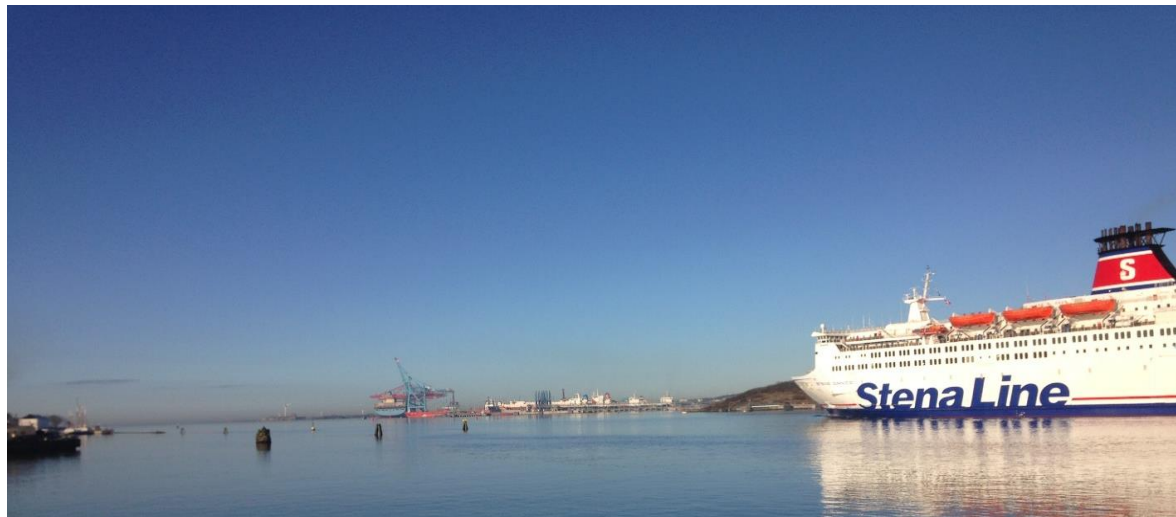


Inland Waterways in Sweden – Ambitions, Challenges and Opportunities

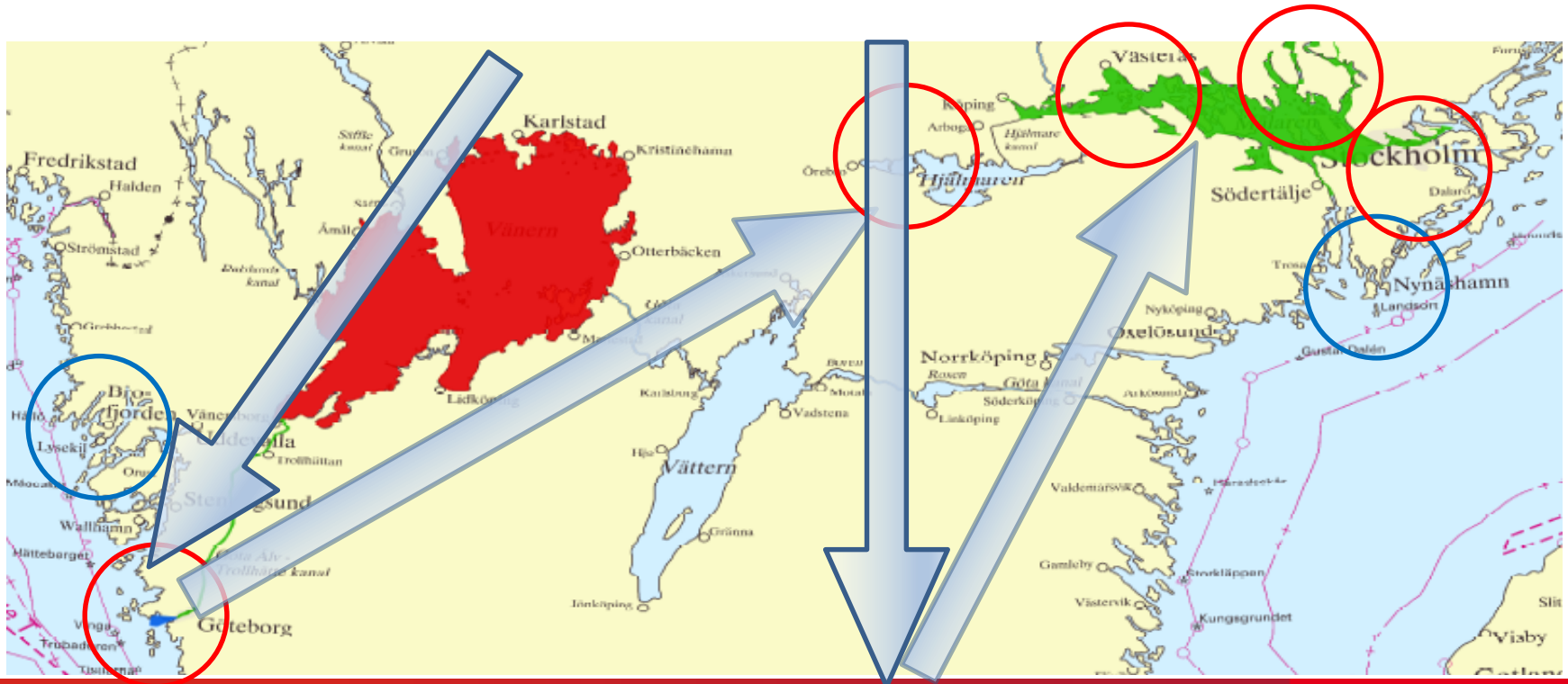


TRAFIKVERKET
SWEDISH TRANSPORT ADMINISTRATION

Björn Garberg
Maritime Strategist



Basic conditions



Obstacles in general....

- Strong competition against road and rail
- Low taxes, high subsidies
- Public fees (ports- and fairway dues, pilotage)
- "last mile transport"
- Cargo owners/forwarders lack of willingness to change

Some reflexions to be considered....

- Connecting infrastructure is based on road and railroad
- Ports are not designed for efficient small scale cargo handling
- Lack of business models
- Congestion not really a problem
- No IWW areas around the coast
- Lack of IWW-tradition

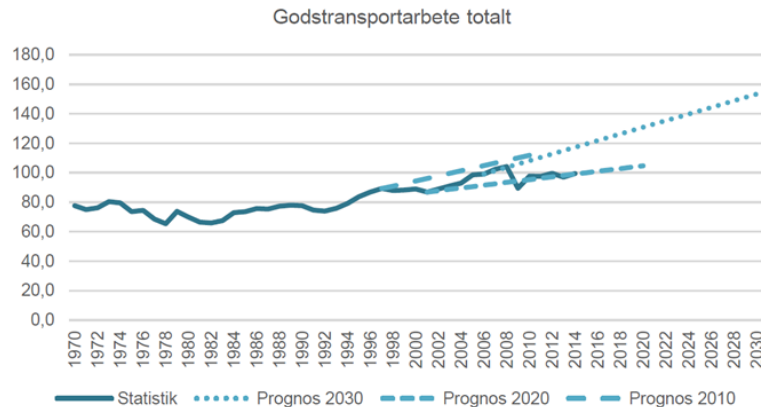
Future development calls for a change...

Climate goal stated by the Swedish government:

"The pollutions from domestic transports shall decrease by 70 percent 2030 compared to 2010".

Official statement by the government_

"The government's ambition is to promote a modal shift from road to sea and to rail for long distance transports"



What needs to change...?

Cargo-owners/forwarders

- Proactivity
- Willing to change

Ports

- Efficient handling of IWW-vessels
- Business models and pricing based on an "overall approach"

Government

- Terms when investing in the maritime infrastructure
- Economic control means
- Public fees promoting domestic seaborne transports
- Take lead!

Recent initiatives by the Swedish government

- Infrastructure investments in Trollhättan och Södertälje
- Eco-bonus
- National council for freight transports
- National shipping coordinator
- Extended IWW-areas and pilot regulation to be investigated

Under discussion...

- Transhipment subsidy
- Road-tax on long distance hauls

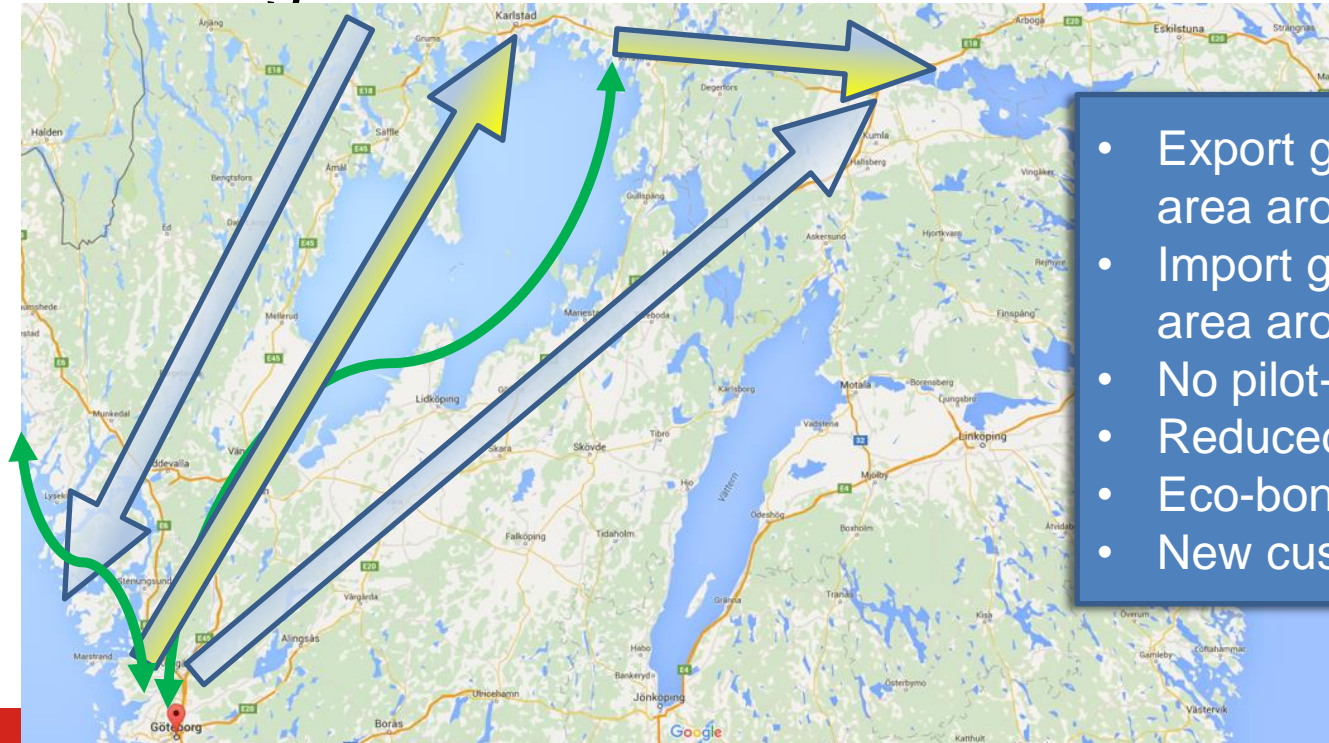
Foto: Micael Ericsson



EKEN & LECKÖ @ SLUSSTRAPPAN

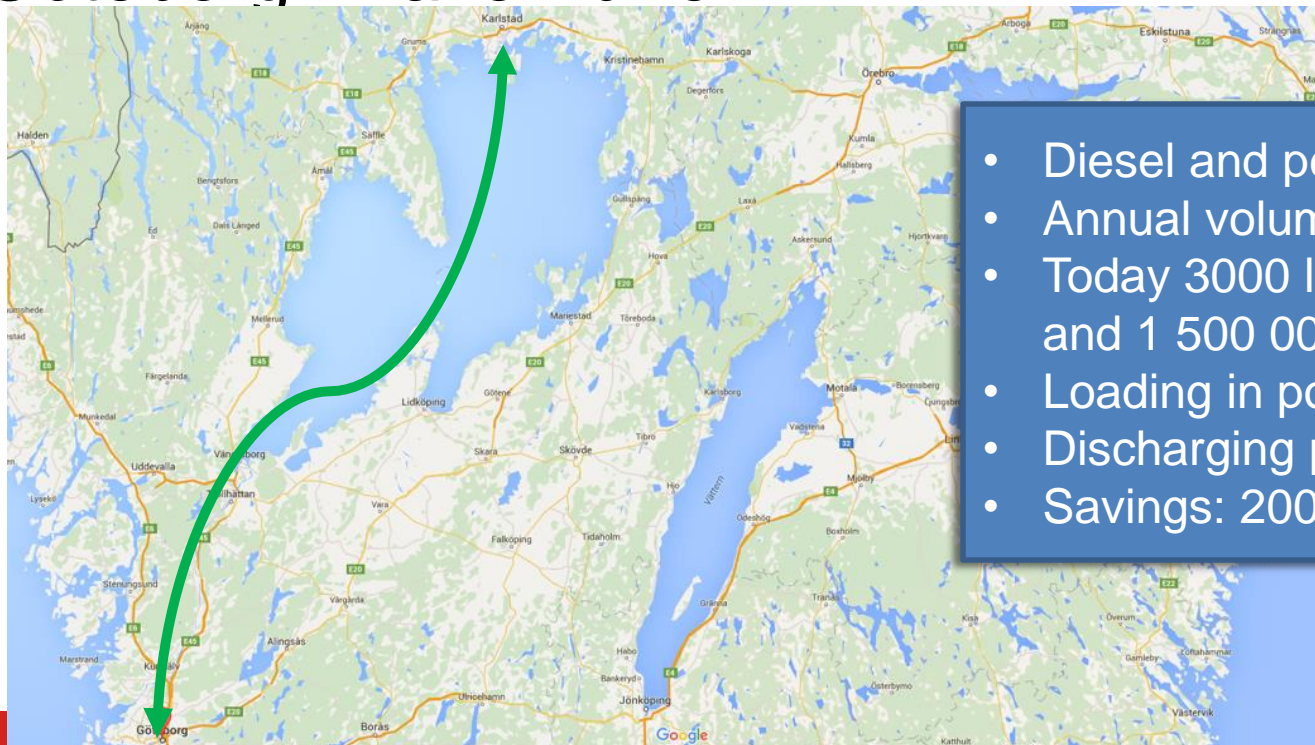
Trollhättan 15/4-10

SOL-case: container feeder Göteborg - Lake Vänern



- Export goods from the area around Lake Vänern
- Import goods from the area around Örebro
- No pilot- nor fairway dues
- Reduced costs in port
- Eco-bonus
- New customers

Avatar/Preem-case: Liquid fuel distribution Göteborg - Lake Vänern



- Diesel and petroleum
- Annual volume – 2-300.000 Mt
- Today 3000 lorry transports and 1 500 000 km/year
- Loading in port of Göteborg
- Discharging port of Karlstad
- Savings: 2000 tons CO2/year

Thank you for your attention...!

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