The general facts and framework

- Very high age of Inland waterway vessels in the Czech Republic
- Unsufficient navigation conditions on the certain parts of waterways in the Czech Republic (especially in the CZ/DE border area)
- Difficult negotiations with NGO’s and Ministry of environment on realisation of appropriate infrastructure measures on the Elbe – no chance to include these measures into Operational Programme Transport
- Decision to help skippers by inclusion of vessels modernisation programme to OPT
Aid Density

- Programme Modernisation of Inland Waterway Vessels (OPT I) max. 49%
- Programme Modernisation of Inland Waterway Vessels II (OPT II, ongoing) 75% - 85% according to the company size
- Intended for SME’s only
Aid Density

The actual density volume is based especially on the following facts:

- The Czech Republic is connected to the European Inland Waterway System by the Elbe only
- The development of Elbe is currently planned in coordination of DE, CZ and European Commission (derogation of TEN-T Regulation parameters, preparation of Czech – German Treaty)
- According to existing analysis and in accordance with the White Book (transfer of transports from road to railway and IWT) the transport demand with increase
- The need to have the fleet capacity available
- Special conditions /requests – the certain amount of transports must be realised to / from the CZ
The currently ongoing call

- **Subprogrammes:**
  - Enhancement of IWT safety
  - Increase of multimodality of cargo transport
  - Remotorisation of vessels - purchase of low emission propulsion and auxiliary units
  - Lowering of fuel consumption
- **Total allocation of 10 mil EUR**
- **103 applications received, evaluation ongoing**
Thank you for your attention