

LOOK AROUND. DID YOU KNOW THAT THE MAJORITY OF GOODS AROUND YOU WERE TRANSPORTED BY A SHIP?

JOIN STEERER IN THE QUEST FOR MAKING WATERBORNE TRANSPORT A ZERO EMISSION MEANS OF TRANSPORT!

WATERBORNE TRANSPORT



90%

International Trade (global)



81%

External EU Trade (deep sea shipping)



34%

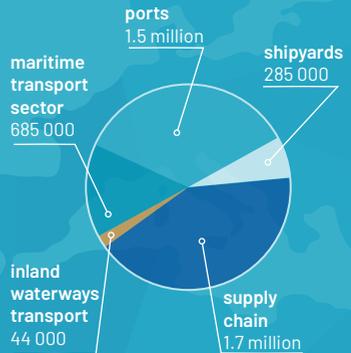
Internal EU Trade (short-sea shipping & inland waterways)

2,89%

global GHG emissions



4,2
million jobs



€ 54

billion Contribution to EU GDP*

* Maritime transport only

Data taken from Eurostat, IMO, Oxford Economics, UNCTAD (2020) and NAIADES III (2021)



STEERER

STRUCTURING TOWARDS ZERO EMISSION WATERBORNE TRANSPORT

Waterborne transport moves nearly **90% of all international trade, more than 81% of external EU trade and 34% of internal EU trade** (2020). In 2018, 139 million tons of CO₂eq were emitted from seagoing ships visiting European ports, which represented around 13% of total EU transport emissions. Globally, shipping emits over one billion tons of CO₂, which accounts for 2.89% of total **greenhouse gases (GHG) emissions** (2020). To put this in perspective, if shipping was a country it would be the 6th biggest GHG emitter in the world. If no action is taken, these emissions are expected to increase by between 20 and 120% by 2050, driven by economic growth and the resulting increased transport demand.

These figures, combined with the overall emerging citizen's movements demanding concrete actions to mitigate climate change, highlight the pressing need for actionable and impactful measures in all sectors, and, in this particular case, in waterborne transport. Concurrently, the EU has adopted the **European Green Deal**, with a strategy "that aims to transform the EU into a fair and prosperous society, with a modern, resource-efficient and competitive economy where there are no net emissions of greenhouse gases in 2050 and where economic growth is decoupled from resource use".

STEERER (Structuring Towards Zero Emission Waterborne Transport) supports the establishment and communication of a Strategic Research and Innovation Agenda and an Implementation Plan **towards zero-emission waterborne transport, in co-operation with all key stakeholders**

needed to facilitate the transformation to clean waterborne transport. In the definition of STEERER, as well as cutting greenhouse gas emissions, all harmful environmental emissions, water pollution and noise emissions have to be eliminated. STEERER's mission is to bring the various initiatives and sectors' stakeholders together to join forces for a combined effort with the maximum impact for the climate, people's health and Europe's economy.

STEERER has five key goals that will support the greening of all the waterborne transport segments – maritime and inland waterways – up to 2050, with a focus on the actions to be taken during this decade, in particular through the Zero-Emissions Waterborne Transport (ZEWT) co-Programmed Partnership (cPP) between the sector representatives and the EC.

The first goal is setting the sector's emission targets towards 2050 (including the intermediate targets for 2025 and 2030) on GHG, PMs, SO_x and NO_x.

This comprehensive 'state of play' is then used to build upon the different potential decarbonisation pathways for the waterborne sector. This work is developed following the specific intervention areas defined within the ZEWT partnership;

- (i) Use of Sustainable Alternative Fuels;
- (ii) Electrification;
- (iii) Energy-Efficiency;
- (iv) Design and Retrofitting;
- (v) Digital Green;
- (vi) Ports.

A second goal is to contribute with analysis and advice that will enable the sector to reach its decarbonization targets in time. Here, STEERER will in fact provide input to the development and update of the Strategic Research and Innovation Agenda of the recently started ZEWT Partnership in the framework of Horizon Europe. This will ensure a constant alignment between the ZEWT partners and the other waterborne transport stakeholders.

The third goal is to develop an Implementation Plan for the STEERER (and ZEWT Partnership) SRIA to reach the targets in due course. This Plan concerns not only the technical developments to 'green' the waterborne transport, but also how these technological breakthroughs can make the EU remain competitive and offer a valid business case, potentially replicable in other parts of the globe.

Developing and implementing a communication campaign, aimed at broader awareness of the waterborne transport sector and its commitment towards zero-emission transport is the fourth goal. Due to waterborne prominence in both internal- and external EU trading, it is necessary to raise the awareness of politicians, the other related sectors but also that of the general public regarding this transport segment, its challenges, and the work of STEERER in this context. Consequently, the project communication campaign runs in two main directions. The first one engages the transport community and presents the project progress in conferences, thematic magazines, newsletters, workshops. The second direction aims at engaging as much of the wider public as possible, via social media and in particular the ambassador

videos done with the help of sector's high-level representatives. In addition, several digital campaigns including the mapping of green waterborne frontrunners in Europe through and beyond European Commission (EC) funded projects, the presence in events, etc. are being implemented.

Finally, STEERER will monitor and assess the implementation of the Strategy defined, and adapt it where necessary. This work will continue to be carried out even after the project lifetime, thanks to the commitment of both the partners and the sector experts involved through the **STEERER Green Shipping Expert Group**.



8

PARTNERS



1,5

MILLION FUNDING



36

MONTHS

STEERER is coordinated by **SEA Europe**, counting with the participation of a total of eight partners from six EU countries.

The consortium functions as a coordination point, where the broader expertise of the sector is involved through the Scientific Committee (SC) and the Green Shipping Expert Group (GSEG), two working bodies that are established by the project.

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