



Regulatory framework for decarbonisation of Inland Navigation

Roadmap and actions towards zero-emission Danube fleet –
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The policy framework – general remarks

- The Commission adopted the Green Deal in 2019:
 - The end of net greenhouse gas emissions in 2050.
 - The Green Deal is implemented through the European Climate Law in 2021, which also foresees a 55 % reduction in greenhouse gases in 2030.
 - The objective of reducing greenhouse gases by 55 % led to a legislative package, known as Fit-for-55.
- The new President of the European Commission announced that we should keep the course on the Green Deal objectives and that the new Commissioner for Transport should make European transport even more sustainable and competitive.

Inland navigation in this context I

- In 2020, the Commission adopted its Sustainable and Smart Mobility Strategy.
 - Reminds of the Green Deal, which foresees a 90 % reduction in greenhouse gas emissions from transport.
 - “All transport modes are indispensable for our transport system and this is why they must all become more sustainable.”
- This is why in 2021, NAIADES III announced putting the sector on an irreversible pathway to reducing emissions.

Inland navigation in this context II

- NAIADES III, some relevant actions:
 - Evaluate the procedure for allowing derogations in the context of Directive (EU) 2016/1629 for encouraging the navigation of zero-emission vessels on EU waterways.
 - Elaboration of an EU energy index methodology for assessing carbon intensity levels of inland waterways vessels.
 - Create funding opportunities for vessels using alternative propulsion technologies and support research in this field.
 - Analysis to assess the need for measures for promoting low carbon/zero-emission vessels. → There is no measure identified at this stage which will reduce greenhouse gases from inland navigation.

Measures I – Infrastructure

- Regulation (EU) 2023/1804 on the deployment of alternative fuels stipulates that at least one installation providing shore-side electricity supply to inland waterway vessels is deployed
 - at all TEN-T core inland waterway ports by 31 December 2024 and
 - at all TEN-T comprehensive inland waterway ports by 31 December 2029.

Measures II – Infrastructure and support

- The European Commission has also instructed the CCNR to propose improvements to the technical standards for OPS.
- The European Commission also supports the deployment of alternative fuel infrastructure with the AFIF programme.
 - This programme promotes alternative fuels infrastructure projects and supports the achievement of the objectives of the AFIR.
 - Inland waterways can benefit from this financial support for the infrastructure and **vessels** (methanol, ammonia, hydrogen, battery).

Measures III – Fuels

- Directive (EU) 2018/2001 as regards the promotion of energy from renewable sources (RED III) provides for a reduction of greenhouse gases in the transport sector.
- To this end, each Member State ensure that the amount of renewable fuels and renewable electricity supplied to the transport sector leads to a:
 - share of renewable energy in the transport sector of at least 29 % by 2030; or
 - greenhouse gas intensity reduction of at least 14,5 % by 2030.
- Member States may impose a specific rate for inland navigation (the Netherlands, Belgium).

Measures IV – Emissions Trading System

- The Directive 2003/87/EC establishing a system for greenhouse gas emission allowance trading within the Union (ETS) has been extended to fuels in certain sectors (e.g. road transport).
- Inland navigation does not fall within its scope. However, the Directive provides that Member States may unilaterally extend the scope to other sectors from 2027 onwards (Article 30j).
 - The Netherlands is introducing a scheme for greenhouse gas emission allowance trading for inland waterway fuels.

Measures V – Technical Regulations

- The European Commission has requested the Platina 4 research project to make an inventory of methodologies measuring/calculating emissions from ships.
 - On this basis, CESNI will develop a standard for a methodology for measuring and calculating emissions from inland waterway vessels.
- CESNI is working on technical requirements to facilitate the use of alternative technologies on a vessel, e.g. hydrogen.

Conclusions

- Although inland navigation accounts for only 0.5 % of greenhouse gas emissions from transport, the sector must achieve net zero GHG emissions in 2050.
- The Commission will only be able to act if a system for emission measurement and a monitoring are in place.
- Several financial support programmes exist within the EU (CEF & AFIF, Innovation Fund, LIFE, HE, EIF, etc.) but the sector does barely apply.

Thanks

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