



Ministry of Infrastructure
and Water Management

Towards a framework for greening the existing fleet of inland vessels

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Ambitious goals.....

Air pollutants (No_x , PM)
Towards zero emission in 2050



Decarbonisation (CO_2)
Climate neutral in 2050





.....but limited progress

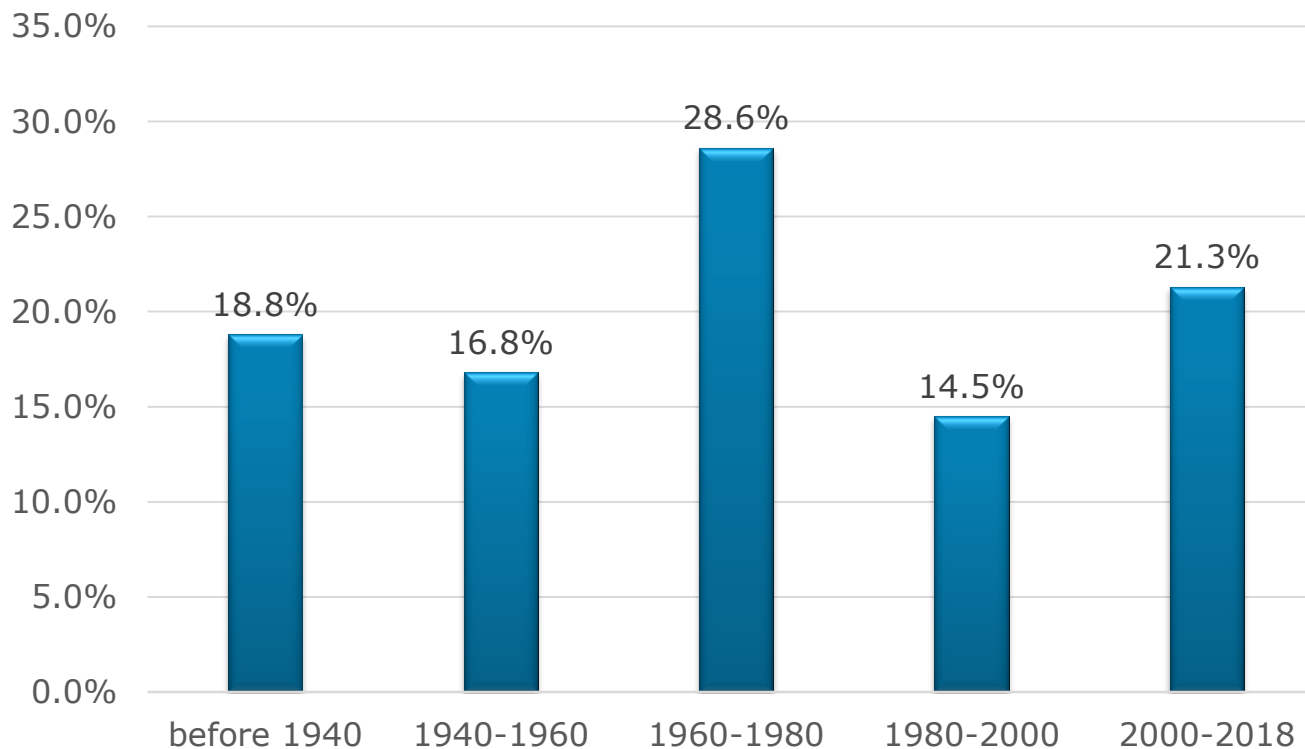
Limited progress expected on reduction of emissions to air by Inland Waterway Transport (IWT).

- Lack of legislation
- Long lifetime of vessels/equipment
- No business case
- Fragmented and small market
- Short term business orientation



Why focus on existing fleet?

Age of Dutch fleet





What can we do to help IWT greening?

1. Introducing **standards** for emission performance
2. Creating a **business case** for the ship owner/operator, by:
 - Introducing a financial incentive (polluter pays)
 - Creating a level playing field (European scale)
3. Establishing a **greening fund** to address the investment barrier



European greening fund

IN

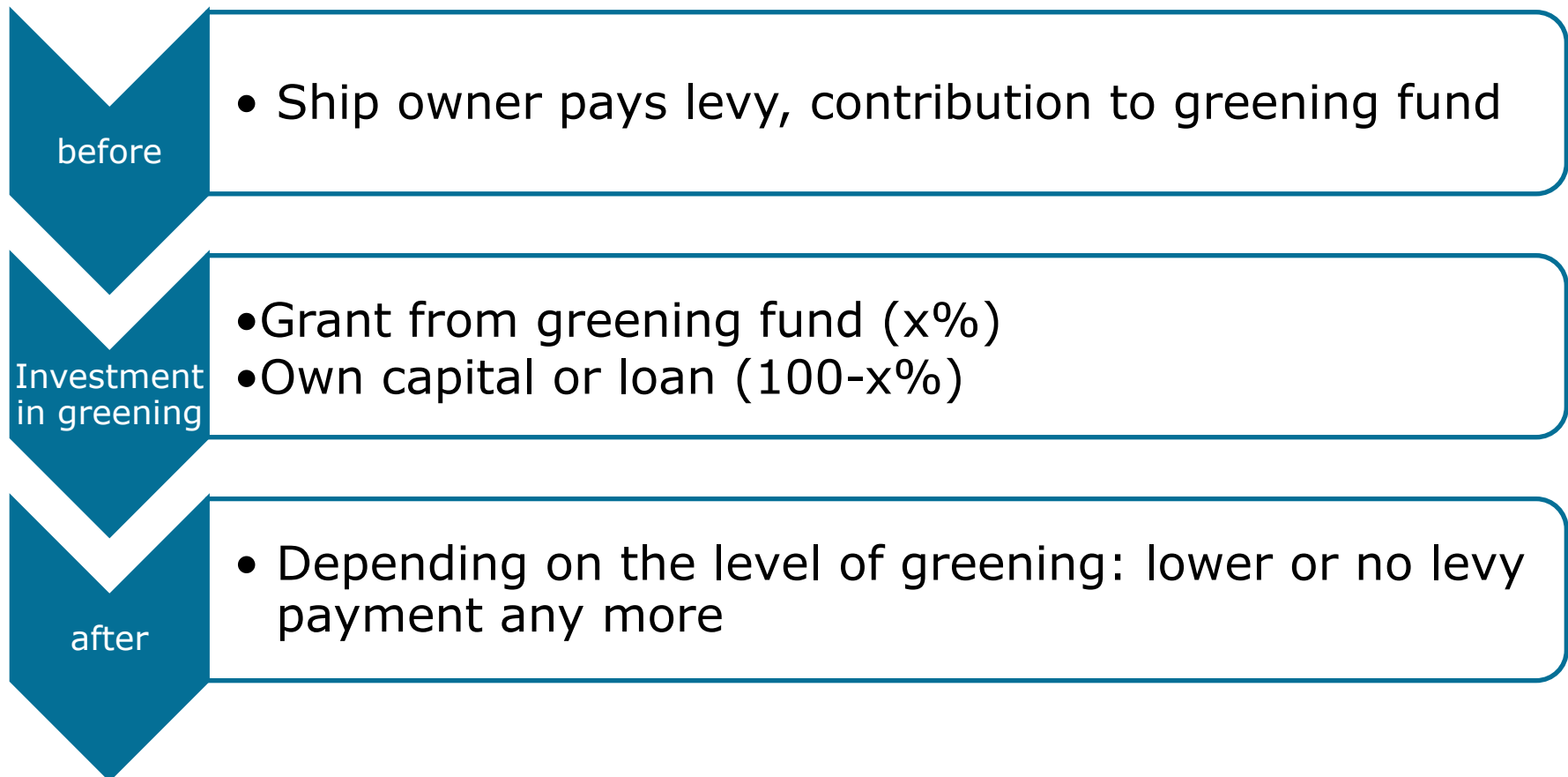
- At the start: loan from EIB
- Levy on gasoil
- Contributions from EU and/or member states

OUT

- Grant support to ship owner
- Attractive loans
- At the end: payback of EIB loan



The levy, how does it work?





European Greening Fund, a matter of cooperation

Sector

In: Levy on gasoil
(differentiated)

Out: financial support for investment

Member states

Financial contribution

Loan Guarantee

Tax benefits

EU

Financial contribution

Upfront loan EIB

Emission standards



Next steps

Further elaboration, addressing main questions:

- What are the technical options for the existing fleet for pathways towards zero-emission?
- How to realise funding and financing?

Facilitated by a study for 2019-2020, involving all stakeholders



Cooperation with GRENDEL

