The way towards zero emission waterborne transport

Torsten Klimke; MOVE/D1
Maritime transport & logistics Unit
Directorate-General for Mobility and Transport
European Commission
EU Maritime Transport Strategy 2009-2018:
European Commission, EU Member States and EU maritime industry should work together towards the long term objective of ‘zero-waste, zero-emission’ maritime transport.

EU 2011 White Paper – Roadmap to a Single European Transport Area:
The environmental record of shipping can and must be improved by both technology and better fuels and operations.
Communication

NAIADES II programme

"Towards quality inland waterway transport"

2013-2020

Staff working document

Greening the fleet:

"ways for achieving low pollutant emissions for inland waterway transport"
Why LNG for waterborne transport?

- Most promising alternative fuel in the short to medium term (technology available, a decade of experience).
- Meets or exceeds current and future emission standards. LNG emits (compared to bunker oil): SOx (~0), NOx (minus 90%), PM (~0);
- GHG (minus 25% if no methane slip); not enough for White Paper target of 40-50%!
- Decouple operational costs from oil price development.
- Around 10,000 ships are currently mainly used for European Short Sea Shipping of which around 5000 are spending more than 50% of their time in sulphur emission control areas (SECAs).
Development of other alternative fuels

- Methanol
- Hybrid
- Hydrogen
- Biofuels
- Other innovative approaches are welcome

=> ultimately use of fuels from renewable sources