

*Green Deal Maritime and Inland
Shipping and Ports*

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www.greandeals.nl



Green Deal

Signed June 11 2019

- > 3 Ministries
- > 5 Local authorities
- > 6 Trade associations
- > 6 Port authorities
- > 2 Shippers associations
- > 4 Banks
- > 3 Knowledge institutions
- > 13 Others



Ambitions for inland navigation

- > Derived from Mannheim Declaration (2018)
- > By 2030:
 - reduction of carbon emissions from the Dutch inland fleet by 40% to 50% relative to 2015;
 - at least 150 inland vessels with a zero-emission power train.
- > By 2035:
 - reduction of emissions of environmental pollutants from inland shipping by 35% to 50% relative to 2015.
- > By 2050:
 - to have a virtually zero-emission and climate-neutral inland fleet.



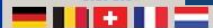
Goals for 2024

- > Develop new European management instruments without the government needing to lay down mandatory emission standards for 2030 and 2035
- > To achieve a reduction in carbon emissions of at least 20% relative to 2015
- > To achieve a reduction in emissions of environmental pollutants of at least 10% relative to 2015



Most important concrete measures for inland navigation

- > Research on European sustainability fund
- > Labelling system
- > Consistent policies local authorities
- > Subsidy scheme
- > Blending biofuel



Activities

Meetings and events

Regulations

- Police of navigation / traffic rules
- Technical requirements for vessels
- Crew and staff
- Transport of dangerous goods by water

Infrastructure and environment

- Information on the waterway Rhine
- Environmental protection

RIS - River Information Services

- RIS as a part of the CCNR
- Use of RIS in navigation of the Rhine
- Basic concepts and standardisation of RIS
- RIS technologies
- Basic RIS technologies
- Key RIS technologies
- RIS Definitions
- Electronic reporting (ERI)

Automation

Legal and social issues

- Inland navigation law
- The Chamber of Appeal
- Central administration of social security for Rhine boatmen
- Strasbourg Convention on the limitation of liability in inland navigation

Economic issues

- Economic action
- Market observation

Financing the energy transition

International agreements



CCNR studies on energy transition towards a zero-emission inland navigation sector

- Introduction
- Realisation of a preparatory study
- The overarching study project on the energy transition towards a zero-emission inland navigation sector
- Intermediate results
- Press
- Partners and stakeholders

Introduction

Addressing the issue of **climate change** is a political **priority** both nationally and internationally. The Paris Agreement, which aims to slow down the pace of climate change (with i.a. a maximum increase in the global average temperature to well below 2 °C above pre-industrial levels by 2100) by reducing CO2 emissions, is definitely one of its key components. In their **Declaration** signed in Mannheim on 17 October 2018, the transport ministers of the Member States of the Central Commission for the Navigation of the Rhine (CCNR - Germany, Belgium, France, Netherlands, Switzerland) also reasserted the objective of **largely eliminating greenhouse gases and other pollutants by 2050**.

To further improve the environmental sustainability of inland navigation on the Rhine and inland waterways, the Mannheim Declaration tasked the CCNR to develop a roadmap to:

- reduce greenhouse gas emissions by 35% compared with 2015 by 2035,
- reduce pollutant emissions by at least 35% compared with 2015 by 2035, and
- largely eliminate greenhouse gases and other pollutants by 2050.

On 28 November 2018, the European Commission presented its strategic long-term vision for a prosperous, modern, competitive and climate-neutral economy by 2050 - **A Clean Planet for All**, asking for a European policy on the reduction of greenhouse gas emissions towards climate neutrality in 2050 for all transport modes including the inland navigation sector. In addition, the May 2018 **Communication "A Europe that protects: Clean air for all"** from the European Commission provides the policy framework for the reduction of air pollutant emissions such as NOx and Particulate Matter, covering, amongst other sectors, the **transport sector**.

On 11 December 2019, the European Commission presented its **Green Deal for Europe**, laying out

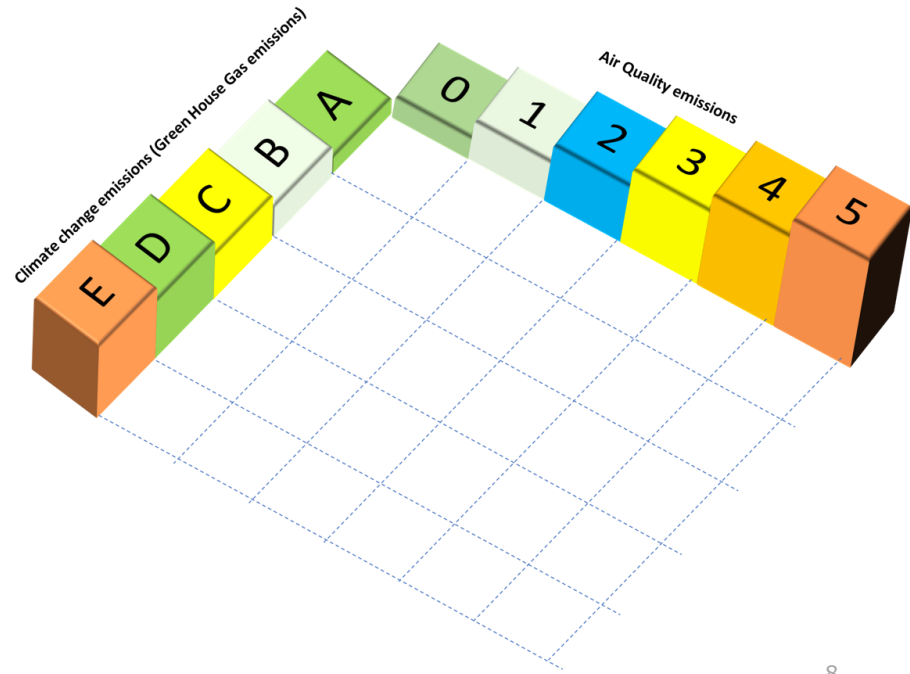
European sustainability fund

1. Overall study conducted by CCNR, The Netherlands and Switzerland
2. Interim results published October 2020
3. Final results and recommendations expected July 2021



Labelling system

- Double index
 - Letters for GHG
 - Numbers for air pollutants
- Corresponding with existing standards (real sailing emissions)
 - CCNR2
 - NRMM Stage 3A
 - NRMM Stage V
- Expressed in g/kWh for now
 - According to test cycle (ISO 8178)
certified body
- “Tank-to-Propeller”





Why a labelling system?

- Monitoring the energy transition for inland
- For vessel owners: demonstrating their environmental
- (Local) authorities: governance on environmental achievements (grants, port access, harbour dues)
- Shippers: contracting environmentally friendly vessels
- Banks: financing environmentally friendly vessels

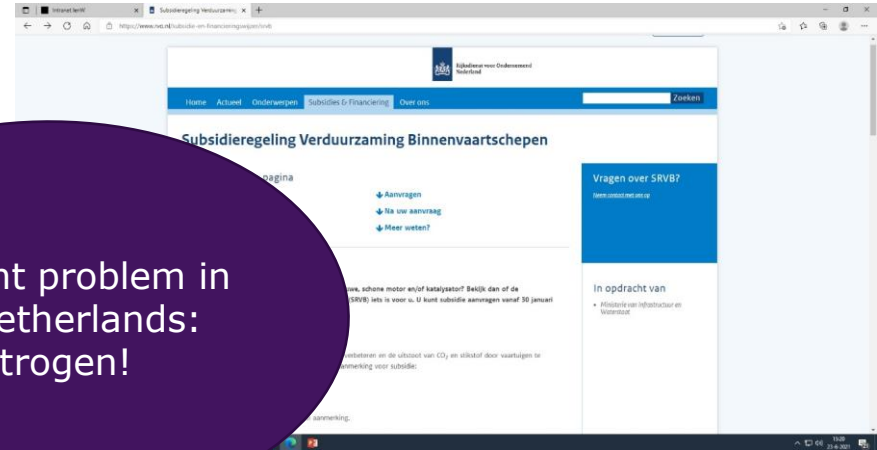
Consistent policies
local authorities
(Rotterdam 2025)



Subsidy scheme

- 1.5 mln for engine manufacturers
 - €500.000,- in 2020
 - €1.000.000,- in 2021
- 13.5 mln for vessel owners to install:
 - Stage V engines, or
 - Electric propulsion motor
 - <https://www.rvo.nl/subsidie-en-financieringswijzer/srvb>
- 79 mln for vessel owners to install selective catalytic reduction systems

Different problem in the Netherlands: nitrogen!





Thank you for your attention

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