

**Question for written answer E-000148/2024
to the Commission**

Rule 138

Jan-Christoph Oetjen (Renew), **Caroline Nagtegaal** (Renew)

Subject: Need to harmonise inland-navigation battery systems

In connection with decarbonisation of the transport sector, the focus is increasingly on an important subsector: inland navigation. Short and medium distances offer particular potential in this regard, as there are already efficient solutions in terms of the size and weight of the batteries needed. To avoid lengthy charging times between the arrival and departure of a ship, and in particular to minimise restrictions during loading and unloading, it would seem sensible to replace batteries instead of recharging them.

A number of firms have already developed appropriate plans. The external dimensions of battery containers are in line with existing ISO specifications for shipping containers. This is regarded as particularly efficient and space-saving on board.

To run an electric drive train via a battery container, both units must be fitted with suitable connectors. The challenges involved in producing electric and hydrogen drive trains in the automotive sector show that a lack of charging infrastructure harmonisation can hamper the transformation that is sought.

1. Does the Commission see a need to lay down EU-wide specifications for the external frame of inland-navigation battery containers in accordance with ISO standards?
2. Is the Commission seeking to standardise certain components, in particular the necessary connectors on battery containers themselves, on on-board drive trains and in ports or along inland waterways?

Submitted: 17.1.2024