

Roadmap and actions towards zero-emission Danube fleet”

Joint Workshop by Danube Commission and PA1a | 8th October 2024





Assessment of greening options by barge operators and Member State representatives



Questions to be addressed

1. Which of the presented technologies do you consider to be most promising and cost-effective?
2. Which main barriers will have to be overcome to achieve full scale implementation of these promising technologies?
3. If these barriers could be overcome, which of the presented technologies do you realistically expect to become dominant over time:
 - 2030
 - 2040
 - 2050

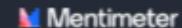


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Defining technology pathways for Danube navigation until 2050



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Compared to conventional diesel engines, I consider following greening technologies as most promising and cost-effective ... (please rank)

- 1st | Biofuels (HVO, LBM)
- 2nd | LNG (Liquefied Natural Gas)
- 3rd | H2 (Hydrogen)
- 4th | CH₄O (Methanol)
- 5th | Electric Battery

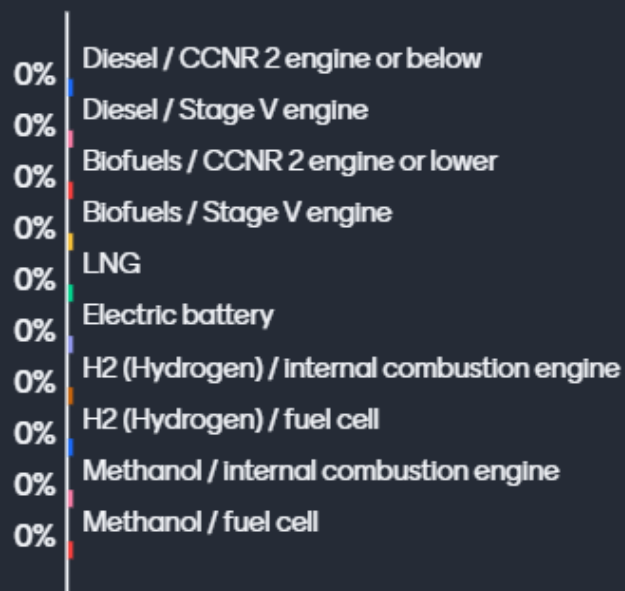




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What share of the Danube fleet will the following technologies have by 2030 (allocate 100 points)

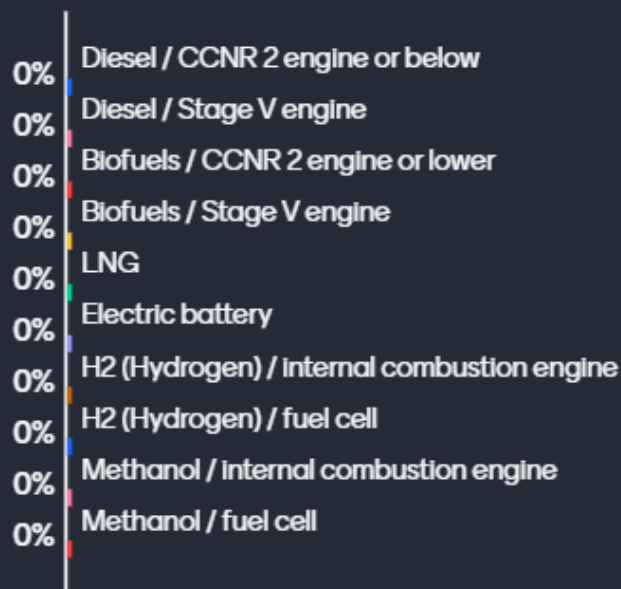




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What share of the Danube fleet will the following technologies have by 2040 (allocate 100 points)

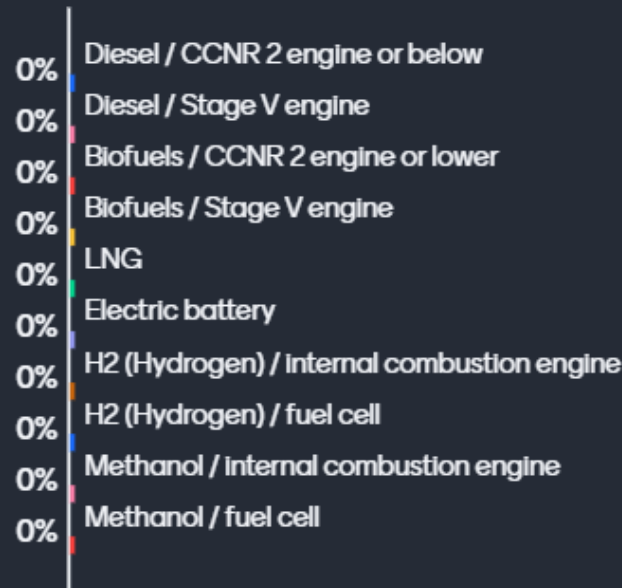




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What share of the Danube fleet will the following technologies have by 2050 (allocate 100 points)





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The most important categories of implementation barriers are (please rank)

- 1st | Economic barriers
- 2nd | Technical barriers
- 3rd | Human/social barriers
- 4th | Regulation barriers





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Group discussion

How can we manage these barriers and blockers?

10 min discussion





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Confidence vote

We can overcome these barriers

We have all the necessary resources

We will reach the zero emission target by 2050

Strongly disagree

Strongly agree





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