



EMFAF support for the Energy Transition

Energy Transition Finance Workshop

28/11/23

DG MARE, Unit D3

Context

- Climate and Green Deal objectives
- Increasing fuel prices
- Vessels and engines but also gears and practices/models
- Sustainability and resilience of current fishing models
- Technology at test stage
- Risk averse investments

EMFAF support for Energy Transition

➤ Assessment and Development of new technology

- ❖ energy efficiency **audits**
- ❖ **feasibility studies** on new technology
- ❖ **test and trial** of new technology (e.g. demonstrators, prototypes)
- ❖ **dissemination and transfer** of technology and innovation

➤ Investment in mature technology

- ❖ improving **energy efficiency and reducing the carbon footprint** (e.g. hydrodynamic optimization, gear efficiency, alternative fuels, bridge systems for engine control)
- ❖ **replacement/modernisation of engines** (only for vessels smaller than 24m, and under conditions to prevent an increase in power)
- ❖ **increase in volume** of vessels to **install energy-efficient engines** (only for vessels smaller than 24m, and under conditions to prevent an increase in fishing capacity of the fleet).

EMFAF support onboard vessels - conditions

- Some types of investments in fishing vessels are subject to **strict conditions**:
 - *First acquisition of a fishing vessel* (Article 17)
 - *Replacement or modernisation of a main or ancillary engine* (Article 18)
 - *Increase in the gross tonnage of a fishing vessel to improve safety, working conditions or energy efficiency* (Article 19)
- These conditions aim to **avoid unintended harmful effects** that could lead to overcapacity and overfishing

(details of conditions at end of presentation)

How to access EMFAF support

- **94.8 million EUR** programmed by Member States 2021-2027 on Articles 17, 18 and 19
- Entry point: EMFAF Managing Authority in the Member State
- Grants and Financial Instruments (*loans, guarantees, equity or combination of support measures*)
- Small EMFAF budget for direct calls managed by the Commission (CINEA)

https://cinea.ec.europa.eu/programmes/european-maritime-fisheries-and-aquaculture-fund_en

Support beyond EMFAF

For technology development

- Horizon Europe (*Partnership on Zero Emission Waterborne Transport and Mission Ocean objective 3 “decarbonise the blue economy”*)
- Innovation Fund
- Blue Invest
- Modernisation Fund
- EAFRD (Agriculture Fund – Aquaculture)
- ERDF (Regional Development)
- Interreg

Thank you

EMFAF conditions Articles 17, 18 and 19

- The fishing vessel belongs to a fleet segment for which the latest report on fishing capacity has shown a balance with the fishing opportunities available to that segment (*Articles 17, 18 and 19*)
- The vessel is not longer than 24 metres in overall length (*Articles 17, 18 and 19*)
- For small-scale coastal fishing vessels, the new or modernised engine does not have more power in kW than that of the current engine (*Article 18*)
- For other vessels up to 24 metres in overall length, the new or modernised engine emits at least 20 % less CO2 compared to the current engine (*Article 18*)
- Member States shall ensure that all replaced or modernised engines are subject to a physical verification (*Article 18*)
- The entry into the fishing fleet of new fishing capacity generated by the operation is compensated for by the prior withdrawal of at least the same amount of fishing capacity without public aid from the same fleet segment or from a fleet segment for which the latest report on fishing capacity has shown that the fishing capacity is not in balance with the fishing opportunities available to that segment (*Article 19*)

More details on Article 19

Only the following operations shall be eligible:

- (a) the increase in gross tonnage necessary for the subsequent installation or renovation of accommodation facilities dedicated to the exclusive use of the crew, including sanitary facilities, common areas, kitchen facilities and shelter deck structures;
- (b) the increase in gross tonnage necessary for the subsequent improvement or installation of on-board fire prevention systems, safety and alarm systems or noise-reduction systems;
- (c) the increase in gross tonnage necessary for the subsequent installation of integrated bridge systems to improve navigation or engine control;
- (d) the increase in gross tonnage necessary for the subsequent installation or renovation of an engine or a propulsion system that demonstrates a better energy efficiency or lower CO₂ emissions compared to the previous situation, which does not have a power exceeding the fishing vessel's previously certified engine power pursuant to Article 40(1) of Regulation (EC) No 1224/2009, and whose maximum power output is certified by the manufacturer for that engine or propulsion system model;
- (e) the replacement or renovation of the bulbous bow provided that it improves the overall energy efficiency of the fishing vessel.