

PANELDISCUSSION EBU SEMINAR CHAIRED BY THERESIA HACKSTEINER

Inland navigation is known for its lowest carbon footprint, energy and cost efficiency. To keep pace with the new technologies and sail towards even more environmental benefits for society the sector is contributing to the European Strategy 2020 by introducing new technologies.

Greening the corridors

The green vessel moves from low sulphur towards alternative fuels like LNG in the next years. Vessels will supply industry with green energy on green corridors. While legislation is still lacking behind practice, the first inland vessels are sailing on LNG and are awaiting a broad distribution infrastructure along the waterway corridors. This calls for concerted actions at all levels. Industry is challenged to broadly introduce new greening solutions. Policy makers are expected to provide the necessary legal and political frameworks and financial support to a major deployment of new technologies.

As a follow up of its first inland navigation action program NAIADES, the European Commission meanwhile is working on a new strategy and is expected to present NAIADES II shortly. Greening measures will be a major part of its new strategy to boost IWT together with other important issues such as the human factor and governance.

EBU's greening strategy

To contribute to the actual discussion EBU released its **Greening Strategy** which fed into the negotiation process. Although IWT is the most environmentally friendly mode of transport today, the sector is contributing to the European Strategy 2020 by introducing new technologies to sail towards even more environmental benefits for society.

In this respect LNG is considered one of the most promising future developments as regards new vessels.

EBU therefore strongly encourages

- promoting and stimulating the introduction of LNG as an alternative fuel and allowing vessels to sail on LNG
- realizing the necessary regulatory framework asap at European level.
- realizing the necessary supply facilities along the whole waterway network asap

We encourage the greening of the fleet and replacing of the engines with the newest technologies, which are installed according to the newest emissions standards. **Meanwhile a good balance between environmental protection and technical and economic feasibility should be**

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kept in mind. Therefore EBU pleads for new standards for new engines as soon as possible and calls for promoting and stimulating standardized after treatment solutions adapted to the sector. To avoid distortion of competition with other modes only new engines can be targeted for new emission standards.

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.

Having listened to the speeches of Jean-Eric Pacquet and Hans Van der Werf, who set the frame for the greening deployment we now will focus on the greening issues from different view points and address

- the needs to fully exploit the green potential of the green corridors
- how the new TEN-T guidelines and CEF will facilitate these sustainable developments
- the challenges in terms of the supply chain and broad deployment at the fleet level
- how NAIADES will address the industry needs

It is my great pleasure to introduce to you as members of the panel

Corien Wortmann-Kool, *Member of the European Parliament*

Ankie Janssen, *Business Developer, Port of Rotterdam N.V.*

Martin Nusser, *Dep. Director SRH, Port of Switzerland*

Bas Joormann, *Lloyd's Register EMEA*

Gunther Jaegers, *Board Member EBU and Director Reederei Jaegers & Chemgas Shipping*

Jean-Eric Pacquet, *Director European mobility network at DG MOVE, European Commission,*

Hans Van der Werf, *Secretary General Central Commission for the Navigation on the Rhine*

who will inform us about recent developments in the various fields.

After their statements there will be a possibility to react on the statements by the previous speakers Mr. Paquet and Van der Werf and if time is left we will be able to take some questions from the audience.

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