



Ministerie van Infrastructuur  
en Waterstaat

# Greening in inland navigation

IVR Congress

16-05-2024

Frankfurt am Main



# Targets on climate and air pollution

- > EU Green Deal & Smart Sustainable Mobility Strategy → 90% GHG reduction in transport by 2050.
- > CCR Mannheim Declaration & CCR Roadmap → Emission reduction targets for IWT in 2035 & 2050:
  - reducing GHG emissions by 35% compared with 2015 by 2035.
  - reducing pollutant emissions by at least 35% compared with 2015 by 2035.
  - largely eliminating GHG and other pollutants by 2050.



# Status quo

- › Vast majority of the fleet still sails on fossil diesel.
- › Very limited use of drop-in biodiesel like HVO and FAME.
- › Uptake in relatively cleaner Stage V diesel engines → lower air pollutant emissions.
- › Uptake in diesel electric-powered vessels → considered to be no-regret investment and higher efficiency.
- › Uptake in battery electric powered ferries.
- › Very limited number of vessels on LNG.
- › Small uptake in H2 FC and battery-powered freight vessels.
- › RD&I projects and pilots with innovative propulsion techniques and use of renewable energy (e.g. H2, methanol, batteries).

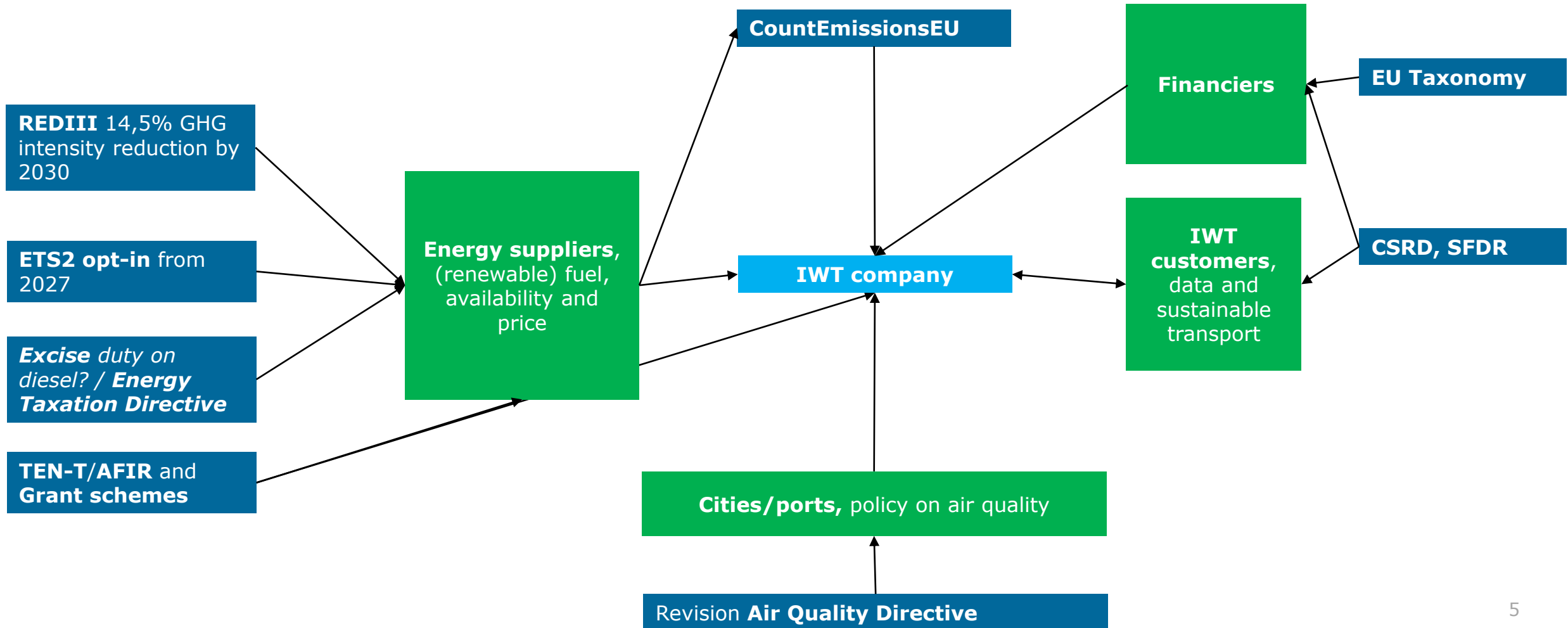


# From targets to realisation

- › In NL we focus on norming, pricing, facilitating & stimulating in order to realise the reduction targets for IWT. Examples:
  - Working on implementation REDIII and ETS2 opt-in for IWT
  - Existing and future grant schemes
  - RD&I
- › Fit For 55 package → provides a coherent and balanced framework for reaching the EU's climate objectives.



# Some relevant EU policies





## What does this mean in practice

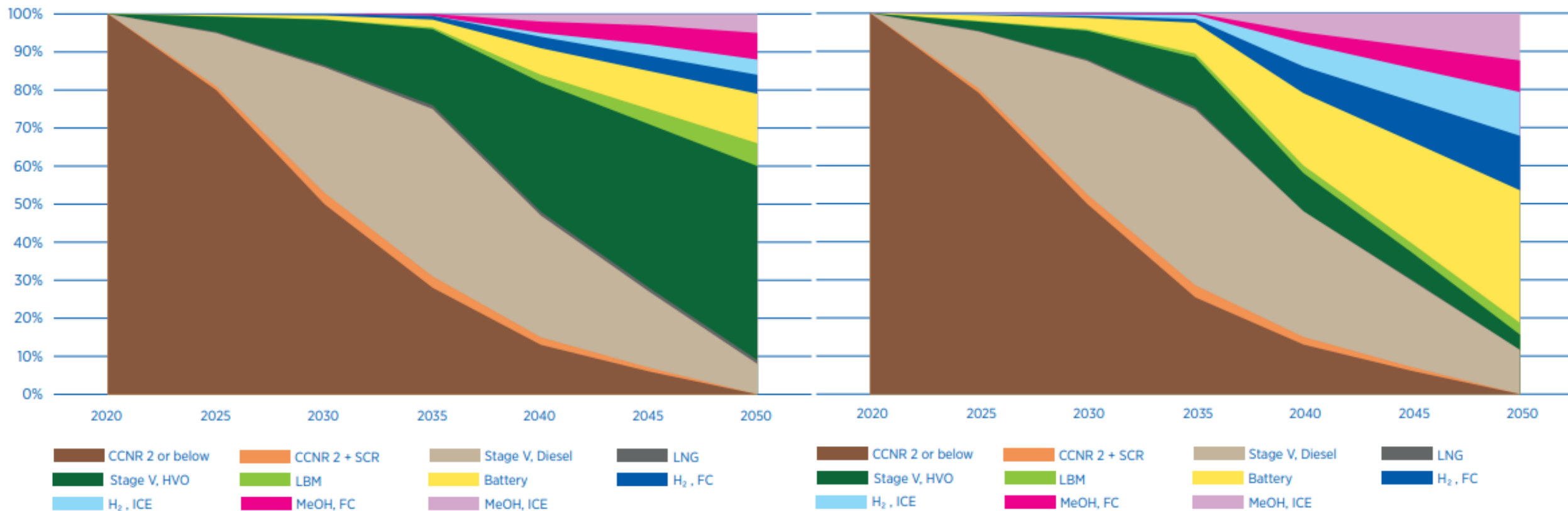
- › Expected increase in vessels with sustainable powertrains operating on renewable energy.
- › Transition pathways from CCNR studies (2021) offer insight into the possible development.



# Transition pathways

CONSERVATIVE TRANSITION PATHWAY: DEVELOPMENT OF TECHNOLOGIES BY 2050

INNOVATIVE TRANSITION PATHWAY: DEVELOPMENT OF TECHNOLOGIES BY 2050





## What does this mean in practice

- › Exact transition path will depend on a multitude of factors, technological developments, price developments, policy implementation, etc.
- › Relevant to be aware of and be prepared for this expected development, also for service providers such as insurers, lawyers, surveyors, etc.
- › In addition, developments in the context of sustainable finance that will directly affect organisations other than only vessel owners.





# Sustainable finance

- › Taking environmental, social and governance considerations into account when making investment decisions.
- › Key role to play in delivering on the policy objectives under the European green deal.
- › Relevant in this context are CSRD, EU Taxonomy, and SFDR.
- › Empowers stakeholders to make more informed and responsible choices and move towards a more transparent and accountable corporate environment.



# EU Taxonomy & CSRD

- > EU Taxonomy: classification system that translates the EU's climate and environmental objectives into criteria for economic activities → serves as the foundation for sustainable economic activities.
- > CSRD (and SFDR) building on Taxonomy through aligned disclosure requirements.



# Taxonomy

- > EU Taxonomy regulation, entered into force in July 2020.
- > Establishes an EU-wide classification system for environmentally sustainable economic activities.
- > ➔ When is an economic activity 'green' and 'sustainable'?
- > It is a transparency tool, an enabler of change and encourage a transition towards sustainability.



# Taxonomy & IWT

- › Amendments to Climate Delegated Act published in November 2023
- › → What does this mean for IWT?
- › Inland freight & passenger transport: purchase, financing, leasing, rental and operation of vessels on inland waters.
- › Retrofitting of inland freight & passenger transport.
- › Should comply with technical screening criteria for substantial contribution to climate change mitigation:

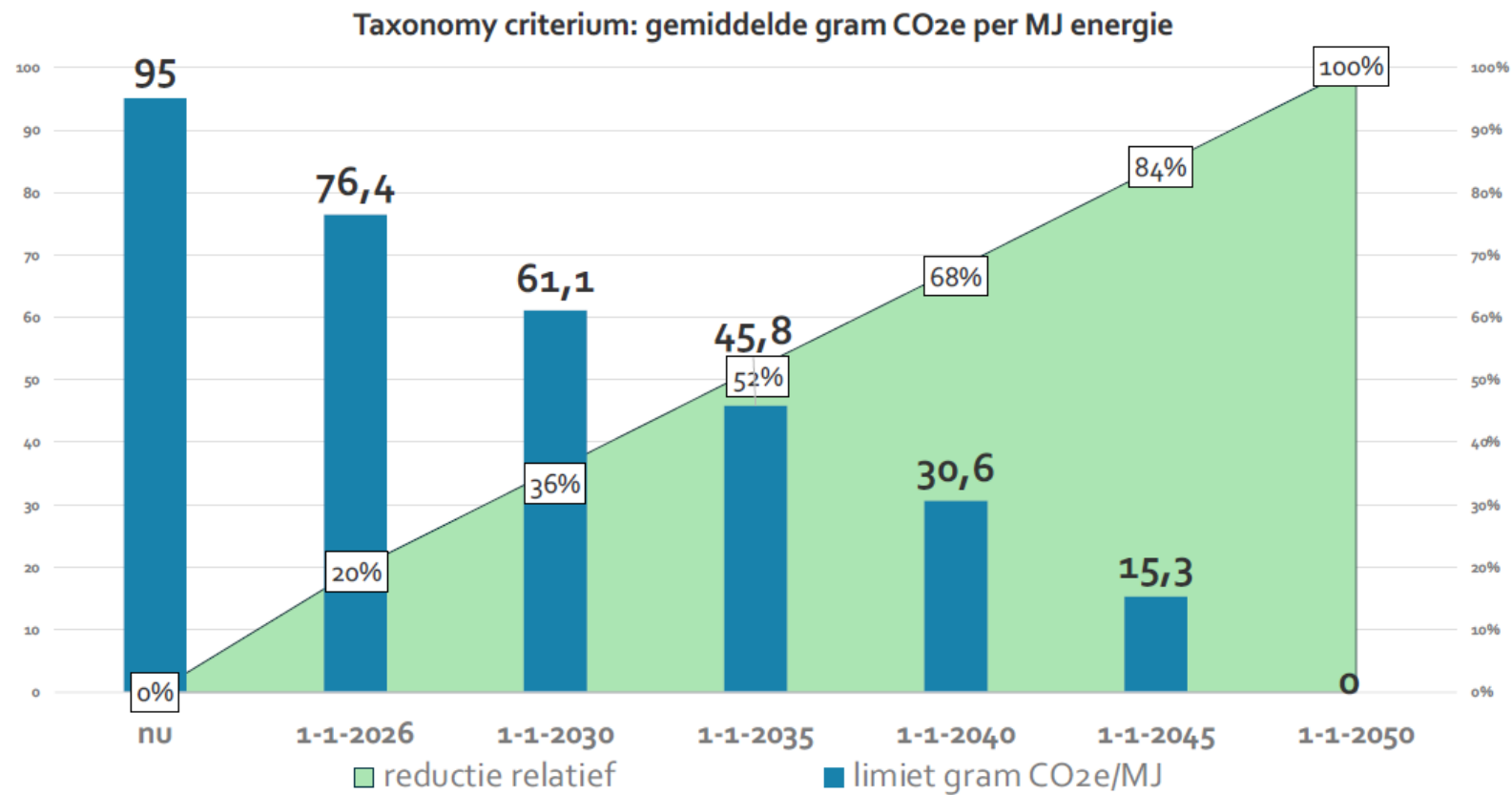


# Taxonomy & IWT

For transport:

zero direct (tailpipe) CO<sub>2</sub> emissions

Where tech.&ec. not feasible →





# Taxonomy & IWT

For retrofit: min. 15% reduction in fuel consumption.



# CSRD

- › Corporate Sustainability Reporting Directive entered into force in January 2023.
- › Replace and build on the Non-Financial Reporting Directive.
- › Requirement to report on sustainability.
- › Will ensure that investors and other stakeholders have access to information on sustainability.



# CSRD

- › The first companies will have to apply the new rules for the first time in the 2024 financial year, for reports published in 2025.
- › Companies meeting two of the following three conditions will have to comply with the CSRD:
  - €50 million in net turnover
  - €25 million in assets
  - 250 or more employees





## CSRD & IWT

- › Large IWT companies or customers and service providers need to gain insight into sustainability (environmental, social and governance).
- › In practice, this means, e.g., gaining insight into the total GHG emissions released during transport operations.
- › Instruments like an emission label can facilitate in this respect.
- › Taxonomy&CSRD → greater need for insight into emissions in IWT by various stakeholders. These include shippers, banks, insurers, etc.



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# Thank you

Salih Karaarslan

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