STATEMENT

EU recovery & resilience package & Green Deal: The IWT sector's input, priorities and ambition

Inland Waterway Transport is seriously affected by the COVID-19 pandemic. The socio-economic impact of the crisis is vast and will have a long-term impact on the sector. At the same time inland waterway transport is in full transition to attract new market segments, increasing its modal share and adapt to climate change.

Inland Waterway Transport pays an important contribution to deliver the future policy and mobility goals

The IWT sector welcomes the Recovery and Resilience package and supports the aim of a new EU Strategy on Sustainable and Smart Mobility.

The Inland waterway sector is characterised by small and medium sized enterprises using vessels and engines with a long lifespan, for which access to funding is a barrier. Investments in new technology are very high and dedicated funding schemes for barge owners at European level are lacking.

To accelerate the development and deployment of greening solutions in IWT the sector calls for a strong support out of the **RECOVER AND RESILIENCE PACKAGE**. The objective should be to come to a win/win situation in which industry recovery leads to a sustainable development.

This requires a combination of

- **TAILOR MADE FUNDING** for the large-scale deployment of green technologies for the fleet, alternative fuels and digitalization
- **TAXATION INCENTIVES**
- **GOAL BASED FLEXIBLE REGULATORY MEASURES** to stimulate and accelerate the innovation

How to contribute to the EU strategy on sustainable and smart mobility | 1→ Greening the fleet | 2→ Climate adaptation & alternative energy sources | 3→ Modal shift

ebu European Barge Union

European IWT Platform

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Greening the fleet

To enable the transition towards zero-emissions, decarbonisation and resilience of the fleet including adaptation to climate change while guaranteeing competitiveness and safety the IWT sector needs:

Research & Development

WHAT IS NEEDED
Access to appropriate research programs

Deployment

WHAT IS NEEDED
To speed up the deployment to reach the emission reduction goals in the IWT sector it is therefore of highest importance to provide the technical solutions, create and authorize specific aid schemes and fiscal incentives. The IWT sector therefore needs

1. Available and affordable technology to broadly deploy innovation in the sector;
2. Flexible goal based regulatory framework avoiding long term permission processes for innovative solutions;
3. Tailor made and dedicated funding via an IWT Greening Fund combining national and EU funding schemes for:

The IWT Greening Fund may cover the total costs of the investment in engines and retrofit of engines as well as vessel design improvement measures.

Climate adaptation & alternative energy sources

Power supply and fuel supply should gradually be made greener and more sustainable, decreasing the share of fossil fuels. Already underway to reach a substantial emission reduction by quick-win solutions like biofuels, the IWT sector is depending on the availability and market readiness of alternative fuels on a broad scale to cut its emissions in line with the policy aims of the Green Deal.

WHAT IS NEEDED

1. Access to research programs for testing and deploying of alternative fuels;
2. Tax incentives, such as by means of tax exemption for clean fuel and on shore power;
3. Availability and roll out of alternative fuels on the entire system of inland waterways;
4. Technology neutral approach to ensure that the most suitable and promising technologies are deployed in a safe manner;
5. Goal based technical standards to give room for safe testing and application of new technologies, innovation and adaptation to such technologies in consideration of the new long lifetime of vessels and infrastructure;
6. Suitable green on-shore power supply and refuelling infrastructure along the network making use of smart solutions at locks, transhipment sites, berths and ports and project sites

Modal shift

IWT has a huge modal shift potential on the entire European network of waterways and already today has very low CO2 emissions compared to road. Shifting higher volumes to inland waterway transport will benefit the entire community and substantially contribute to realise the European Green Deal. Facilitating an easier and faster shift from road to water has an immediate positive effect on GHG-emissions, even without IWW switching to alternative fuels. The IWT sector therefore needs:

Infrastructure

A well-maintained infrastructure network is crucial for the reliability and increased share of the inland waterway transport sector.

WHAT IS NEEDED

- Accelerating the shift from road to inland waterways and increasing the share of IWT in line with the EGD by providing the right regulatory framework
- Realising reliable infrastructure by:
  ALLOCATING SUFFICIENT CEF FUNDING for waterway infrastructure which is the best investment in future mobility
  ADAPTING THE TEN-T GUIDELINES to support high-quality and climate proof infrastructure by dedicated European funds which cover research as well as investment in rehabilitation, development and construction.

Digitalization

Digitalization and automation will have a major impact on inland waterway transport and offer huge possibilities.

WHAT IS NEEDED
Funding for deployment of digitalisation on board of vessels as an instrument to support the developments towards smart and sustainable jobs, fleet and infrastructure connected to other transport modes and sectors.

Shifting higher volumes to inland waterway transport will benefit the entire community and substantially contribute to realise the European Green Deal. The IWT is prepared to take over much higher volumes and to substantially increase its share in the coming years with the above support from the Recovery Package. A joint effort of Member States, Commission and sector should materialise these benefits not only in providing funds for improving infrastructure but in financing transport operators.