



## MISSION AND VISION STATEMENT

The Zero-emission Waterborne Transport (ZEW) partnership will provide and demonstrate zero-emission solutions for all main ship types and services before 2030, which will enable zero-emission waterborne transport before 2050.

In addition, the partnership will:

- implement economically viable European new technologies and concepts regarding zero-emission waterborne transport, to strengthen the competitiveness of European industries and provide the capability to re-enter markets;
- facilitate the development and implementation of relevant regulations and policies at the national and international levels, including the development of standards;
- facilitate the uptake of zero-emission waterborne transport technologies.

## KEY FACTS AND FIGURES

**Horizon Europe Pillar and Cluster:** Pillar II – Cluster 5: Climate, energy and mobility

**Type of partnership:** Co-programmed

**Coordinating entity:** Waterborne Technology Platform

**Total estimated budget:** EUR 3.8 bn

**EU commitments:** EUR 530 m

**Partners' commitments:** EUR 3.3 bn

**Predecessor under Horizon 2020:** This is a new partnership

## FIND OUT MORE

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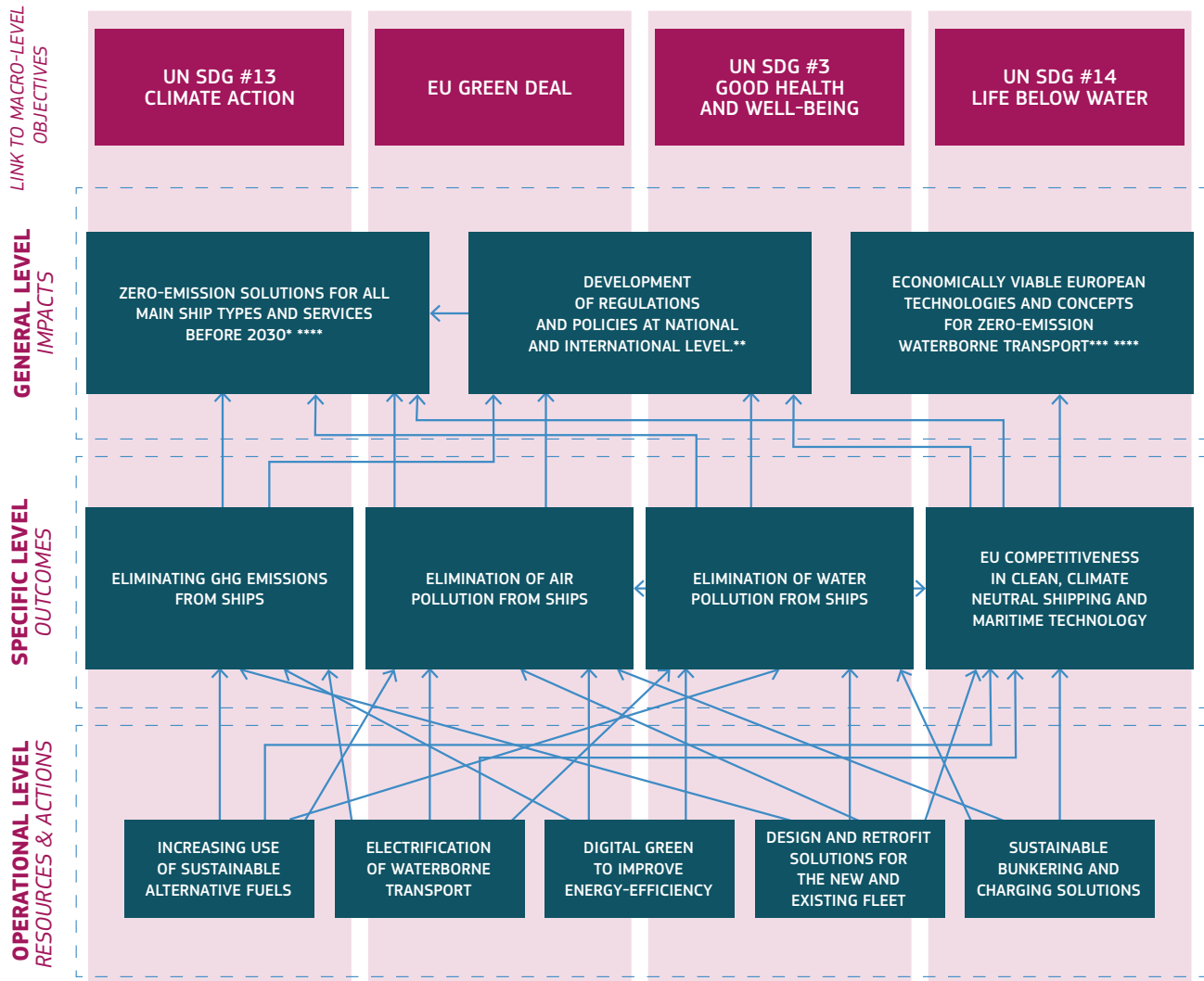
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**PARTNERSHIP SPECIFIC IMPACT PATHWAY (PSIP)**

**PARTNERSHIP VISION: REALISING ZERO-EMISSION WATERBORNE TRANSPORT FOR THE BENEFIT OF FUTURE GENERATIONS**



\*Objective (S01): deployable technological solutions applicable for the decarbonization and the elimination of other harmful emissions of main ship types and services

\*\*Objective (S03): development and implementation of regulations and policies at national and international level, including the development of standards;

\*\*\*Objective (S02): implementation of economically viable European new technologies and concepts regarding zero-emission waterborne transport, to strengthen the competitiveness of European industries in growing green ship technology markets

\*\*\*\* Objective (S04): uptake of innovative zero-emission waterborne transport technologies and solutions within the European waterborne sector.



**PARTNERSHIP'S KEY PERFORMANCE INDICATORS**

KPI NAME	UNIT OF MEASUREMENT	BASELINE	TARGET 2023	TARGET 2025	TARGET 2027	AMBITION >2027
<b>RESOURCES (INPUT), PROCESSES AND ACTIVITIES*</b>						
Solutions using sustainable alternative fuels	# of deployable solutions	NEW	TBC	TBC	TBC	20
Electrified autonomy for commercial shipping	% (150nm-200nm)	NEW	TBC	TBC	TBC	100 % demonstrated by 2030
Fuel consumption for large scale shipping	% reduction target (55 %) achieved	2008 emissions	TBC	TBC	TBC	100 % demonstrated by 2030
Bunkering of alternative fuels and electricity	# of projects	NEW	TBC	TBC	TBC	5 projects by 2030
Zero-emission and climate-resilient inland waterway vessels	# of solutions	NEW	TBC	TBC	TBC	15 solutions demonstrated by 2030
Coastal and inland air pollution	# of solutions demonstrating reduction	NEW	TBC	TBC	TBC	25 solutions demonstrated by 2030
Water pollution (incl. underwater noise)	# of projects demonstrating reduction	NEW	TBC	TBC	TBC	5 projects
<b>OUTCOMES**</b>						
Competitiveness of European industries	# of solutions	NEW	TBC	12	50	70
Regulations, standards and policies	# of contributions towards relevant bodies	NEW	TBC	N/A	N/A	20
Uptake of ZEWT*** technologies and solutions	# of solutions	NEW	TBC	N/A	N/A	50

\* For the ZEWT partnership, the SRIA indicates that the intermediate targets are reported as of the year Y+3 (2024), Y being the start of the partnership.

\*\* Taking into account the long investment cycle for ships, it is too early to define concrete impacts within the time horizon, given the long investment cycle for ships

\*\*\* ZEWT = Zero Emission Waterborne Transport

In the [Strategic Research and Innovation Agenda](#), targets are described in more detail. The monitoring starts in the third year following the start of the partnership, thereby 2024. A number of targets are only set for the end of the partnership, due to the fact that the development of the solutions targeted takes a number of years. In addition, the co-programmed partnership on Zero-emission Waterborne Transport does not have a predecessor, resulting in the fact that often the baseline is indicated as new.



## **SYNERGIES WITH OTHER EUROPEAN AND NATIONAL INITIATIVES**

### **SYNERGIES: STORY 1**

A first synergy that is building up is the involvement and cooperation of the broader waterborne transport sector, throughout the EU. Recently, the major ship owning companies (e.g. Maersk, CMA CGM) joined the partnership in the broader discussions on RD&I and the transition towards zero-emission waterborne transport. This is a step change concerning the involvement of the broader sector. This reinforced cooperation will ensure that the technologies developed are in accordance with customer needs and will have a quick(er) market roll-out.

### **SYNERGIES: STORY 2**

Another synergy that is building up concerns the cooperation of ZEWT with other partnerships, in particular Clean Hydrogen and BATT4EU. An MoU had recently been signed between private associations (members of both partnerships) with the former, and another MoU is under discussion with the latter. Moreover, frequent exchanges between the ZEWT and Clean Hydrogen representatives regarding the next calls for hydrogen-related projects for waterborne transport are taking place regularly. The overall aim is to establish a strong cooperation between the three partnerships, ensuring strong RD&I support for waterborne transport research and avoiding duplications.

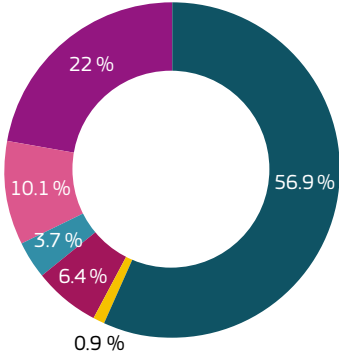
### **SYNERGIES: STORY 3**

The members are also working on synergies with other EU funding programmes, particularly the Innovation Fund. This is seen as an essential tool to help bring ZEWT's results to market. Several actions have already been taken in this direction by the partnership, such as organising a dedicated workshop on the new Innovation Fund calls (autumn 2022). Moreover, some of the members have already been preselected for funding from the first Innovation Fund call, showcasing the importance of synergies between the initiatives.



**OVERVIEW OF MEMBERS**

**MEMBERS PER TYPE**



- INDUSTRY** Other Industrial and/or profit Private organisation
- UNIVERSITY** University and other higher education organisations
- RESEARCH** Public research organisation (including international research organisation as well as private research organisation controlled by a public authority)
- PUBLIC** Research funders, ministries, regions, cities
- SMEs**
- OTHERS** Non-profit, associations, state companies etc.

**GEOGRAPHICAL COVERAGE**

