



European
Barge
Union

GRENDEL 3rd Public Consultation

Impact of COVID-19 and possible recovery actions for Danube IWT

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IWT HEAVILY AFFECTED BY COVID-19

1. **Passenger transport (daytrip & cruise) collapsed** after lockdown, slightly recovered during summer period but again suffers from national restrictions and lack of coordinated European cooperation
2. **Freight transport: estimated overall decrease of volumes of some 20-25 % depending on the segment.**



EU: RECOVERY PLAN AS PART OF THE NEXT GENERATION EU (NGEU) 750 bio EURO

COM 2020 (456) final:

4.1. The crisis has also demonstrated the crucial role that transport plays, with interrupted transport and logistic routes across all modes hitting our value chains and economies. To help create more jobs, there will also be a **focus on accelerating the production and deployment of sustainable vehicles and vessels as well as alternative fuels.....**

70% of the grants provided by the RRF shall be committed in the years 2021 and 2022. The remaining 30% shall be fully committed by the end of 2023. As a rule, the maximum volume of the loans for each Member State will not exceed 6.8% of its GNI.



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The IWT sector therefore calls for a **better coordination of measures at EU level** and a **strong support out of the RECOVERY PLAN**. 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 digitalisation
- **Taxation incentives**
- **regulatory measures** to stimulate and accelerate the innovation



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ROADMAP GREENING THE IWT SECTOR

The roadmap towards Greening the IWT sector addresses the following aspects:

1. GREENING THE FLEET
 1. R&D
 2. deployment
2. ALTERNATIVE FUELS & OSP
3. MODAL SHIFT
 1. infrastructure
 2. digitalization and integration in multimodal chain



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Tailor made and dedicated funding via an IWT Greening Fund combining national and EU funding schemes with the support of the Recovery Package for

- engine renewals and retrofit to cut harmful emissions
- retrofitting of engines in existing vessels with electric drive or propulsion (to make the energy source exchangeable for future green solutions)
- innovative vessel design to reduce energy consumption

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.**



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Inland navigation is key to deliver the European Green Deal

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

It therefore counts on the EU Member States and the Commission to be supported by appropriate funding and policy measures

