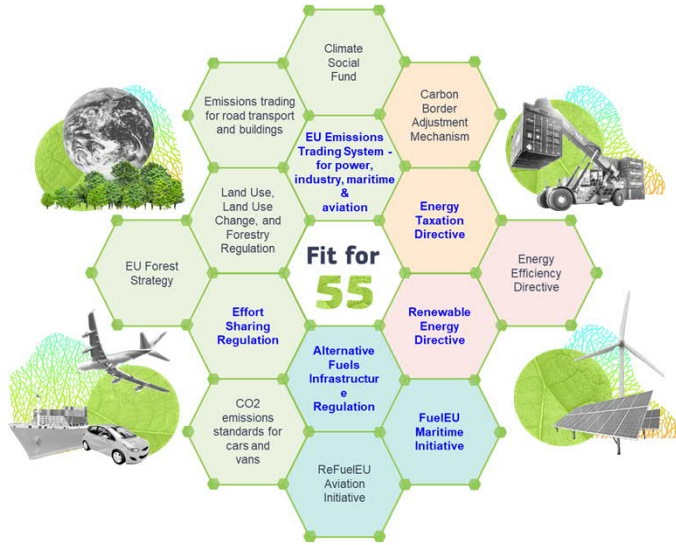




The European River Cruise Association

DECARBONIZATION UPDATE

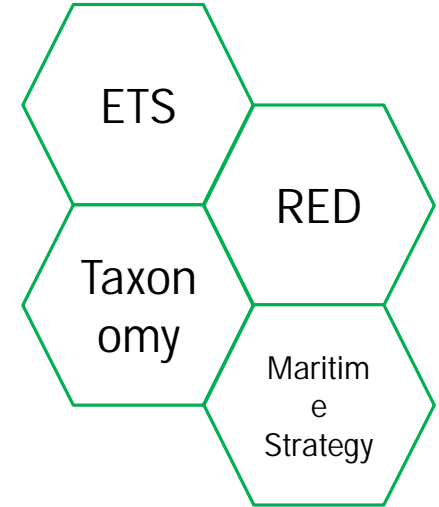
The basic legislative principles have not changed!



Framework 2023

The European Green Deal has an evolving legislation. Each sector has a ***basket of measures*** to drive it to reach its decarbonisation goals.

It follows a “stick” and “carrot” approach, where the legislation is the “stick” and the funding can be the “carrot”.



Additions 2025

The image shows the European Union flag, which is a blue field with twelve gold stars arranged in a circle. The flag is partially visible on the left side of the slide, with the rest of the slide being a white background with a blue header and footer.

EU Targets start to bite as of 2030 (RED III)

- Binding renewable targets: EU must reach at least 42.5% renewable energy in final consumption by 2030; aspirational target of 45%
- Accelerated permitting & go-to areas: Member states must map renewable acceleration zones and streamline permitting in these areas
- Sector-specific targets:
 - industry must grow renewable share by 1.6 pp/year and source 42% renewable hydrogen by 2030;
 - transport must achieve 29% renewable energy or 14.5% GHG reduction;
 - buildings must reach 49% renewables and increase heating/cooling renewables by ≥ 0.8 –1.1 pp/year
- Sustainability & traceability: caps on food/feed-based biofuels, mandatory certification and mass-balance tracking for advanced biofuels and RFNBOs

The image shows a portion of the European Union flag, featuring a blue field with twelve golden stars arranged in a circle. The flag is positioned on the left side of the slide, partially overlapping the white background.

Possible Impact on European River Cruising

Shift to renewable fuels: inland vessels must adopt biofuels, hydrogen and e-fuels by 2030; biofuel demand may raise costs and ports need alternative fuel infrastructure

Carbon pricing & ETS2: extended emissions trading will raise fossil fuel costs, gradually, starting from 2027, incentivising zero-emission technologies. ETS2 to hit full effect by 2030.

Taxonomy: taxonomy mechanisms will make it difficult to finance vessels that are not “green”

Hybrid & alternative propulsion: operators explore bio-methanol, e-methanol, HVO, batteries and hydrogen; retrofitting ~60% of the fleet could cost about €2 bn, with EU funding support

Implementation uncertainty: by Nov 2025 no EU member state had fully transposed RED III; delays to national legislation create uncertainty for biofuel suppliers and investors

Public Engagement

KNOWLEDGE BASIS FOR THE EUROPEAN CRUISE INVESTMENT PLAN

Status report

Cruise Lines International Association (CLIA),
European River Cruise Association (IGRC)

Report no.: 2024-1605, Rev. 2
Date: 2024-07-31



KNOWLEDGE BASIS FOR THE EUROPEAN CRUISE INVESTMENT PLAN

Foresight report

Cruise Lines International Association (CLIA),
European River Cruise Association (IGRC)

Report no.: 2024-1971, Rev. 2
Date: 2025-02-27



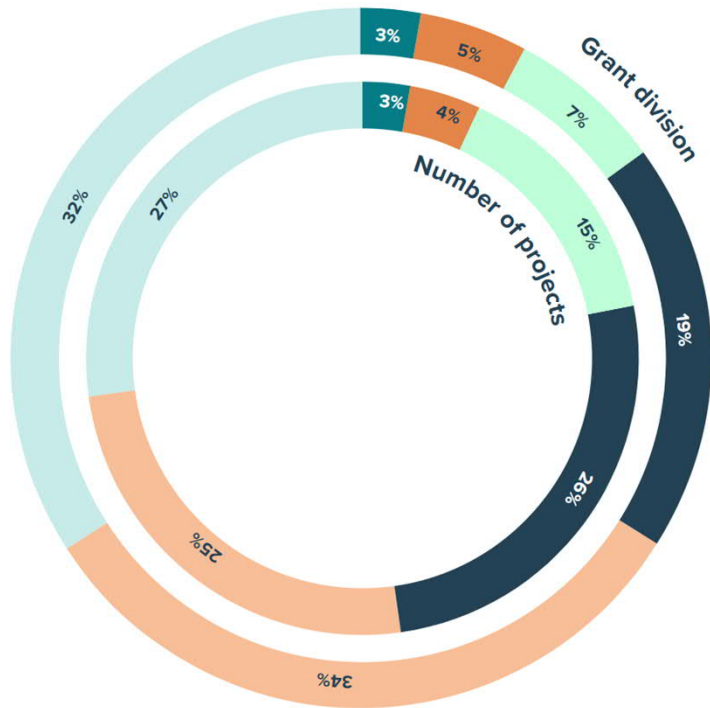
We receive positive support for the studies provided by the IGRC from major institutions on the Rhine and the Danube as well as the EU.

There is a general acceptance that multifuel engines (Diesel, HVO, Methanol...) in combination with Electrons are the way to go.

There is acceptance in the world of cargo that HVO alone and H2O alone will not be the answer.

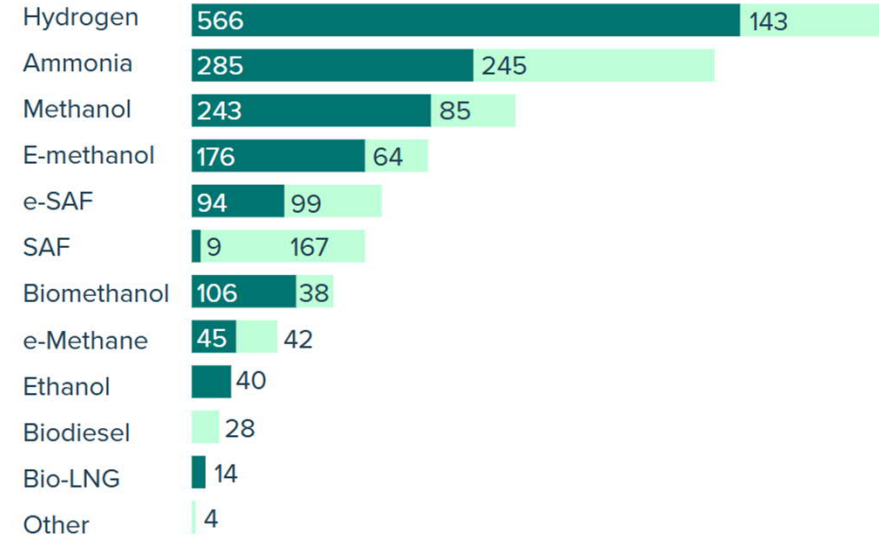
Innovation Fund

Since 2020, the Innovation Fund has supported:



Mobility technology pathways	Grant division	Number of projects
Aviation technologies	3%	3%
Road transport technologies	5%	4%
Maritime technologies	7%	15%
Fuel production exclusively for the transport sector	19%	26%
Batteries for vehicles	34%	25%
Fuel production for multiple sectors including transport	32%	27%

Total grant per fuel type million €



Off-takers exclusively in the transport sector

Methanol, Bio Methanol and E-Methanol outpace all other fuel options...

What would the EU subsidize?

Up to 60% of the technologies that contribute to CO2 emission reduction:

New Build

Total Cost: €30m
Relevant cost: €10m
Hotel Systems: €20m

Retrofit

Total Cost: €14m
Relevant cost: €9m
Hotel Systems: €5m



- Hull
- Electric propulsion
- Dual-fuel engines
- Battery Packs
- Insulation
- Energy saving systems

- Electric propulsion
- Dual-fuel engines
- Battery packs
- Insulation
- Energy saving systems

You need a consortia to work together

Full Electric New



- 📄 Proposal ID: ██████████
- ✅ Status: Under evaluation
- € Grant Ask: €5 million / ship
- ⚓ Ship nr.: 2 vessels
- 🔧 Tech: fully electric event ships

New Build









- 📄 Proposal ID: ██████████
- ✅ Status: Under evaluation
- € Grant Ask: €5 million / ship
- ⚓ Ship nr.: 14 new vessels
- 🔧 Tech: Dual-fuel & battery hybrid
Proprietary hull design

Retrofit



- 📄 Proposal ID: ██████████
- ✅ Status: Under evaluation
- € Grant Ask: €4 million / ship
- ⚓ Ship nr.: 38 existing vessels
- 🔧 Tech: Dual-fuel & battery hybrid

Innovation Fund

Mobility technology pathways	Grant division	Number of projects
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500 Million Euros were requested by the Maritime Sector in 2025

50% was from us!

Are you ready to join before the run is over?



The European River Cruise Association

16000 SHIPS ARE SAILING ON
EUROPE'S RIVERS. 400 ARE US. ONLY
TOGETHER WE CAN BE HEARD. ONE
VOICE - IGRC