

Modernisation of the fleet & Innovation

VNF Funding scheme 2018 – 2022 in France

Plan d'Aide à la Modernisation & à
l'Innovation (PAMI)

summary

IWT French market situation & developments

Issues related to the IW fleet operating on the French inland waterways :

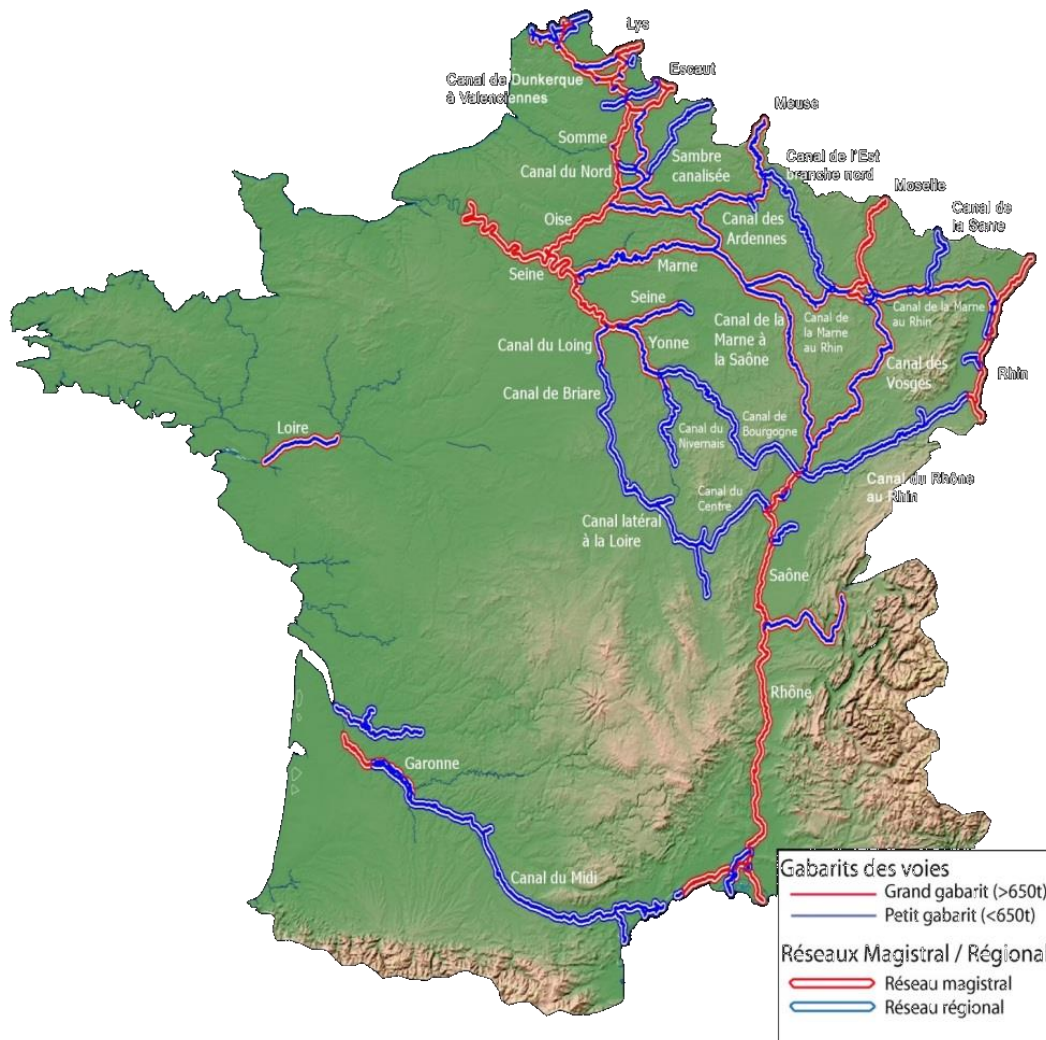
- Number of barges
- Types of barges
- Engines environmental performances

Agreed targets for a new IWT fleet modernisation support scheme

- Improve the IWT fleet's environmental performance
- Better integrate the IWT in the supply chain (city logistics, containers)
- Facilitate innovation to reach those 2 goals
- Encourage business takeover by new entrepreneurs

Design of a new IWT freight fleet funding scheme

IWT French market situation & developments



2018 IWT fleet on French waterways :

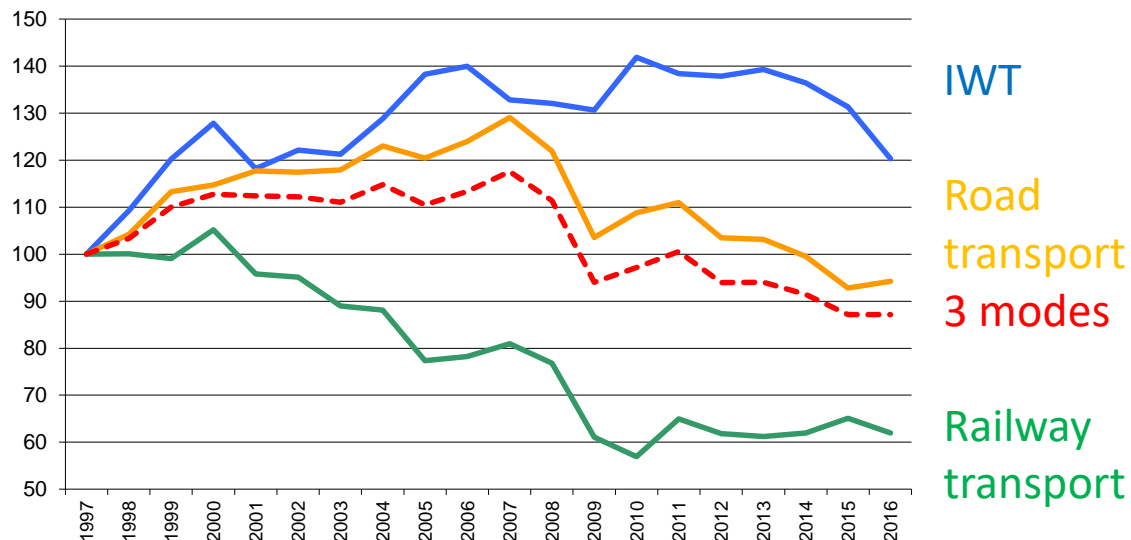
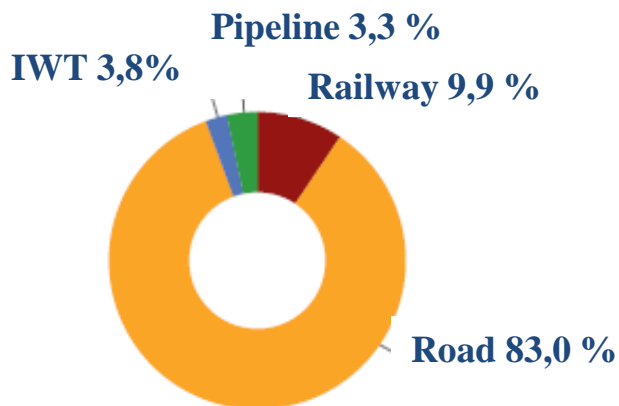
- About 60 000 voyages, out of which 30 000 by french flag barges & the rest by EU members flags barges ;
- about 2 560 boats, 50 % french – 50 % other EU members flags.

IWT French market situation & developments



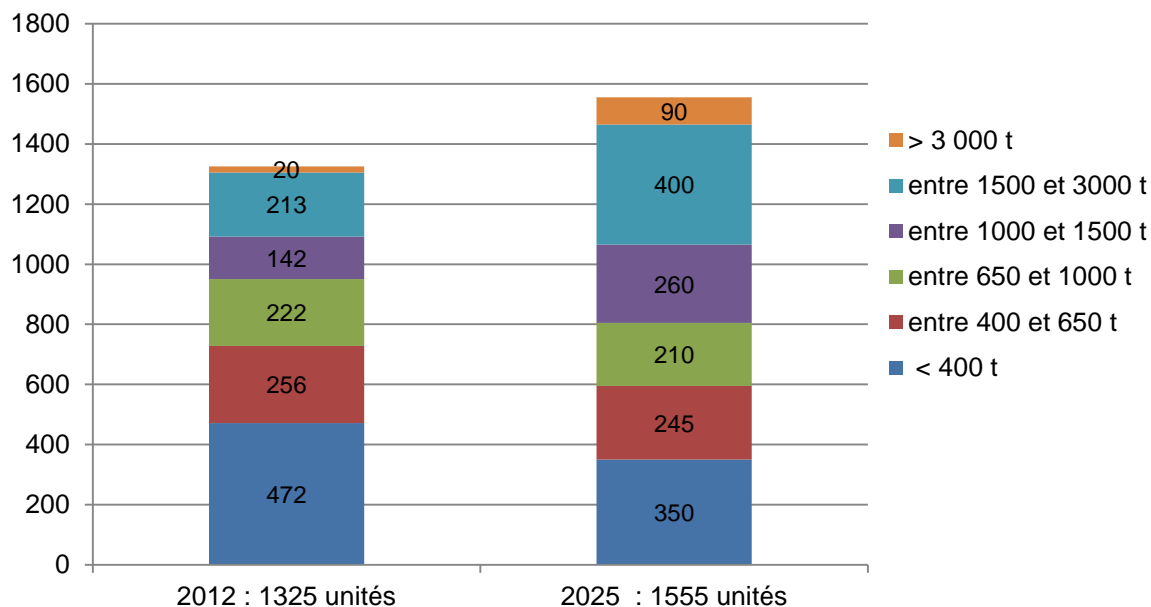
Parts modales terrestres en 2013

En %



Issues related to the IW fleet operating on the French inland waterways – **number of barges**

IW fleet operating on VNF network expected developments by 2025 – Seine-Scheldt impact



Challenges to address (fleet's capacity)

- Need for an additional 0.7 Mt transport capacity
- Need for construction of new vessels
- Fleet Freycinet renewal need (heavy lifts, urban logistics...)

IWT French market situation & developments – **barges types**

Increasing markets – new requirements

Project cargo – **context** : increasing trend of project cargo elements (eg : windmills components)



Containers regular services – **context** : saturation in seaports, increasing size of sea ships



IWT French market situation & developments – **barges types**

Waste transport & city logistics – **context** : increasing population in large cities



Design of a new IWT freight fleet funding scheme

Dedicated workshop – April, 2016 in Paris

- **Purpose :** submit a agree upon IWT fleet issues & requirements
- **Participants :**
 - One engine supplier, one depollution kit supplier,
 - Ship owners (SMEs & industrial shipping companies national federations),
 - 2 Shipyards,
 - CEREMA (transport ministry engineering consultant specialized in ports & IWT)
 - VNF

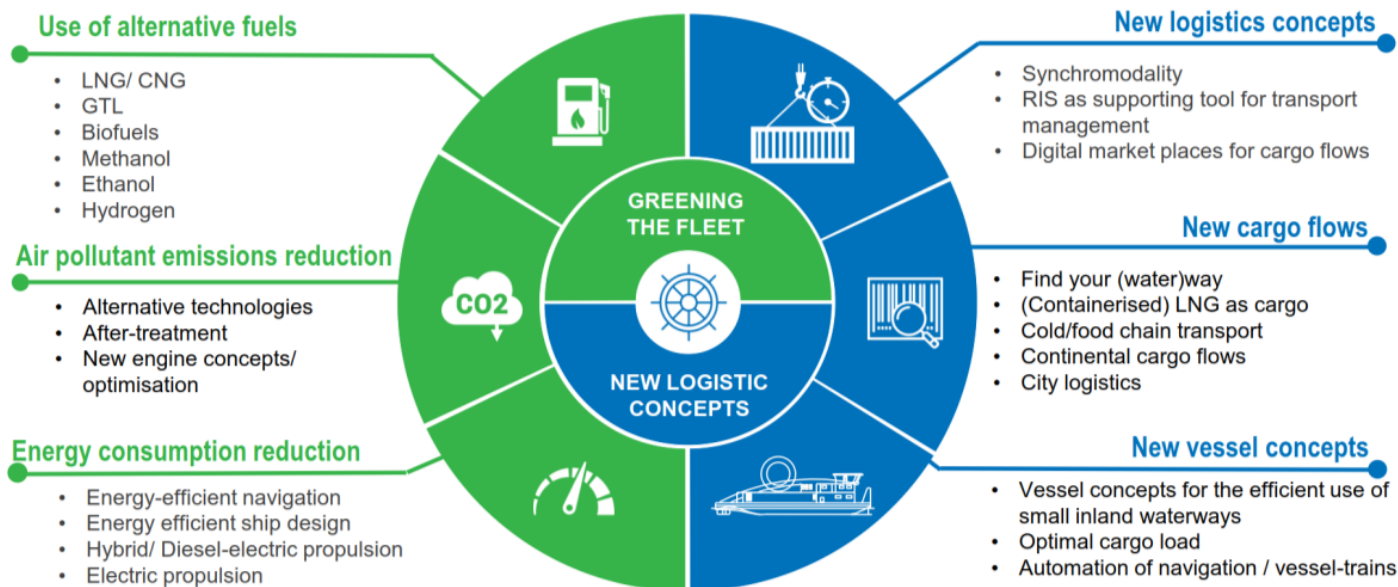


Outcome : a four parts funding scheme with :

- dedicated budgets & provisional expenses,
- Potential co-financing organisations

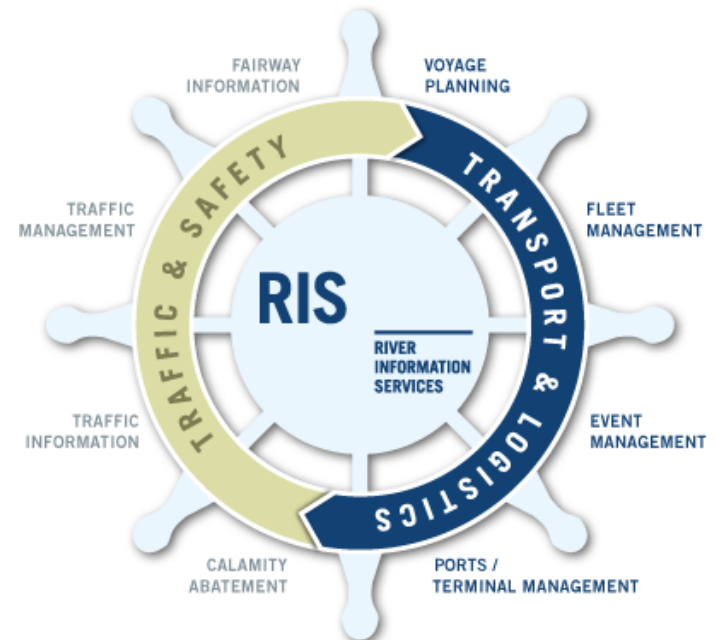
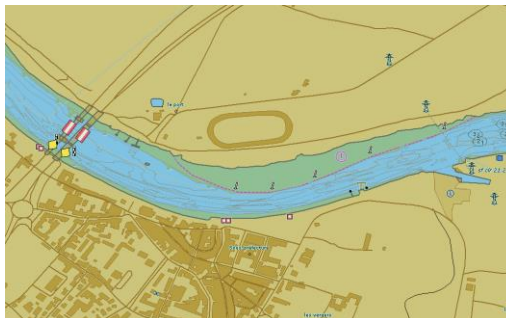
Part A : improve the IWT fleet's environmental performance

- **Reduce pollutant consumption and emissions**
 - Rate: 50 % (engine has to comply with NRMM/stage V specifications)
 - Max. : 70 000 €*
- **Reduce and treat water or waste releases**
 - Rate : 30 %
 - Max. : 70 000 €
- **Adapt barges for better hydrodynamics**
 - Rate: 30%
 - Max. : 150 000 €
- **Optimize on-board energy management**
 - Rate: 30%
 - Max. : 40 000 € / boat



Part B : strengthen IWT integration in the supply chain

1. **Adapt boats to catch new business or secure existing traffic**
 - Rate : 30 %
 - Max. : 230 000 € / boat
2. **Build or acquire boats to catch new traffic**
 - Rate : 50 % for the studies / 20 % construction
 - Max. : 100 000 € / 200 000 €
3. **Build or adapt units to serve seaports**
 - Rate : 50 % for the studies / 20 % construction
 - Max. : 100 000 € / 400 000 €
- **Acquisition of sailing assistance instruments or software**
 - Rate : 30 %
 - Max. : 30 000 €



Part C : Renewal of the actors

- **Purchase of the first boat**
 - 80 €/TPL
 - Max. : 20 % of barge purchasing price or 60 000 €
 - No DWT limit
- **Eg : purchase of a 38,50 m long « Freycinet » :**
Estimated cost 120 000 € / DWT : 380 t

Subsidy amount estimate :

- 1st calculation mode : $€ 80 \text{ €} * 380 \text{ t} = € 30\,400$;
- 2nd calculation mode : $20\% \times € 120\,000 \text{ €} = € 24\,000$
(limited to € 60 000) ;
- Lowest of the 2 results = **€ 24 000**



Part D : facilitate innovation in IWT

- **This PART of the PAMI is open to non-freight barges operators, provided innovation may be transfered to freight units (technically & economically feasible)**
- **Eligible projects may cover the following activities :**
 - The experiment of a new or existing technology, not implemented in the IWT industry yet,
 - R&D based upon new technologies to address specific issues in the IWT industry.
- Rate : 50 % (65 % incl. Potential additional subsidies)
- Max. : 100 000 €

PAMI methodology (1/2)

1) application

- VNF's calls for projects : twice a year (except 2018 é 2022)
- Projects & applications for subsidies to be left at one of VNF branches (largest & most complex projects to send to VNF headoffice)
- Provided the application is complete, VNF branch **acknowledges receipt – no commitment from VNF**

2) Evaluation :

VNF evaluates the project through 4 criteria, and gathers a jury :

- One representative of each VNF branch involved in the PAMI,
- Two representatives from VNF headoffice,
- One representative of the transport ministry, in charge of technical specifications & barges' environmental performance.

PAMI methodology (2/2)

3) Contracts :

VNF branch manager or CEO (depending on project's amount, signs one of the 2 documents :

- either signs up a *décision* (subsidy provisional amount < 23 000 €) or *contract* (>23 000 €), in which case only invoices relating to orders placed **later than**(voir ci-dessus) sont éligibles à l'aide au titre du PAMI.

notice : VNF takes a mortgage on the barge value (or any other company's asset) for all subsidies reaching or exceeding a € 50k amount

- **or** rejects the application

4) Project completion :

Le porteur de projet dispose d'un **délai** pour présenter les factures, qui varie selon le type de projet (voir page n°11).

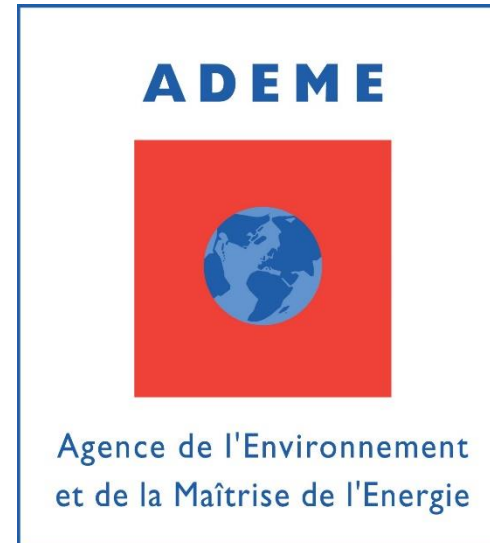
Budget & Co-financement

Some of the 12 French **regions** :

- Ile-de-France (1st French region : greater Paris)
- South French region (ex-PACA)

issue : to point out eligible barges (only those sailing within the regions' areas)

National organisations :



Evaluations & adjustments

Thank you for your attention.

Eloi FLIPO, head of cargo development
department,

VNF headoffice, F-62 400 BETHUNE.

+33.3.59.41.30.65

Eloi.flipo@vnf.fr