



Interreg



EUROPEAN UNION

Danube Transnational Programme

GRENDEL

GRENDEL „Green and Efficient Danube Fleet“

Activity 5.1 Public consultations

Public Consultations of the Danube Commission – State Aid

Lucia KARPATYOVA

Project co-funded by European Union Funds (ERDF, IPA)



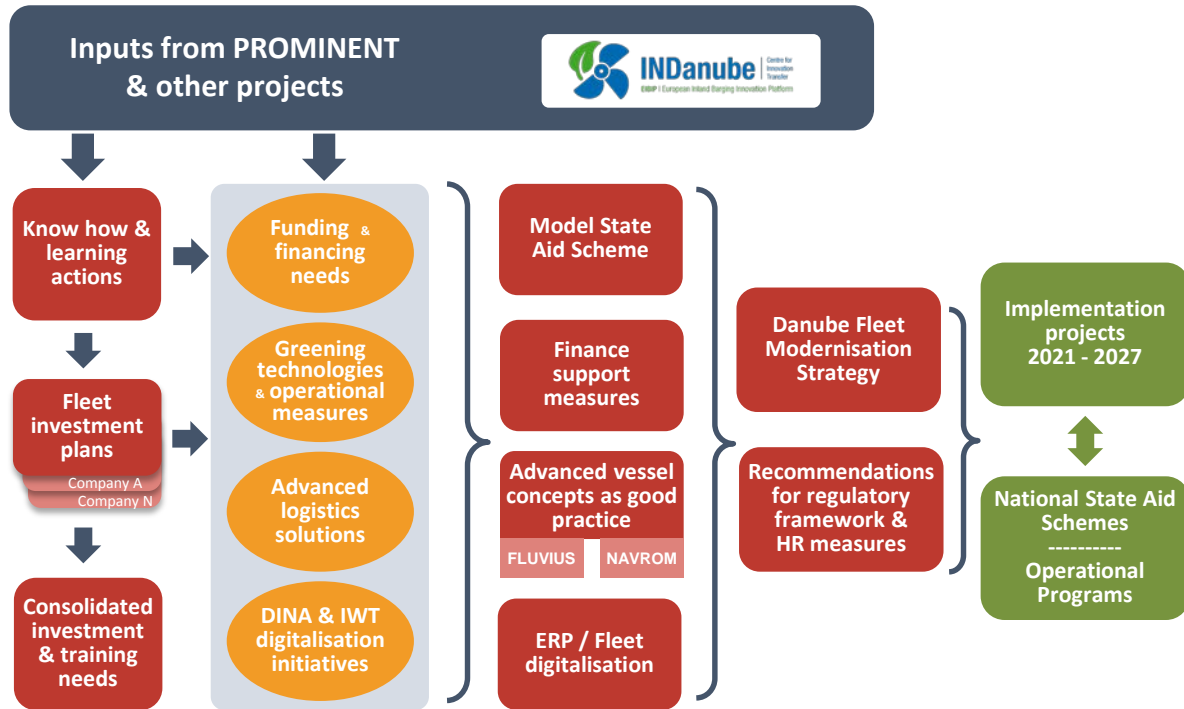
GREDEL *Work approach*

Green and Efficient Danube Fleet

“

“GREDEL addresses various fleet modernisation aspects: [i] use of low carbon & alternative fuels, [ii] reduction of air pollutant emissions (CO₂, NO_x, PM) and [iii] overall energy consumption. Besides this, [iv] transport & logistics management processes are addressed to ensure better integration of the Danube IWT into logistics chains...”

*Jun 2018 – Nov 2020
Funding: Interreg / DTP*



GREDEL *Danube fleet modernisation State Aid*

Objectives

Programme promoting the sustainable modernisation and innovation of inland waterway vessels in the Danube region

- The aim is to make inland waterway transport **more energy efficient and more climate and environmentally friendly** through modernisation and greening of inland waterway vessels and to **shift more goods from roads to inland waterways** in order to achieve European (and world-wide) climate protection and environmental goals
- IWT still the **most environmentally friendly mode** of transport in terms of transported volumes (tonne-kilometre) → however need to catch up with air pollutant emissions and logistics challenges. The proposed **measures address**:
 - Air pollutant **emissions** & noise emissions abatement measures, water and waste treatment, **energy efficiency** and **economic elements** through new engines, alternative drives and exhaust after-treatment systems, fuel saving technologies ...
 - **Adaptations of vessels** to adapt logistics needs of carriers and shippers and digitalisation of processes to be integrated into the digital multimodal logistics
- Scheme aims to support the development of the sector three-fold ...
 - help the Danube fleet (existing & new) to become **more energy-efficient, more climate and environmentally-friendly**
 - help the Danube fleet (existing & new) to **adapt the logistics needs** of carriers and shippers (changes in vessels & equipment, digitalisation of processes, integration to logistics chains)
 - support actions likely to make this sector **more competitive in order to make the profession more attractive** and to ensure the **renewal of its actors**
 - support actions **increasing the resilience of the IWT (inland vessels) towards the climate change** (low water periods, etc.)

Beneficiaries I.

Sector affected by the measure [3.3]

H.50.30 - Inland passenger water transport
H.50.40 - Inland freight water transport

LARGE ENTERPRISES

→ to be checked on eligibility (e.g. if back-financed through ESIF, if any exist in Danube region)

Type of beneficiaries [3.4.1]

SME

Selection from (a) large, (b) SME, (c) medium-sized, (d) small, (e) micro enterprises

Estimated number of beneficiaries [3.4.2]

from 11 to 50

Selection from (a) under 10, (b) from 11 to 50, (c) from 51 to 100, (d) from 101 to 500, (e) from 501 to 1000, (f) over 1000

Outstanding recovery orders in case of aid schemes [3.7.2]

Include „MS commit to suspend the award and/or payment of any aid ... to any undertaking that has benefited from earlier unlawful aid declared incompatible by a Commission Decision, until that undertaking has reimbursed or paid into a blocked account the total amount of unlawful and incompatible aid and the corresponding recovery interest.“

... & legal basis concerning this point:

Beneficiaries II.

- **Small and Medium Enterprises (SME)** as beneficiaries
 - Cargo vessel owners / operators
 - Passenger vessel owners / operators
 - *Design offices, shipyards or other technical service providers (& similar) ← sub-programme 5. Promote emergence of innovative solutions*
- **all owners or operators of fleets** of inland waterway vessels whose vessels are recorded in the **national vessel register, regardless of the nationality** of the operator, having its **registered office**, branch or subsidiary **in Country and carrying goods transport** by inland waterways **in Country**
- **any natural or legal person** under civil-law and commercial-law **belonging to a Member State of the European Union** (*, in Iceland, Liechtenstein, Norway or Switzerland*) and **exercising its trade of inland waterway goods** in Country, or any legal person belonging to a Member State of the European Union having its registered office, branch or subsidiary in Country and **carrying goods transport by inland waterways** in Country
- requirement of **XX** journeys on the Country stretch of the Danube

VESSEL OWNERS / VESSEL OPERATORS

- ✓ any nationality **A**
- ✓ national vessel register
- ✓ registered office in country
- ✓ trade / carrying goods via IW in country

- ✓ EU Member State (+) **B**
- X** —national-vessel-register
- ✓ registered office in country
- ✓ trade / carrying goods via IW in country

- ✓ Certain amount of journeys on the country stretch **Add-on**


Fleet investment needs catalogue

Approach & basis for the elaboration of the fleet investment needs catalogue

- **Research and innovation projects** (*LNG Masterplan, PROMINENT, PLATINA, EIBIP ...*) as well as the **policy initiatives** (*NAIADES*) which looked into modernisation of inland vessels
- EU-Wide Strategy for Innovation Uptake in Inland Waterway Transport (EIBIP & www.INDanube.eu)
 - improve the **environmental footprint** (reduction of air pollutant and greenhouse gas emissions) and to improve the **position and performance of inland navigation in overall transport system** in Europe
- **Legislation** was taken into account (*ES-TRIN, ADN, NRMM, etc.*)
- **Lessons learned** from the **preparation of the new State Aid schemes**, incl. **past** and **existing** in various EU Member States (*Germany, Croatia, France, Belgium, Netherlands, Czech Republic, etc.*)
- **State Aid block exemption categories (GBER)** → the basis for structuring the catalogue of investment needs along with the notification rule of Member States

Fleet investment needs catalogue

Priorities vs. state aid regulatory framework

 State Aid regulatory framework undergoes changes for MFF 2021-2027

A. Priorities (Aid categories) exempted from notification on the basis of COMMISSION REGULATION (EU) No 651/2014 ← TFEU Art 107(3)(e)

- 1. Aid for research and development and innovation** (Section 4)
 - Aid for research and development projects (Art 25)
- 2. Aid for environmental protection** (Section 7)
 - Investment aid enabling undertakings to go **beyond Union standards** for environmental protection or to increase the level of environmental protection **in the absence** of Union standards (Art 36)
 - Investment aid for **early adaptation** to future Union standards (Art 37)
 - Investment aid for **energy efficiency measures** (Art 38)
 - Investment aid for the promotion of **energy from renewable sources** (Art 41)
 - ...
 - ...
 - Aid for **environmental studies** (Art 49)

B. Notification needed on the basis of the Articles 107(1) and 108(3) of the Treaty

Greening → Art 107(3)(c) ... "facilitate development of certain economic activities"

Modal shift → Art 93 TFEU ... "compatibility if SA meets the needs of coordination of transport"

- 1. Modernisation of inland vessels to integrate inland waterway transport into **intermodal transport chains** and increase its competitiveness**
 - New logistics concepts, incl. synchronomodality, digitalisation
 - New vessel concepts
 - New cargo flows
- 2. Modernisation of vessels leading to the **increased safety** of inland waterway transport**
- 3. Supporting the **renewal of actors** in the inland waterway transport sector**

C. COMMISSION REGULATION (EU) No 1407/2013 (application of Articles 107 and 108 of the Treaty) related to *de minimis* aid

Ceiling of €200,000 as the amount of *de minimis* aid that a single undertaking may receive per Member State over any period of three years

GRENDEL

Sub-programmes

Danube fleet modernisation State Aid

Environmental Performance



1

Reducing emissions of gaseous and particulate pollutants from internal combustion engines and auxiliary motors installed on vessels and by implementing other measures with direct environmental benefits.

 DETAILS

Integration into logistics chains



2

Increasing the involvement of inland waterway transport in multimodal transport chains by making the vessels more competitive, operationally flexible and secure in the context of multimodal transport chain.

 DETAILS

Increasing safety of IWT



3

Focusing at safety equipment, safety at work, adaptations to wheelhouse, steering system and manoeuvrability of a vessel, all to support a skipper in navigational and operational aspects / decisions → increase safety.

 DETAILS

Renewal of actors in the sector



4

Encourage the acquisition of the first boat for new river transport companies and new entrants.

 DETAILS

Innovative solutions



5

Development and experimentation with innovative solutions:

- ▶ experimentation w. existing or new technology, unproven for IWT
- ▶ R&D: design of new technologies to respond to specific needs of IWT
- ▶ feasibility studies

 DETAILS

Priority 1. Improving environmental performance

OBJECTIVE ► Environmental protection ► ► ► MEASURES & EXAMPLES

1.1 ACQUISITION OF LOWER EMISSION ENGINES

Art. 36

- Acquisition of lower-emission engines N E
- Acquisition of lower-emission auxiliary engines, including installation N E
- Acquisition of directly subsequent components (e.g. gearbox), including installation N E
- Replacement of the previously used conventional diesel engine with a lower emission engine (removal & installation) E
- In case of gas engine, the associated gas storage and supply system. N E

1.2 MEASURES TO REDUCE AIR POLLUTANT EMISSIONS

Art. 36

- Installation of (re)processing technologies and equipment for emitted gases – these include in particular catalytic converters, particulate filters, unless they are part of the lower emission engine, as well as combined exhaust gas reduction systems and other pollution control systems. N E
- Installation of fuel water emulsion technology / plant N E

1.3 ENERGY EFFICIENCY & MANAGEMENT ON-BOARD

Art. 38 & Art 41

- Installation of technologies to reduce fuel consumption provided that a saving of at least **XX%** in fuel consumption (e.g. alternative drive systems – diesel and gas electrical & purely electric drives, ...) E
- Installation of energy reduction systems on board (e.g. energy management automat, eco-pilot, generator) N E
- Installation of renewable energy production systems (e.g. solar panels, fuel cells for domestic use) N E
- Adaptations of vessels energy supply wiring / network resulting from installations above (e.g. overhaul of electrical or hydraulic circuits). N E

1.4 NOISE EMISSION REDUCTION

Art. 36

- Installations and adaptations to reduce noise emissions and vibrations in engine rooms E
- Installations and adaptations measures to reduce noise emissions and vibrations in a wheelhouse E
- Installations and adaptations measures to reduce noise emissions and vibrations in accommodation spaces, both communal living quarters and sleeping cabins. E

1.5 WATER AND WASTE REDUCTION AND TREATMENT

Art. 36

- waste storage systems (e.g. storage tanks) N E
- waste reprocessing systems (e.g. reprocessing station, adaptation of piping) N E
- equipment to limit the waste generated (e.g. propeller shaft limiting grease) N E

1.6 ADAPTATIONS TO VESSELS: HYDRODYNAMICS

Art. 36

- modification of the rear and / or front forms of a vessel E
- improvement of the propulsion system (e.g. nozzles) E

Rear-ship replacements

(vessel to be used to appr. 80% ▪ 10%-40% fuel savings ▪ significantly reduced downtime compared to conversions)

- Conversion from single to **multi-propeller propulsion** (incl. replacing rear ship)
- **Optimisation** in development phase
- Replacement of classic propeller tunnel by so called **flex tunnel** (allowing operation from a draft of 1.2m; reducing the energy demand)
- Coordinated design of the **duct, propeller, rudder and flow plate arrangements** → reduction of power requirements, vibration, noise

Priority 1. Improving environmental performance

OBJECTIVE ► Environmental protection ► ► ► FURTHER INFORMATION

ACTIONS

- ❑ Acquisition of new transport vehicles - conditions to be clarified with EC services

To apply under GBER the intensity of aid shall be as described in GBER. The aid can be two-fold:

- Aid for undertakings which go **beyond Union standards** or which increase the level of environmental protection **in the absence of Union standards**
- Aid for **acquisition of new transport vehicles** which go beyond Union standards or which increase the level of environmental protection in the absence of Union standards

Objective	Reducing emissions of gaseous and particulate pollutants from internal combustion engines and auxiliary motors installed on vessels and by implementing other measures with direct environmental benefits		
Assessment basis for eligible costs	❑ Purchasing / acquisition of equipment	❑ Extra costs, without VAT, compared to conventional fuel system – power trains & related equipment ... (FR-SA.48804)	
		❑ Flat rates – power trains (e.g. XX€/kW), fuel water emulsion plant ... (DE-SA.52931)	
		❑ Proven expenditure for acquisition of technology not dependent on kW (DE-SA.52931)	
		❑ Extra costs (compared to no investment), capped to 85% (CZ.43080)	
	❑ Installation costs / replacement costs	❑ Full	capped at certain amount (FR-SA.48804 → 30% of installation costs capped at 70,000€ per vessel)
		❑ Flat rate	flat rate per ranges of engine power (DE-SA.52931)
	❑ Costs of work (external)	❑ Full	capped at certain amount (FR-SA.48804)
	❑ Technical documentation	❑ Full	reasonable costs (e.g. classes, technical inspection, etc.)
Aid intensity	❑ Measures 1.1, 1.2, 1.4, 1.5 & 1.6 (enviro measures): 40% of eligible costs (medium 10% , small 20%) ❑ Measure 1.3 (energy efficiency measure): 30% of eligible costs (medium 10% , small 20%) ❑ E.g. 85% in CZ-SA.43080 capped at 30% of new reference vessels = CZK 80 mill. (~3.2M€)		
Terms of application	Vessels eligible for State Aid must have certificate; Obligation to use a vessel at least 2 years after installation or replacement or more if the cumulative aid is higher (e.g. 5 years in case 23,000€ in FR.SA48804); Use of equipment for certain time; Cooperation with on-the-spot-checks; Logging system e.g. in case of aftertreatment ...		

HIGHER INTENSITY EXPECTED → NOTIFICATION NEEDED



Priority 1. Improving environmental performance

Assessment on the basis of derogations provided in the TFEU [1/3]

Aid is granted for investments enabling the beneficiary to **increase the level of environmental protection** resulting from its activities **in the absence or going beyond the Union standards.**

LEGAL BASIS	Art 107(3)(c) TFEU and Guidelines on State aid for environmental protection and energy (2014-2020) EEAG, point 27.
ACTIONS <input type="checkbox"/> Clarification of support for existing and new vessels	<p>[Existing vessels] NRMM (Regulation (EU) 2016/1628) does not oblige vessel owners to replace old engines, therefore aid is granted in order to incentivise such owners to do investment, thus making them increase environmental protection in the absence of EU standards applicable to them.</p> <p>[New vessels] Question: can be funded if going beyond the EU standards, e.g. by going 5% or more beyond defined emission values in reduction of at least one of these emission limits.</p>
COMMON INTEREST	<p>If a measure is co-financed by ESIF, MS may rely on reasoning from Operational Programmes in indicating the energy objectives pursued. Other references to be used:</p> <ul style="list-style-type: none"> • EU environmental policies & legislation (examples) <ul style="list-style-type: none"> • Green Deal & co. • A Clean Planet for All (COM/2018/773 final, 28 November 2018) • A Europe that protects: Clean air for all (COM/2018/330 final, 17 May 2018) • Call by Council of transport ministers and European Parliament for improvement of sustainability of inland waterway transport in view of contributing to Paris agreement objectives (COP21) • Mannheim declaration • Political Guidelines for the next European Commission 2019-2024 with its “European Green Deal” • Regulation related to emission limits for internal combustion engines for non-road mobile machinery (NRMM) • National Air quality plans, etc. (country input needed)
NEED FOR STATE INTERVENTION (MARKET FAILURE)	<ul style="list-style-type: none"> • Greening investments not possible if purely commercial interests are pursued → the vessels are operationally & technically fit. • High financial costs of modernisation / greening, no motivation on the side of vessel operators to modernise / green, thus contribute to the environmental improvements without State Aid • Vessel operators do not have sufficient own resources (structural problems of the sector, problems with waterway maintenance in past, etc.)

ACTIONS

- MS to include “option” for State Aid to OPs
- Support of DG REGIO

Priority 1. Improving environmental performance

Assessment on the basis of derogations provided in the TFEU [2/3]

Aid is granted for investments enabling the beneficiary to **increase the level of environmental protection** resulting from its activities **in the absence or going beyond the Union standards.**

APPROPRIATE	... for aid schemes implementing the objectives and priorities of the Operational Programmes, the financing instrument chosen in the programme (OP) is in principle presumed to be an appropriate instrument. → proper OP 2021-2027 needed in the Danube countries (action point for MS + support of DG REGIO)
INCENTIVE EFFECT <i>(49 of EEAG) occurs when the aid induces the beneficiary to change its behaviour to increase the level of environmental protection and the aid must not subsidise the costs of an activity that an undertaking would anyhow incur</i>	Aid aims to support investments that lead to a higher level environmental protection as it supports the realization of investments that go beyond the applicable Union standards (e.g. air pollutant emissions) or are done in the absence of Union standards (no legislation for existing vessels) and contributes positively to the environmental objective set out in point 55 of the EEAG. Investments are not mandatory and the vessel owner would not undertake them without aid. Aid awarded based on <ul style="list-style-type: none">• Basis of a transparent, non-discriminatory competitive bidding and a call with defined conditions, duration, specifications ... (vs. open scheme ?)• Application must be submitted prior to the start of works on the project• Standardised application form shall be used with justifications (e.g. proof of positive environmental impact, assessment of benefits, etc.)
AVOID UNDUE NEGATIVE EFFECTS ON COMPETITION ACTIONS <input type="checkbox"/> Details / structure of beneficiaries to be provided by MS	<ul style="list-style-type: none">• Being green is currently no benefit or competitive advantage. In the Danube region, there is no pressure from the side of shippers, consumers to have the cargo delivered in a green way, just as cheap as possible.• Well defined non-discriminatory, transparent and open selection process for all SME owners or operators → definition of beneficiaries to be agreed (EU+ vs any nationality; yes/no in national vessel register; office/branch in country, trade via IW in country, journey on the country stretch)• Same / similar conditions of the State Aid scheme applied in (all) Danube countries → vs. possibility to have one regional State Aid scheme• Budget XX M€ disbursed over six-year period to relatively large number of potential recipients (expected up to 50 per country)
TRANSPARENCY QUESTION <input type="checkbox"/> Website shall be running another 10years?	<ul style="list-style-type: none">• Publication of required information (104 of AAEG) on a comprehensive State aid website, at national or regional level• (106 of EEAG) Such information must be published after the decision to grant the aid has been taken, must be kept for at least 10 years and must be available to the general public without restrictions

Priority 1. Improving environmental performance

Assessment on the basis of derogations provided in the TFEU [3/3]

Aid is granted for investments enabling the beneficiary to **increase the level of environmental protection** resulting from its activities **in the absence or going beyond the Union standards.**

PROPORTIONATE

(69 of EEAG) "... aid amount per beneficiary is limited to the minimum needed to achieve the environmental protection or energy objective aimed."

(70 of EEAG) "...if the aid corresponds to the net extra cost necessary to meet the objective, compared to the counterfactual scenario in the absence of aid."

ACTIONS

- Clarify with DG COMP
- Agreement on method needed at MS level

"... aid amount per beneficiary is **limited to the minimum needed**..." which is defined as "net extra cost necessary to meet the objective compared to the counterfactual scenario in the absence of aid ..." (70 of EEAG)

- **Simplified method** (71 of EEAG) → extra investment costs (not taking into account operating benefits & costs)
- Eligible costs:
 - (73)(a) of EEAG → in case costs can be identified → e.g. a separate after-treatment
 - (73)(b) of EEAG → costs are difficult to identify in the total investment costs. Examples:
 - (1) difference between a low emission engine and a conventional diesel engine (how to set a price of a conventional diesel engine as such type shall not be anymore on the market?) → this approach might be applicable for **new vessels** in case they prove that the specific engine will contribute to higher level of environmental protection **going beyond the Union standards** (e.g. by 5% in at least of one of emission limits)
 - (2) full acquisition price of a low emission engine as extra investment costs in case of retrofits (because counterfactual scenario is no action, thus zero investment) → reference to (73)(b) of EEAG
 - (3) SA.43080 [CZ] "... in case of replacement of vessels' engines, the market price of the existing engine of the vessel will be deducted from the eligible costs (the estimate of the market price will be supported by a court-sworn expert's opinion)" → is there really a market price on the existing 40-years old engine or just the costs related to scrapping of the engine. If market price is to be considered, this gives a sign to support the "further use" of old non-conform engines for other purposes, rather than to get rid of it completely by scrapping.
- (Annex 1 of EEAG) Maximum aid intensities → up to 100% of eligible costs, if bidding process

CUMULATION

- Aid granted under the scheme **cannot be cumulated with other aid** or **de minimis** for the same eligible costs.

Priority 2. Integration into logistics chains

OBJECTIVE ► Coordination of transport ► ► ► MEASURES & EXAMPLES

2.1 ADAPTATION OF VESSELS TO ATTRACT NEW TRAFFIC OR FREIGHT OR PERPETUATE EXISTING TRAFFIC

Measure aims to support the adaptation of existing vessel to attract new cargo and further develop their activity. It also plans to help carriers to make the necessary adjustments to sustain transport activities already in place. Investments may relate to:

- › adaptations of the vessel's equipment (e.g. bottom or deck reinforcement, acquisition and installation of stacking covers, raising the hatchways, extending hatchways, ...) N E
- › adaptations of the dimensions of the vessel (e.g. lengthening, shortening, broadening) E
- › adaptations related to handling or transport (e.g. on-board handling equipment, hazardous material transfer systems, acquisition transportation frames for cars) E

2.2 CONSTRUCTION OR ACQUISITION OF VESSELS TO ATTRACT NEW TRAFFIC OR FREIGHT

Measure aims to encourage the construction or acquisition of new or used vessels adapted to new transport/cargo in order to capture new market shares. Investments may relate to:

- › design studies and pilots N E
- › construction or acquisition of units responding to specific traffic N E

2.3 CONSTRUCTION OR ADAPTATION OF VESSELS TO SERVE MARITIME PORTS

Measure is to encourage the construction, acquisition or adaptation of inland waterway vessels to navigate in the seaport area addressing peculiarities which imply certain specific equipment; projects that generate additional traffic (new or increasing compared to existing ones). Investments may relate to:

Aid for the construction of vessels N E

- › design studies
- › construction of units responding to traffic crossing a river-sea zone

Adaptation of existing vessels E

- › adaptation to navigation conditions (e.g. buoyancy reserve, stowage of containers)
- › adaptation to the specificities of seaports (e.g. coarse risers)

2.4 ACQUISITION OF INSTRUMENTS AND SOFTWARE TO HELP THE NAVIGATION OR OPERATION OF VESSELS / FLEET

Measure aims to modernise the management of vessels and their loads by carriers, and to improve their productivity. Investments may relate to:

- › navigation aids (e.g. GPS, anemometer, AIS interfaced radars, ECDIS chart, tempomat, autopilot, ...) since their acquisition is not an obligation regulatory framework, provided in particular under the specific regulation(s) N E
- › software (e.g. logistics planning software, loading plan optimisation software, enterprise resource planning and fleet management software, interfaces with other transport modes and port community systems, ...) N E

Priority 2. Integration into logistics chains

OBJECTIVE ► Coordination of transport ► ► ► FURTHER INFORMATION

GBER not applicable → notification is needed together with assessment on the basis of derogations provided in the Art 93 TFEU	
Objective	Increasing the involvement of inland waterway transport in multimodal transport chains by making the vessels more competitive, operationally flexible and secure in the context of multimodal transport chain
Assessment basis for eligible costs → “Proven expenditure for the acquisition of the technology and the implementation of the measure (alternative with capping per vessel)”	<ul style="list-style-type: none"> <input type="checkbox"/> adaptations to attract new traffic or freight or preserve existing traffic or freight <input type="checkbox"/> Pre-cond.: existing vessels ▪ responding specific traffic/freight ▪ business plan / justification of investments towards adaptations <i>FR SA.48804: 30% of costs of work capped at € 230,000 per vessel ▪ CZ SA.43080: 75% with bonus 10% for small enterprises, whereas all modernisations under the aid must not exceed 30% of the price of new reference vessel (~2.96M€)</i>
&	<ul style="list-style-type: none"> <input type="checkbox"/> construction/acquisition of vessel to attract new traffic or freight <input type="checkbox"/> Pre-cond.: Year of the build of the vessel vs. first registration ▪ business plan / justification of investments towards adaptations <i>FR SA.48804: 50% of the costs of studies capped at € 100,000 per vessel & 20% of the construction or acquisition, capped at € 200,000 per vessel</i>
	<ul style="list-style-type: none"> <input type="checkbox"/> construction or adaptation to serve maritime ports <input type="checkbox"/> Aid for the construction of boats <i>FR SA.48804: design studies → 50% of costs of studies, capped at €100,000 per vessel; construction → 20% of construction costs, capped at € 400,000 per vessel</i> <input type="checkbox"/> Aid for adaptation of existing boats <i>FR SA.48804: 30% of the cost of work, and is capped at € 90,000 per vessel</i>
Aid intensity	<ul style="list-style-type: none"> <input type="checkbox"/> instruments/SW to help navigation & operation of vessels <input type="checkbox"/> Pre-cond.: acquisition of software incl. licences / development of software interfaces only, not development of software itself <i>FR SA.48804 - 30% of the cost of works, capped at € 20,000 per vessel</i>
Terms of application	if installation of certain equipment or features is mandatory (will become mandatory), the corresponding works or equipment will no longer be eligible

Priority 3. Increasing safety of IWT

OBJECTIVE ► Coordination of transport ► ► ► MEASURES & EXAMPLES

3.1 MEASURES TO ADAPT EQUIPMENT USED FOR MANOEUVRING OF VESSEL AND RELATED INDICATING AND MONITORING DEVICES

Installation of equipment and technologies to enhance manoeuvrability of inland waterway vessels (such as steering system and rudders) and to ensure the proper signalling indicating any problem. Investments may relate to:

- › Installations and adaptations related to control, indicating and monitoring devices and equipment (e.g. automatic switch of indicating and monitoring devices to alternative power source, control for main engines by a single lever, display of operational status of devices and equipment, ...),
- › Installations and adaptations related to wheelhouse (measures to ensure unobstructed view, installation of independent alarm system, measures enabling lifting and lowering the wheelhouse, ...),
- › Installations and adaptations related to steering system (measures related to steering system like presence of second independent drive unit, hydraulic steering apparatus and related tanks, pipework as well as alarm and monitoring, other measures to ensure required manoeuvrability of steering system, temperatures, design of rudder stocks or manual drive, ...)

3.2 MEASURES ADDRESSING VESSEL'S SAFETY EQUIPMENT AND FIRE PROTECTION SYSTEMS

Installation and adaptations to safety equipment on-board of inland vessels aimed to enhance the safety of operation of inland vessels. Investments may relate to:

- › Installations and adaptations related to safety measures of engines and engine equipment (e.g. securing engines against unintentional starting, protecting fuel and oil pipeline connections against leakage, jacketed piping system for external high pressure fuel delivery pipes of diesel engines, monitoring devices used to monitor propulsion systems, switch off and indication of automatic device for reduction of engine speed from helmsman's position)
- › Installations and adaptations related to anchor equipment
- › Installations and adaptations related to mooring equipment (replacement of mooring and other cables)
- › Installations and adaptations related to firefighting system (portable fire extinguishers)

3.3 MEASURES ADDRESSING SAFETY AT WORK STATIONS AND CREW SAFETY

Installation and adaptations to the inland vessel and working areas aimed to enhance the safety of operations and crew safety. Investments may relate to:

- › Installations and adaptations to (completing of) deck cover & deck equipment (e.g. hatch covers, winches) and other protection against falling, or safety equipment like inflatable lifejackets

3.4 MEASURES ADDRESSING OTHER SAFETY RELATED ISSUES

Installation of other equipment or adaptations to inland vessels to support the skipper. Investments may relate to:

- › Installation of equipment that increases the safety of navigation and support skippers in (difficult) navigational/operational aspects and situations (e.g. cameras, CCTV on board, LED lights, ...)

Priority 4. Renewal of actors in the sector

OBJECTIVE ► Coordination of transport ► ► ► MEASURES & EXAMPLES

4.1 SUPPORT TO RENEWAL OF ACTORS IN THE SECTOR

- › Acquisition of first vessel for new inland waterborne transport companies and new entrants

Potential beneficiaries:

- Only new vessel operators / owners / companies (*not another newly established company of person who already owns a vessel*)

Eligible of costs:

- Purchase price of a vessel

Assessment basis for costs:

- E.g. XX€/dwt, within a limit of XX% of the purchase price of the vessels and XX,000€ per vessel (*FR SA.48804 80€/dwt, within a limit of 20% of the purchase price of the vessels and 60,000€ per vessel*)

Legislation / Standard: N/A

Terms of application:

- Only to new entrants into the profession / into IWT sector (new individuals or new companies only that have not benefitted from this aid)

Priority 5. Promote emergence of innovative solutions

OBJECTIVE ► Research, development and innovation ►►► MEASURES & EXAMPLES

5.1 DEVELOPMENT OF INNOVATIVE SOLUTION AND EXPERIMENTATION WITH INNOVATIONS

Aid for research and development projects (GBER Art 25) & Aid for enviro studies (Art 49)

- › Experimentation of existing or new technology, unproven in the specific context of inland water transport
- › Research and development related to design of new technologies to respond to specific needs of inland water sector
- › Elaboration of feasibility studies

Potential beneficiaries:

- as well other project promoters (design offices, naval architects, shipyards or other technical services providers, consortia, as well as passenger inland vessels' operators provided that the project freight inland vessels operators can benefit from proposed project)

Eligible of costs:

- staff costs, costs of instruments and equipment (depreciation), research contracts, knowledge, patents purchased or licensed, consulting and similar services, overheads and operating expenses (to be defined in detail in the programming documentation)
- costs of studies, including energy audits, directly linked to investments referred to Section "Aid for environmental protection (Art 36-49)"

Assessment basis for aid:

- E.g. intensity depends on a project type & an applicant; cap on projects (e.g. 100,000€ per project), ...

Intensity of aid	Maximum	Medium enterpr.	Small enterpr.
Art 25 of GBER	(a) 100% fundamental research (b) 50% industrial research (c) 25% experimental development (d) 50% feasibility studies	(b) see Art.25, 6 (c) see Art.25, 6 (d) ↑ by 10%	(b) see Art.25, 6 (c) see Art.25, 6 (d) ↑ by 20%
Art 49 of GBER Aid for enviro studies	50%	↑ by 10%	↑ by 20%

Legislation: N/A

Terms of application: N/A



Danube Transnational Programme

GRENDEL



Lucia Karpatyova

Senior Project Manager

Pro Danube Management GmbH
Grünbergstraße 15, Stiege 1, 5th floor
1120 Vienna, Austria

M +43 664 601 69 725

E karpatyova@prodanube.eu W www.prodanube.eu

Charlotte Siot

Junior Project Manager

Pro Danube International
Grünbergstraße 15, Stiege 1, 5th floor
1120 Vienna, Austria

T +43 664 601 69 726

E siot@prodanube.eu W www.prodanube.eu

Photo: © NAVROM

GRENDEL “Green and efficient Danube fleet”

Towards modernisation & greening of Danube inland waterborne sector and strengthening its competitiveness

www.interreg-danube.eu/grendel

Project co-funded by European Union Funds (ERDF, IPA)

MERCUR
CONSTANTA - RO