



Interreg



EUROPEAN UNION

Danube Transnational Programme

GRENDEL

Green and efficient Danube fleet

“Towards modernisation & greening of Danube inland waterborne sector and strengthening its competitiveness”

Output 5.2 – Model State Aid Scheme & public support measures

Work Package 5 Regulations & Strategy

Version 1.0

Date: 30/11/2020

FINAL

O 5-2_GRENDEL_Model State Aid Scheme and public support measures_v1.0_FINAL_2020-11-30

Document History

Version	Date	Authorised
1.0	30.11.2020	Pro Danube

Contributing Authors

Name	Organisation	Email
PP experts	GRENDEL partners	

1 Scope of the document

Improving the environmental and economic performance of the Danube inland vessels is the overall goal of the GRENDEL project. It aims to achieve a higher acceptance and use of inland waterway transport as an environmentally friendly transport mode contributing to economic growth and a more sustainable transport system in the Danube region.

One of the core objectives of the project is to provide a fruitful ground for the establishment of dedicated instruments that trigger investments in the fleet. In this sense, the *model state aid scheme* is a key result of the project.

Next to the assessment of investment priorities in the Danube region, exchanges with the European Commission (in particular DG COMP, DG REGIO) and with the respective representatives of countries already implementing state aid schemes supporting the modernisation of the inland fleet (CZ, FR, DE, etc.), the representatives of public bodies of Danube States and from the private sector were consulted, including all GRENDEL partners. The findings formed the basis for the elaboration of the model state aid scheme and measures were pre-identified for becoming activities funded under national state aid schemes.

The model covers the five most important aspects of fleet modernisation:

- Priority 1 Improving environmental performance
- Priority 2 Better integration of IWT into logistic chains to increase multimodality of freight transport
- Priority 3 Modernisation of vessels leading to increased safety of inland water transport
- Priority 4 Renewal of actors in the sector
- Priority 5 Promote the emergence of innovative solutions.

The model state aid scheme was developed to serve as a guideline for Danube riparian countries to develop national state aid schemes for fleet modernisation according to their individual needs. In this sense, a number of Danube riparian countries already started to have discussions with regard to the implementation of a state aid scheme that would provide adequate financial incentives for the modernisation of their fleet.

Particularly important in this regard is the constant support provided by the European Commission, encouraging the approach of GRENDEL and Member States to implement state aid scheme measures. This should be viewed as an encouragement for the Danube riparian countries to use the GRENDEL model state aid scheme for the financing period 2021-2027 as a basis to develop investment incentives that could be financed via various types of financial resources – both national and European.

The report is organised in two parts, the first one presenting the model state aid scheme, the second one providing information on financing instruments for modernisation of Danube IWT fleet.