
Economic Commission for Europe**Inland Transport Committee****Working Party on the Transport of Dangerous Goods****Joint Meeting of Experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN)****Thirty-eighth session**

Geneva, 23-27 August 2021

Item 7 of the provisional agenda

Any other business

25 August 2021

English

Information on funding opportunities for “greening” TDG – details on LIFE sub-programme for environment**Transmitted by the European Commission***Summary*

- Executive summary:** The document contains information for EU Member States and relevant organisations concerning funding available for projects meant to “green” the IWW transport of dangerous goods sector in the European Union
- Action to be taken:** The EU Member States and the relevant organisations are invited to take action by informing the Commission about their availability in participating in future LIFE PLP projects
- Related documents:** Informal document INF.11 (para 3) and INF.24 of the thirty-sixth session

Introduction

1. Degassing of volatile organic compounds is an issue that is getting more attention, also thanks to Directive (EU) 2016/2284¹ establishing national emission reduction commitments for certain air pollutants, including Volatile Organic Compounds, while a ratification process is going on regarding degassing in Inland Waterway Transport in the context of the CDNI² (for a clear overview of the issue, please have a look at the CDNI website and the impact study presented there).
2. Degassing commitments already taken need to be followed up by an appropriate implementation by the private sector, in cooperation with public authorities and ports, and this in all the most important river basins in Europe, also taking into account degassing in the maritime sector.
3. Questions that so far have been raised by stakeholders, authorities and NGOs, and which are relevant for EU policy development and funding, include the following items:
 - the kind of infrastructure needed;
 - the maturity of the technology;
 - the profile of the stakeholders involved (public entities, private companies, etc.);

¹ https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv:OJ.L_.2016.344.01.0001.01.ENG

² <https://www.cdni-iwt.org/degassing-regulation/?lang=en>

- the role of EU programmes which might be of interest for the financing of such technology (e.g. LIFE, Horizon Europe, Connecting Europe Facility, Structural Funds (ERDF/CF) or InvestEU - sustainable infrastructure window);
- the amounts needed and possible approaches (grants, soft loans, guarantees, blending, PPP, ...);
- timelines (ratification process of CDNI + implementation; EU Zero Pollution Action Plan; ...);
- conditions and requirements from the CDNI process (polluter pays, enforcement, ...);
- a supporting coherent legislative approach in the EU, creating a level playing field and reducing administrative burden;
- options to reduce/ban degassing in open sea (Volatile Organic Compounds Emission Control Area) and
- cost-benefit scenarios, environmental and economic sustainability of degassing.

4. Some of these issues have been somehow addressed in an impact study by the CDNI (see website), but generally the feeling is that this issue could benefit from a more in depth look and a wider, EU approach.

5. One possible way forward could be a LIFE PLP (LIFE Project for addressing ad hoc Legislative and Policy Priorities, previously called LIFE Preparatory Project) to explore this further.

6. In September 2021 the Commission will decide on which LIFE PLP topics will be covered in a dedicated call later this year. It would help if there is an indication that competent authorities, stakeholders (e.g. European associations of vessel owners/operators, owners/operators of port reception facilities, inland and maritime port authorities, chemical industry, etc.) and NGOs are interested to cooperate in and contribute to a LIFE PLP for degassing in EU Inland Waterway Transport and in the maritime field. Usually a LIFE PLP is maximum €1.5M; so far a LIFE PLP could benefit from a contribution of up to 60% of this amount from the LIFE programme. In view of the timelines (CDNI, EU funding mechanisms), the duration should not exceed two years.

7. In conclusion, the European Commission would like to know if there is serious interest from stakeholders, NGOs and competent authorities to contribute to such a study (by participating in a consortium) and/or to support it. If yes, an email indicating the organisation that could consider participation in a consortium (with a financial contribution from LIFE but also from the organisation) or that could support the work outside a consortium (without receiving LIFE funding), and the contact person/contact details for the moment, is to be sent by 1st September 2021 at both the following email addresses: roberto.ferravante@ec.europa.eu and mircea.ionescu@ec.europa.eu.

8. This communication would be of a non-binding nature.
