full implementation of RIS and upgrade to next generation supporting smart traffic & management solutions
- Better integration into the multimodal transport chain via a.o. full implementation of the eFTI regulation
- Automation & digital transformation





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



fruit



medicine



smartphones



cars



clothing



renewables



building material

H<sub>2</sub>



Multimodal connectivity



Smart berthing



Multimodal connectivity



Privacy & security

Internet of things



Voyage planning



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

