



Revision of Directive 97/68/EC on NRMM

A sound balance between new emission standards and technical and economic feasibility is vital for inland navigation!

Introduction

In September 2013 EC launched the renewed inland navigation support programme "NAIADES II". Part of this programme is the greening of the fleet for which currently a revision of Directive 97/68 on NRMM is in preparation.

IWT is the most environmentally friendly mode of transport today. The sector is contributing to the European Strategy 2020 and climate targets.

The inland navigation industry, represented by EBU and ESO encourages the greening of the fleet by installing new engines with the newest available technologies. However a sound balance between environmental protection and technical and economic feasibility must be kept in mind as the current NRMM revision is likely to be of highest economic importance for the sector in the next decades..

Current revision plans of Directive 97/68 on NRMM endanger IWT in EU

The sector is committed to achieve a much lower emission standard regarding NOx and PM. A new emission regulation however needs to be based on realistic possibilities and guarantee a level playing field compared to other modalities covered by NRMM. EBU and ESO are concerned that overly ambitious emission limits could be detrimental to the viability of inland shipping. To set ambitious, but viable emission standards, the sector demands the alignment of large market engine standards e.g. with US EPA and IMO (similar standards as for the rail industry) rather than introducing isolated standards for inland vessels in Europe. Applying global standard to new inland vessel engines will lead to

- a remarkable reduction of air pollutants compared to the actual situation (equalling 80 per cent reduction of EURO VI in road transport, keeping the climate, accident and congestion advantages of IWT at the same time)
- the availability of engines for the industry at affordable prices

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EBU and ESO strongly oppose the introduction of a EURO VI standard for inland vessel engines due to the technical impossibility of the proposal which in fact would throw the inland shipping industry years back. It would be contra productive and against the European Commission's aim to boost IWT and increase its share in the overall transport volume as proposed under NAIADES II.

The introduction of new standards and their support will largely depend on the availability of engines and the willingness of the engine manufacturers to invest in R&D and a very limited market. The IWT sector is depending on the introduction of new engines and standardized after treatment solutions.

Conclusion

1. IWT already has the lowest emission of CO₂ compared to other modes of transport. Nevertheless the industry is committed to improve its environmental records regarding air pollutants.
2. EBU and ESO therefore are committed to keep pace with new technologies and encourage the greening of the fleet by introducing truly international standards for new engines under the conditions as referred to.
3. Given the high benefit of greening measures of the fleet for society all parties are expected to contribute to this development. Therefore the sector counts on the European Commission and the Member States to guarantee funding of engine renewal and after treatments systems..

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