

Together towards a zero-emission inland fleet

Factsheet for inland shipping operators · EU Innovation Fund · October 2026



GISA bundles inland shipping operators who want to bring newbuild or retrofit vessels into service with **battery-electric, hydrogen or methanol** propulsion, in one joint application to the EU Innovation Fund. The initiative comes from EICB and FIMC within the EU project PLATINA4Action and is open to operators across Europe, including Belgium.

70+

target vessels

~20

vessels already on board

3

zero-emission technologies

up to 60%

of relevant costs funded

Why join GISA?

- **Stronger application.** The fund assesses scale, replicability and impact; a bundle of vessels scores better than one.
- **Less work for you.** FIMC handles the application, CO₂ calculation and consortium agreements; you provide vessel data.
- **Breaking the chicken-and-egg loop.** Bundled demand gives ports and energy suppliers a reason to invest in bunkering and charging.
- **A voice in Brussels.** GISA is in dialogue with DG CLIMA on better support for operating costs.

The Innovation Fund in brief

- Funded from EU ETS revenues; ~€40 bn for 2020–2030.
- Covers the extra costs compared with a diesel vessel, up to 60%:
Extra CAPEX + Extra OPEX (10 yrs) – Extra revenues = Relevant costs
- **Example:** hydrogen retrofit €2.5 m + €7.5 m – €1.0 m = €9.0 m → max. grant **€5.4 m**
- Assessed on innovation, GHG avoidance, maturity, replicability and cost efficiency.

Honest about OPEX: the fund includes ten years of extra operating costs, but estimates them up front on a projected fuel price. If the actual price differs, the operator bears the difference. GISA is discussing better OPEX support for alternative fuels with DG CLIMA. National support can be combined, as long as the same costs are not funded twice.

Timeline (expected)

Oct 2026

Intake & feasibility check per vessel

Dec 2026

Call opens; consortium confirmed

Apr 2027

Submit application (wave 1)

Q4 2027

Results from the European Commission

2028+

Construction; possible wave 2

How to take part

1. Register interest via EICB or FIMC
2. Intake meeting: your vessel, profile and plans
3. Feasibility: technology, CO₂ savings, business case
4. Letter of intent to join the consortium
5. Joint application: we write and submit

What we need for the intake

- Number of vessels, type and dimensions (year of build for retrofit)
- Operating area and profile; current annual fuel consumption
- Newbuild or retrofit, preferred technology, intended investment date
- How you plan to finance your own share (min. 40% of relevant costs)

Interested? Register as soon as possible for a non-binding intake meeting.

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