CCNR
COMMISSION CENTRALE
POUR LA NAVIGATION DU RHIN

Future climate and energy policy - a Strategy for long-term EU greenhouse gas emissions reductions

Questions

Your work and your economic sector

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Add 1: The impact of the low carbon transition on your sector

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How can opportunities and challenges (in particular related to carbon intensive sectors or regions) be addressed? What key economic transformations should the EU pursue to achieve a low carbon and resilient economy?

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The greening of the inland navigation fleet is a key challenge that must be addressed urgently in order for this mode to strengthen its leading position as a sustainable alternative to more polluting modes of transport but also to maintain its attractiveness, performance and competitiveness. The sector is not opposed to greening but lacks the financial resources to proceed to the transition to a greener fleet. Therefore, coherent and effective funding and financing solutions, both at EU and national levels, must be found to make sure the entire IWT fleet becomes greener. Several supporting mechanisms can be envisaged:

- subsidies at EU and national levels,
- EIB financing (especially guarantee mechanisms),
- State guarantee provided to local private banks,
- Sector contribution (Reserve Fund),
- Possibility to use “green certificates”: in France, energy producers/distributors are subject to a financial penalty based on the CO_2 emissions for which they are responsible. To reduce these penalties, they can invest in operations that can reduce energy consumption and buy such certificates. There are 7 possible investment operations in the inland waterway sector in France that can benefit from these certificates, such as changing an engine on an inland waterway transport vessel,
- creation of a “Greening Fund” for the greening of the inland navigation fleet

- Public investments in inland waterway infrastructure such as berths, to make available
  - landside power connection for charging of ship batteries,
  - facilities for bunkering of alternative fuels like hydrogen,
  - Internet connection along the waterways for easier use of River Information Services or other ITC applications,
  - mobile network coverage for staying in contact with clients and ports/terminals.

- Public investment in multimodal connection points
  - Further improve road and rail access to inland ports to shift freight from road and rail to waterway.
- Further improvement of inland waterway management
  - Integrate lock management in River Information Services to make voyages plannable and calculable, for example to calculate estimated times of arrival (ETA) and time slots for locks and terminals.
  - Make available up-to-date inland waterway charts to make use of the full potential of inland waterway fleet, in particular at time of low water.
- Support for pilot projects on the use of alternative sources of energy, of alternative propulsions systems as well as automation (energy efficiency)
- Adaptation of the technical regulations for inland vessels with regard to the approval of alternative energy sources and other innovations
- Development of a monitoring system for fuel consumption and greenhouse gas emissions by inland navigation on the Rhine and in Europe
- Introduction of indicators, related to ghg emissions or energy consumption (inspired by other modes of transport such as Energy Efficiency Design Index (EEDI) and Energy Efficiency Operational Indicator (EEOI))
- Promotion at EU and national level of training for energy efficient navigation by collecting good practice, developing standards for training and by support for life-long learning.

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Add 2: Actors

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Do you have an example that you think is of particular importance to underline the role of such local and private sector actors in supporting the low carbon economy and energy transition?

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The CCNR engages with the private sector and supports local entities, such as cities as owners and operators of inland ports, as shown in the examples below.

The CCNR has the potential to play different roles in order to support the transition towards a low-carbon economy. For instance the CCNR can act as a mobilizer, by defining ambitious objectives. For this purpose, it has adopted a strategy in December 2017 enshrining the following objective "a vision of zero emission from inland navigation vessels by 2050". Moreover, the CCNR can act as a forum for discussion between Member States of the CCNR, sector and industry representatives, EU institutions and other stakeholders. For instance, at the request of the CCNR Member States, an extraordinary meeting of the Economic Committee of the CCNR was organised in July 2018 to identify funding and financing needs as well as to discuss possible long-term solutions for supporting the greening of the inland navigation fleet, suitable for all actors of the inland navigation sector.

The CCNR supports the preservation and the development of berths for inland navigation. In this respect, the CCNR has adopted a resolution in 2017 (2017-II-17, http://ccr-zkr.org/files/documents/resolutions/ccr2017-IId.pdf) to give the competent authorities the opportunity to impose a requirement for the use of landside electricity at berths. This shall contribute to a reduction of inland navigation emissions like noise and air pollutants in urban areas. But further support of the energy sector is needed to provide sufficient landside electricity to berths, in particular in remote areas.

Private sector companies develop and implement new low carbon fuel solutions for inland navigation, such as fuel cells using methanol. Often, these solutions do not fulfill all safety requirements for inland navigation. The CCNR supports those initiatives by working with companies developing / implementing the solutions and granting exemptions from certain safety requirements in combination with alternative safety precautions.

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Add 3: Additional Comments

If you wish to add further information, comments or suggestions - within the scope of this questionnaire - please feel free to do so here:

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The CCNR has been working on climate change mitigation and adaption for inland navigation for a decade in close cooperation with stakeholders, in particular the relevant industries. Following achievements illustrate this work:

- Congress “Rhine Navigation and Climate Change – Challenges and Opportunities” (June 2009),
- Workshop “CO_2 Emissions from Inland Navigation: How to measure them? How to reduce them?” (April 2011),
- First reports on climate change adaption and mitigation (Resolution 2011-II-9) (November 2011),
- Report “Possibilities for reducing fuel consumption and greenhouse gas emissions from inland navigation”, report with extensive and detailed list of possible measures, to be updated 2019 (December 2012),
- “Strategy of the CCNR for reducing fuel consumption and greenhouse gas emissions from inland navigation” (Resolution 2012-II-4) (December 2012),
- Round Table “Possibilities for reducing fuel consumption and greenhouse gas emissions from inland navigation” (April 2013),
- Mandatory introduction of certain ITC applications (key technologies for River Information Services, such as Inland AIS), which
  - Provide skippers of inland navigation vessels with up-to-date traffic and fairway information for smart steaming (vessel operation for low energy consumption),
  - Enable the development and introduction of ITC applications specific for energy efficient navigation and automation of navigation,
- “Emissions in Inland Navigation”, Chapter 9 of the Annual Market Observation Report 2017 of the CCNR and the European Commission (September 2017),
- Strategy for the CCNR “A driver for a vibrant Rhine and European Inland Navigation”, supporting regional and global sustainability goals and in initiatives, in particular by adopting the vision of zero emissions form inland navigation vessels by 2050 (Resolution 2017-II-3) (December 2017).

The CCNR continues to work on climate change mitigation and adaptation, as shown by relevant items on its work programme 2018-2019:

- Adaptation of the waterway and Rhine navigation to possible effects of climate change, including updating of the status report from 2011,
- Updating of the report “Possibilities for reducing fuel consumption and greenhouse gas emissions from inland navigation”.

The CCNR also contributed to European Commission policy papers and EU funded projects, such as “EU transport GHG emissions: Routes to 2050?”

All CCNR reports and resolutions can be found on the CCNR website www.ccr-zkr.org

At the initiative of the international convention on the collection, deposit and reception of waste produced during navigation on the Rhine and other inland waterways (CDNI) in the 1990s, the CCNR has been an important driving force in terms of waste management, which contributes to the greening of the fleet and the promotion of an ecological inland navigation.

Organised waste management can also have a role and a considerable potential in reducing emissions responsible for climate change. Waste prevention substantially reduces the amount of waste and thus the use of waste treatment methods that can be significant sources of GHG emissions.

More information about the CDNI: www.cdni-iwt.org.

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