

## STUDIES ON ENERGY TRANSITION TOWARDS A ZERO-EMISSION EUROPEAN INLAND NAVIGATION SECTOR – INTERMEDIATE RESULTS NOW AVAILABLE

Ref: CC/CP (20)10



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 CO<sub>2</sub> 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 the 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.

To achieve these core environmental objectives, the same Mannheim Declaration stresses the need for new and updated financial instruments, since existing funding and financing mechanisms have so far not delivered the expected results. The Declaration entrusted the CCNR with the task of leading this development.

To accomplish this task, it was decided to launch a preparatory study, to be carried out by EICB (Expertise- en InnovatieCentrum Binnenvaart) and involving many stakeholders.

Building on the question “how to finance the energy transition of the inland waterway transport (IWT) sector?” and the list of actors in the field, the preparatory study was to identify a series of key research questions, based on interviews with as many of the stakeholders as possible (profession, EU institutions, financing institutions, national administrations, etc...). Such questions cover in particular:

- the triggers and financial drivers enabling investment by shipowners in zero-emission technologies,
- the economic and technical assessment of technologies to achieve the zero-emission objective for IWT by 2050,
- the potential of instruments such as pay-per-use schemes, joint procurements or polluter-pays schemes, for the energy transition of IWT, and
- whether the establishment of a new European funding and financing scheme dedicated to IWT could bring added value.

The preparatory study was clearly intended to lay the groundwork for several other larger studies.

On the basis of the results of the preparatory study and the research questions collected, the CCNR’s plenary session in May 2019 was to be an important first step in the implementation of the Mannheim Declaration by deciding to launch an **in-depth CCNR study** on the “Financing of energy transition towards a zero-emission European inland navigation sector”.

### ABOUT THE CCNR

*The Central Commission for the Navigation of the Rhine (CCNR) is an international organisation that exercises an essential regulatory role in the navigation of the Rhine. It is active in the technical, legal, economic and environmental fields. In all its areas of action, its work is guided by the efficiency of transport on the Rhine, safety, social considerations, and respect for the environment. Many of the CCNR’s activities now reach beyond the Rhine and are directly concerned with European navigable waterways more generally. The CCNR works closely with the European Commission as well as with the other river commissions and international organisations.*



## CCNR

CENTRAL COMMISSION  
FOR THE NAVIGATION OF THE RHINE

### Palais du Rhin

2, place de la République - CS10023  
F - 67082 Strasbourg Cedex

Tél. +33 (0)3 88 52 20 10

Fax +33 (0)3 88 32 10 72

ccnr@ccr-zkr.org

[www.ccr-zkr.org](http://www.ccr-zkr.org)

Two other parallel studies, supported by the Netherlands and Switzerland, were to accompany this main study and deal respectively with:

1. the polluter-pays principle in the IWT sector, and
2. the economic and technical assessment of technologies to achieve the zero-emission objective for IWT by 2050.

**These three complementary studies should be seen as an integral part of an overarching research project and should not be considered as stand-alone studies.**

The main **objectives** of this overarching study project read as follows:

- **advising** on the development of a European funding and financing scheme to support the energy transition of the sector,
- thereby **paving the way for political decisions** based on evaluation and, where appropriate, implementation of the study conclusions.

As part of this **overall research project**, three studies are therefore being conducted in parallel on:

- possible financial instruments for inland navigation (Study I), tendered by the CCNR and carried out by a project consortium including EICB, Rebel, Pro Danube and Panteia,
- polluter-pays schemes and corresponding market impacts and legal aspects (Study II), tendered by the Dutch Ministry of Infrastructure and Water Management and carried out by a project consortium including EICB and Ecorys,
- technical and economic evaluation of the technologies already available or expected to become available for the transition of the IWT sector towards a zero-emission European inland navigation (Study III), tendered by the Swiss Federal Office of Transport and carried out by DST.



**As of October 2020, the CCNR is pleased to announce that initial qualitative results of the three studies in response to several of the research questions are already available on the following webpage: <https://www.ccr-zkr.org/12080000-en.html>.**

These results should be considered only as intermediate and will serve as a basis for the completion of the full research project by the summer of 2021.

**The publication of these interim results was made possible thanks to the support of the following partners and stakeholders, whom we would like to thank once again for their important contributions:** Danube Commission, European Commission (DG MOVE), European Investment Bank (EIB), European Investment Advisory Hub (EIAH), Mosel Commission, CLINSH, European Barge Union (EBU), European Federation of Inland Ports (EFIP), European Shippers' Council (ESC), European Skippers Organisation (ESO), European IWT platform, Shipyards and maritime equipment association of Europe (SEA Europe), Association for Inland Navigation and Navigable Waterways in Europe (VBW).

*Disclaimer: The facts presented in this study and opinions expressed are those of the authors and do not necessarily also represent the position of the Central Commission for the Navigation of the Rhine (CCNR) on the subject in question. Use of the knowledge, information or data contained in this document is at the user's own risk. The CCNR shall in no way be liable for use of the knowledge, information or data contained in this document or any ensuing consequence.*



**Palais du Rhin**  
2, place de la République - CS10023  
F - 67082 Strasbourg Cedex

Tél. **+33 (0)3 88 52 20 10**  
Fax +33 (0)3 88 32 10 72

ccnr@ccr-zkr.org  
[www.ccr-zkr.org](http://www.ccr-zkr.org)