INDanube – Centre for innovation transfer in the Danube region

National funding schemes & EU funding options

Workshop on modernisation of Danube vessels fleet

Lucia KARPATYOVA
European Funding Database

European Funding Database, maintained by EIBIP, is an online tool consolidating public funding opportunities relevant for inland waterway transport (IWT) sector. Through this tool the IWT users can search for various funding opportunities and calls either by country or by pre-defined policy areas:

- Fleet modernisation
- Human resources development
- Logistics services development
- Port & shipment modernisation
European Funding Database

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  - Fleet modernisation
  - Human resources development
  - Logistics services development
  - Port & shipment modernisation
EU funding opportunities

CEF programme
H2020 programme
Life programme
Interreg

European Union

European Regional Development Fund
Investing in your future

European Union Cohesion Fund
Investing in your future

Co-financed by the European Union
EU funding opportunities: CEF

The Connecting Europe Facility (CEF) for Transport is the funding instrument to realise European transport infrastructure policy. It aims at supporting investments in building new transport infrastructure in Europe or rehabilitating and upgrading the existing one.

Priorities

- Innovation & new technologies
- Motorways of seas

Next calls:

- CEF Call 2018: focus on digitalisation
- CEF Call 2019: the call relevant for the alternative fuels (so called “reflux” call)
EU funding opportunities: Horizon 2020

Horizon 2020 has a dedicated budget amounting €77 billion for research and innovation in the areas of transport and energy (programme period 2014-2020). Mobility for Growth call (part of the Smart, green and integrated transport challenge) mode specific & transport integration specific challenges (urban, logistics, ITS, infrastructure).

TOPICS:
- making equipment and systems for vehicles, aircraft and vessels smarter, more automated, cleaner and quieter, while reducing the use of fossil fuels
- finding smart infrastructure solutions ...

Forthcoming calls
- MG-3-2-2018: The Autonomous Ship Closed on 31 Jan 2018
- LC-MG-1-8-2019: Retrofit Solutions and Next Generation Propulsion for Waterborne Transport Opening 5 Sep 2018
- MG-2-6-2019: Moving freight by Water: Sustainable Infrastructure and Innovative Vessels Opening 5 Sep 2018

Co-funded by the European Union
Regional policy/ funding instruments

Operational Programmes

- The programmes are prepared by each Member State and/or region, and financed under the European Regional Development Fund or the Cohesion Fund & adopted by the European Commission at the beginning of a programming period (so that the amendments)
  - Operational programme for Transport // transport infrastructure // regional development (scope varies and addresses the needs of MS)

European Territorial Cooperation, e.g. Interreg incl. those addressing the Macro-regional strategies like The EU Strategy for the Danube Region (EUSDR)
National support schemes

01 FRANCE
IWT cargo fleet modernisation & innovation 2013 – 2017 incentive program

02 GERMANY
Support programmes for modernisation of maritime & inland vessels

03 CZECH REP
Support for modernisation of inland waterway freight transport (till 2021)

04 DANUBE
GRENDEN – Project to support setting up national support schemes
## FR: IWT cargo fleet modernisation & innovation incentive program

<table>
<thead>
<tr>
<th>Duration</th>
<th>2013-2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beneficiaries</td>
<td>French stakeholders</td>
</tr>
<tr>
<td>Eligible costs</td>
<td></td>
</tr>
<tr>
<td><strong>A. Modernise the fleet &amp; strengthen IWT environmental performance:</strong></td>
<td>(1) retrofitting incl. re-motorisation beyond standards, adaptations to save energy consumption; (2) retrofitting to modernise vessels; (3) on-board handling equipment, loading optimisation software → subsidy 30%</td>
</tr>
<tr>
<td><strong>B. Encourage IWT new lines &amp; improve cargo security:</strong></td>
<td>(1) launch new units matching structural developments &amp; need for the fleet renewal; (2) adapt &amp; renew the fleet to match specific clients’ requirements, (3) construction of new units designed to call sea ports → subsidy for studies 50% &amp; investment 20%</td>
</tr>
<tr>
<td><strong>C. support creation &amp; development of IWT companies:</strong></td>
<td>(1) purchase of 1st ship resulting from the creation of an IWT company; (2) purchase of a 2nd larger unit (or a 2nd unit); (3) arranging accommodation facilities for an apprentice → subsidy 20%-30%</td>
</tr>
<tr>
<td><strong>D. encourage the uptake of innovation:</strong></td>
<td>Test &amp; launch innovative solutions addressing reduction of energy consumption &amp; air pollutant emissions → subsidy 50% of study (up to 70% if results are disclosed)</td>
</tr>
<tr>
<td>Budget</td>
<td>The overall financial volume: 22.5 MEUR: A. = 9 MEUR; B. = 7 MEUR, C. 5.5 MEUR, D. 1 MEUR</td>
</tr>
</tbody>
</table>
## Maritime sector

<table>
<thead>
<tr>
<th>Programme</th>
<th>The funding is provided by “Mobilitäts- und Kraftstoffstrategie”</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beneficiaries</td>
<td>German register or EU flag &gt;51% operation in EU</td>
</tr>
<tr>
<td>Topics</td>
<td>New-build &amp; retrofit (LNG only)</td>
</tr>
</tbody>
</table>

- New-build & retrofit (DPF, SCR, SCR & DPF with flat rates)
- Auxiliary drives, Ship equipment for shore power supply, Electrical power supply / hybrid systems,
- Energy consulting
- Increase energy efficiency (-10%), e.g. hydrodynamics, propulsion improvement measures, fuel consumption display
- Digitalisation (telematics systems, autonomous systems - support ship guidance, travel planning)

## Inland navigation

<table>
<thead>
<tr>
<th>Co-financing</th>
<th>Depending on the size of the company, the funding amounts to 40/50/60%</th>
</tr>
</thead>
<tbody>
<tr>
<td><a href="http://WWW.BAV.Bund.DE">WWW.BAV.Bund.DE</a></td>
<td>Old state aid scheme ends 2018 and new shall be launched as of 2019. The content known in autumn 2018.</td>
</tr>
</tbody>
</table>
CZ: Support for modernisation of inland waterway freight transport (1)

<table>
<thead>
<tr>
<th>Programme</th>
<th>Operational Programme Transport → public support scheme</th>
</tr>
</thead>
<tbody>
<tr>
<td>Duration</td>
<td>Until 31 December 2021</td>
</tr>
<tr>
<td>Form of aid</td>
<td>Non-reimbursable direct grant / Cohesion Fund (Applications will be submitted on the basis of calls)</td>
</tr>
<tr>
<td>Beneficiaries</td>
<td>All owners or operators of fleets of inland waterway vessels whose vessels are recorded in the Waterways Register of the Czech Republic, regardless of the nationality of the operator. Only small and medium-sized enterprises (SMEs) are eligible under the scheme. (Estimated: 11–50)</td>
</tr>
<tr>
<td>Eligible costs</td>
<td>Reasonable costs of drawing up technical documentation approved by an entity duly authorised to carry out technical inspections of vessels, or by a classification society recognised under EU legislation, constitute eligible costs under all sub-programmes</td>
</tr>
<tr>
<td>Budget</td>
<td>The overall financial volume: 420 MCZK (= 16,084,700 EUR with exchange rate 25/08/2017)</td>
</tr>
<tr>
<td></td>
<td>Each sub-programme will be allocated 140 MCZK (= 5,361,580 EUR with exchange rate 25/08/2017)</td>
</tr>
<tr>
<td>Co-financing</td>
<td>Sub-programme 1: 85% of the eligible costs</td>
</tr>
<tr>
<td></td>
<td>Sub-programme 2 &amp; 3: 85% for small enterprises and 75% for medium-sized enterprises</td>
</tr>
<tr>
<td></td>
<td>Limit: all modernisations on a vessel under the aid scheme must not exceed 30% of the price of a new reference vessel (80 MCZK = 3,063,760 EUR). → limit is appr. 1 MEUR</td>
</tr>
</tbody>
</table>

Co-financed by the European Union
CZ: Support for modernisation of inland waterway freight transport (2)

Reduction of environmental impacts of waterway transport

Eligible costs
- **replacing vessels’ engines**: the acquisition of low-emission engines and auxiliary motors; directly related subsequent components (e.g. gearbox), & installation
- converting vessels to a **new fuel**: converting vessels to a new fuel (LNG), incl. acquisition of associated technology (both mono- & dual-fuel)
- **remodelling stern of vessels**: acquiring technology for adjusting the shape of a vessel’s stern, including its installation & adjustment of the vessel’s stern, incl. acquisition of materials;
- **modernising propulsion equipment**: acquiring propulsion equipment components (propeller, nozzle, shaft), incl. installation costs;

Modernisation of vessels to increase multi-modality of freight transport

Eligible costs:
- purchasing **lightweight stacking covers** for the hold (cargo compartment), including installation in the vessel
- **raising hatchways**, including the purchase of materials
- horizontally **extending hatchways**, incl. the purchase of materials
- purchasing **transportation frames for passenger cars**
- broadening a vessel (push boats) or prolonging a vessel, incl. materials

Modernisation of vessels leading to increased safety of IWT

Eligible costs:
- fitting vessels with **bow steering equipment**, incl. installation
- purchasing and replacing **outer plating**, incl. replacement of affected vessel parts
- adding **radar equipment**, incl. installation
- replacing the **coating of submerged parts** (outer plating) or providing a new surface finish/protection for these parts
- reconstructing the **electrical wiring** on board, incl. purchase of electrical wiring
GRENDEL – Project key facts

**FUNDED PARTNERS**
- Fleet owners & operators
- Innovation & technology organisations
- Education institutes
- Ship design experts
- River commission (Danube Commission)

**ASSOCIATED STRATEGIC PARTNERS**
- Ministries & their implementing bodies
- Other fleet owners & operators

**BUDGET**
- 1.8 MEUR
  - ERDF contribution: 85%
  - IPA contribution: 85%
  - State contribution: up to 15%
  - Own contribution: up to 15%

**TIME**
- 1.6.2018 – 30.11.2020
  - 30 MONTHS

**NON-FUNDED STAKEHOLDERS**
- Fleet owners & operators
- Logistics service providers
- Technology providers
- Cargo owners

18 April 2018 • Vienna • Workshop on modernisation of Danube vessels
GRENDEL: Work approach

Inputs from PROMINENT & other projects

- Know how & learning actions
- Fleet investment plans
- Consolidated investment & training needs

Know how & learning actions
- Funding & financing needs
- Greening technologies & operational measures
- Advanced logistics solutions

Funding & financing needs
- Model State Aid Scheme (CZ program as reference)
- Finance support measures
- Advanced vessel concepts as good practice

Model State Aid Scheme (CZ program as reference)
- Danube Fleet Modernisation Strategy
- Recommendations for regulatory framework & HR measures

Danube Fleet Modernisation Strategy
- Implementation projects 2020 - 2027
- National State Aid Schemes Operational Programs

Fleet investment plans
- Operational Programs
- National State Aid Schemes

Consolidated investment & training needs
- Company A...
- Company N...