Towards a modern inland waterway fleet

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Technical developments

- Investment in inland waterway transport is a good opportunity for clean and sustainable transport

- Fuel consumption and emission reduction
- LNG as fuel
- Diesel-electric propulsion
- Use of hydrogen (H2) as a fuel additive
- Lighter ship construction
Sustainable shipping: LNG as fuel

- ‘Argonon’
- ‘Greenstream’ & ‘Green Rhine’
- Based on derogations
- Time-consuming process
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Present LNG and dual-fuel projects

I-Tankers no. 2, 3 & 4

Conversion of ‘Eiger’

Type G tanker – LNG and oil bunkering

Dual-fuel pushboat

Type G tanker – LNG transport
Present projects in engineering stage with Lloyd's Register

- LNG-electric dry cargo vessel
  - 135 x 11.45 x 5.1 m, 4000 tons
- 2 x dual-fuel Type C tankers
  - 110 x 11.45 x 5.2 m, 3200 tons
- 2 x LNG-electric car/passenger ferry
  - 600 passengers + 70 cars
- Dual-fuel car/passenger ferry
  - 1750 passengers + 340 cars
Conclusions

- There are opportunities for new technology on IWW vessels
- Innovation does not have to come solely from within the IWW sector
- Learning can be applied from elsewhere
- Active classification societies can bring that experience and assurance

- LNG as fuel is proven technology elsewhere
- LNG can be used as fuel for IWW vessels

- New and existing vessels