



Interreg



EUROPEAN UNION

Danube Transnational Programme

GRENDEL

GRENDEL „Green and Efficient Danube Fleet“

QUESTIONS

Act 5.1 Public Consultations of the Danube Commission – State Aid

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



Questions

Inventory

Other types of financing / funding / incentives

- Are there other types of **funding** or **financing** for **vessel owners/operators** or for **technology providers** supplying vessel operators addressing greening & modernisation of inland vessels in your country / region?

- Is combination of various public financial sources, for example **state, regional budgets** with **Community funds**, and as well **financing instruments** possible in your country?
If yes, do you have examples of such combinations?

- Are there **other incentives** or is anything in planning to incentivise the transition energy transition towards zero emission IWT?
E.g. positive incentives – raise or discount of port charges; dedicated fund like NOx Fund in Norway; negative incentives – e.g. abolishing entering the port areas / certain area with old engines producing emissions, surcharge on fuel? Are the above examples thinkable?

Questions

What & how to tackle in the State Aid scheme

Eligibility criteria for beneficiaries?

Natural and/ legal persons? Owners or operators whose vessels are registered in national vessel register? Nationality restrictions? Enterprise established in EU & Iceland, Lichtenstein, Norway & Switzerland? Registered office, branch or subsidiary in country? How many years before applying should an office, branch or subsidiary be registered in the country / region? How many years after payment of balance (final payment)? Are all - large, medium and small enterprises - eligible? Transport activities in country? Criteria related to the sailing trips in the country / region & what is the proof?

Funding rates?

- *de minimis* → no more than €200,000 to a single undertaking over a period of 3 fiscal years
- *GBER (Art 107(3)(e) TFEU)* → including different funding rates from larger, medium and small enterprises vs. higher funding rates requiring notification
- *State Aid notification process*
 - *Greening* → Art 107(3)(c) TFEU “facilitate development of certain economic activities” & Environmental Guidelines
 - *Modal shift* → Art 93 TFEU “aids shall be compatible with the Treaties if they meet the needs of coordination of transport”

Competitive bidding process vs. first-in-first-come?

Questions

What & how to tackle in the State Aid scheme

Procedural aspects

- Clearly defined requirements for new entrants
- Set the period (months/years) the vessel operator must have a seat / branch in country / region, years of operation after the finalisation of the project?
- Financial thresholds for a project dossier (total costs, grant?)
- Other: _____

Technology related (measures supported)

- Technology neutral addressing rather emission limits in case of greening vs. support of selected technological solutions
- New vessels vs. rebuilt
- Is there any technology, energy carrier or solution a “NO GO” in the State Aid schemes which will never be supported e.g. due to legislation, European/national/regional strategies?

Questions

What & how to tackle in the State Aid scheme

❑ **Application process**

- Simplification, use of digital technologies, evaluation process, open or dedicated calls, one stage or two stages ...

❑ **Eligibility of costs**

- What are limitations of scheme and pre-requisites when combining various financial sources, e.g. state budget, regional budgets with Community funds and other financing instruments, e.g. guarantees?
- (Assessment basis for eligible costs) Difference between low emission and traditional engines vs. low emission and no action contrafactual scenario leading to eligibility of the whole engine vs. flat rates e.g. per kW etc.?
- Eligibility of operational costs in the scheme/programme? If yes, under which circumstances? If not, explain why?

❑ **Other terms of application**

- What other terms of application shall be defined in the State Aid? *Examples: to operate the vessel another X years, to provide all relevant measurement data from the logging system*
- How to make / prove the emission measurements?

Questions

National strategies and / or operational programmes

- Do you have (ready, in elaboration, in planning) **dedicated national strategies** serving as basis for reasoning the pursued objectives and examples of incentive measures based on the best practice examples, e.g. Green Deal in the Netherlands, air quality plans, initiatives & incentives by provinces / regions, cities, ports?
- Do you have (ready, in elaboration, in planning) **Operational Programmes** in the upcoming programming period (MFF).
 - If yes, do you plan to include **inland vessels modernisation measures** in the Operational Programmes?
 - If yes (and measures are to be co-financed from European Structural and Investment Funds), can you provide the **reasoning** used in the relevant Operational Programmes in indicating the **objectives pursued** – enviro, energy efficiency, modal shift, etc.?

Questions

Renewable Energy Directive ... on the promotion of the use of energy from renewable sources (REDII)

How do Member States (MS) plan to deal with the transposition of the RED II directive?

- The Member States must ensure that 14% of their transport fuels are derived from renewable energy sources (including 1st generation biomass)
- Food-based biofuels (1st generation biofuels) are capped at 7%
- Palm oil feedstock volumes are frozen at 2019 levels and will be phased out to 0 by 2030 (starting in 2023)

- *Aviation and marine sectors are not included in the mandatory fuel volumes, but will receive incentives to stimulate the uptake and development of these fuels; fuels supplied to the aviation and shipping industry will receive a multiplier of 1.2 (i.e. 1 ton of fuel counts for 1.2 tons of fuel towards the mandated targets, on an energy content basis)*

- Into what extent will MS include fuel supply to Inland Waterway transport in the mandatory volumes?

- How sustainable biofuels with highest possible GHG savings can be promoted in IWT, considering regulatory as well as safety aspects?



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GRENDEL “Green and efficient Danube fleet”

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

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