

# EMMA project, cruise in Lappeenranta 5th September 2018

## Baltic Sea Area Maritime Traffic and Connections to Local Inland Waterways



Brave Logistics Oy

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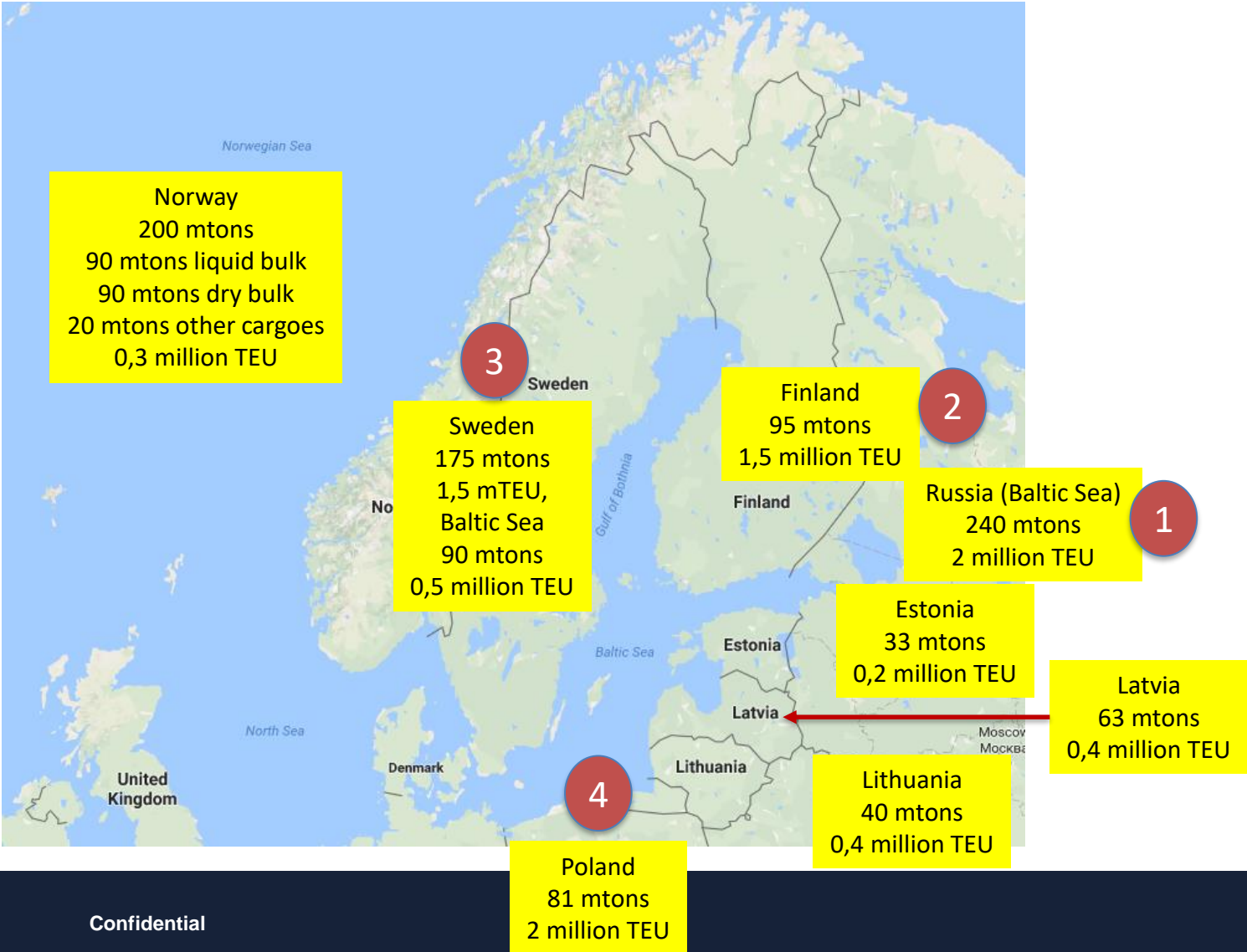
5th September 2018

Saimaa Canal, since 1856 (162 years)

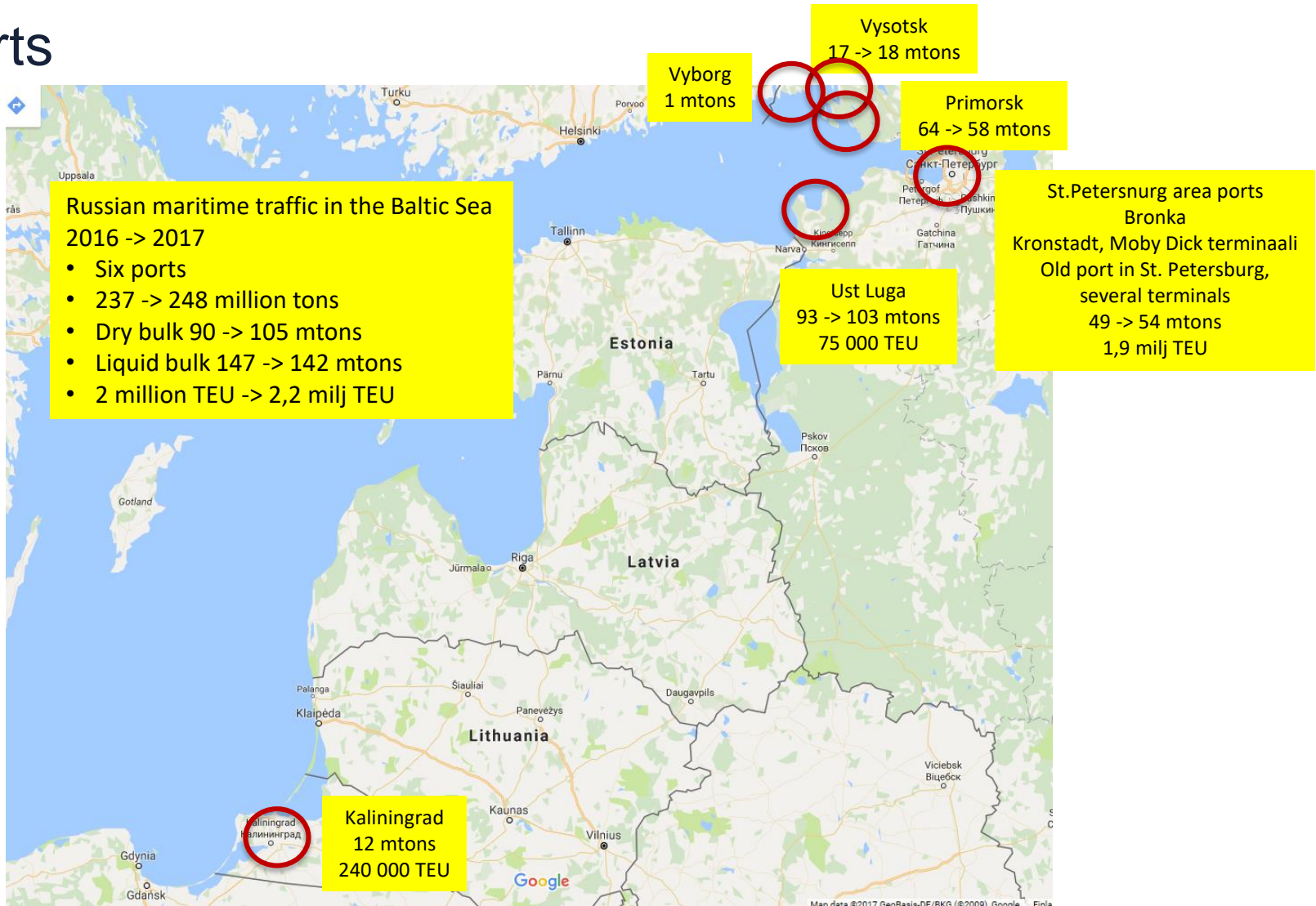
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- Why this presentation
- Baltic Sea Maritime traffic
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  - Inland waterway areas (Sweden, Finland, Russia)
- Biggest port investments in the Baltic Sea area
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  - Inland waterway ports and routes
- Maritime traffic flows
  - Connections to inland waterways
  - Major inland waterways in the Baltic Sea area
- Conclusions and future possibilities for the Baltic Sea area inland waterways

# Baltic Sea area maritime transports



# Baltic Sea maritime traffic and Russian ports



# IWW in Sweden, Baltic Sea area



## Södertälje locks and Mälaren-project

- Current dimensions of locks
  - Length 135 m
  - Width 19,5 m
  - Draught 6,8 m
- Dimensions 2019 of locks
  - Length 200 m
  - Width 25 m
  - Draught 6,8 m
- Annually, over 2 000 vessels pass through the sluice and into Lake Mälaren
- Investment approximately 160 m €

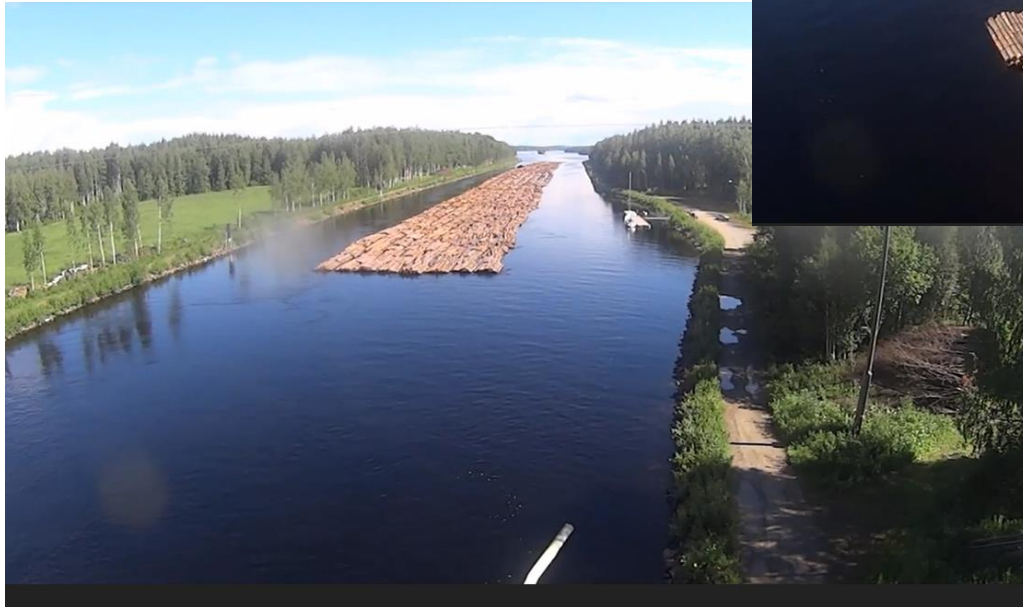


# IWW in Finland



# IWW in Finland, floating

985 bundles  
800 m long  
330 truck loads  
Value 1,5 million euro





# IWW in Russia



## Kazakhstan project 2018 - 2021

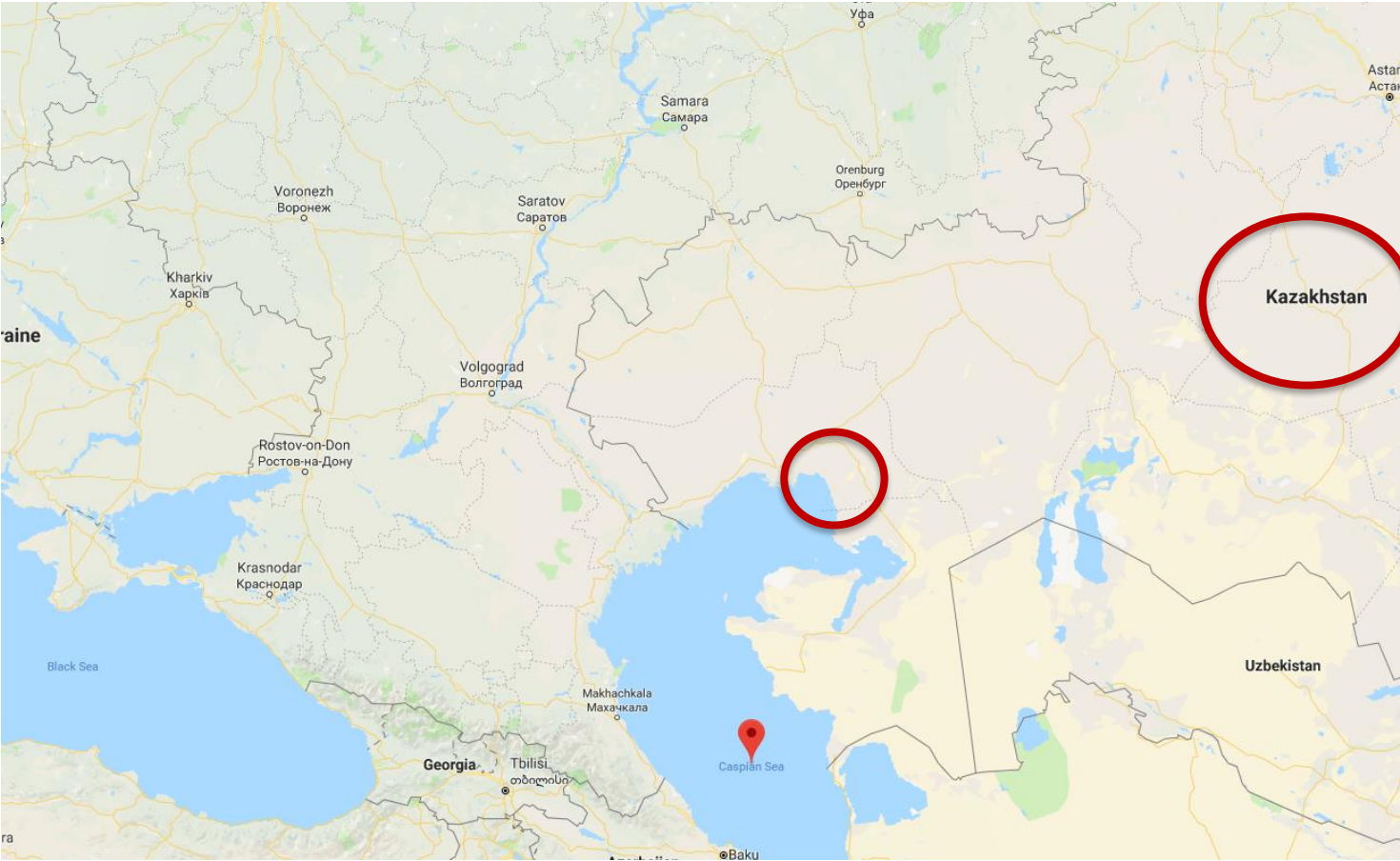
The biggest transport project ever seen in Finland was launched on Monday 16 July at the Hamina Harbour of the Port of HaminaKotka. A vessel owned by Cosco Shipping and carrying the two first giant modules en route to Kazakhstan was moored to the PK3 quay at noon. The journey of the vessel Kang Sheng Kou from its port of departure in South Korea took five weeks.



# Kazakhstan project 2018 - 2021

- The project involves the transport of extremely large and heavy modules (dimensions 70 m x 16 m x 11 m, weight 1500 to 1800 t) via the Port of HaminaKotka to the Russian inland waterway system and further to Kazakhstan.
- The modules transported are pressure equalising devices for oil pumps. The transport operations now commended are part of the world's biggest ongoing project with a total value of 37 thousand million dollars.
- 17 river vessels were built just for this purpose. The combined value of the river vessels alone is 400 million dollars.
- The transport in Hamina is in the hands of approx. 200 persons, 160 of whom are Sarens' employees working in two shifts.
- The first destination is the Caspian Sea and the final destination is Kazakhstan. The length of the voyage of the river vessels is approx. 5,000 kilometres.

# Kazakhstan project 2018 - 2021



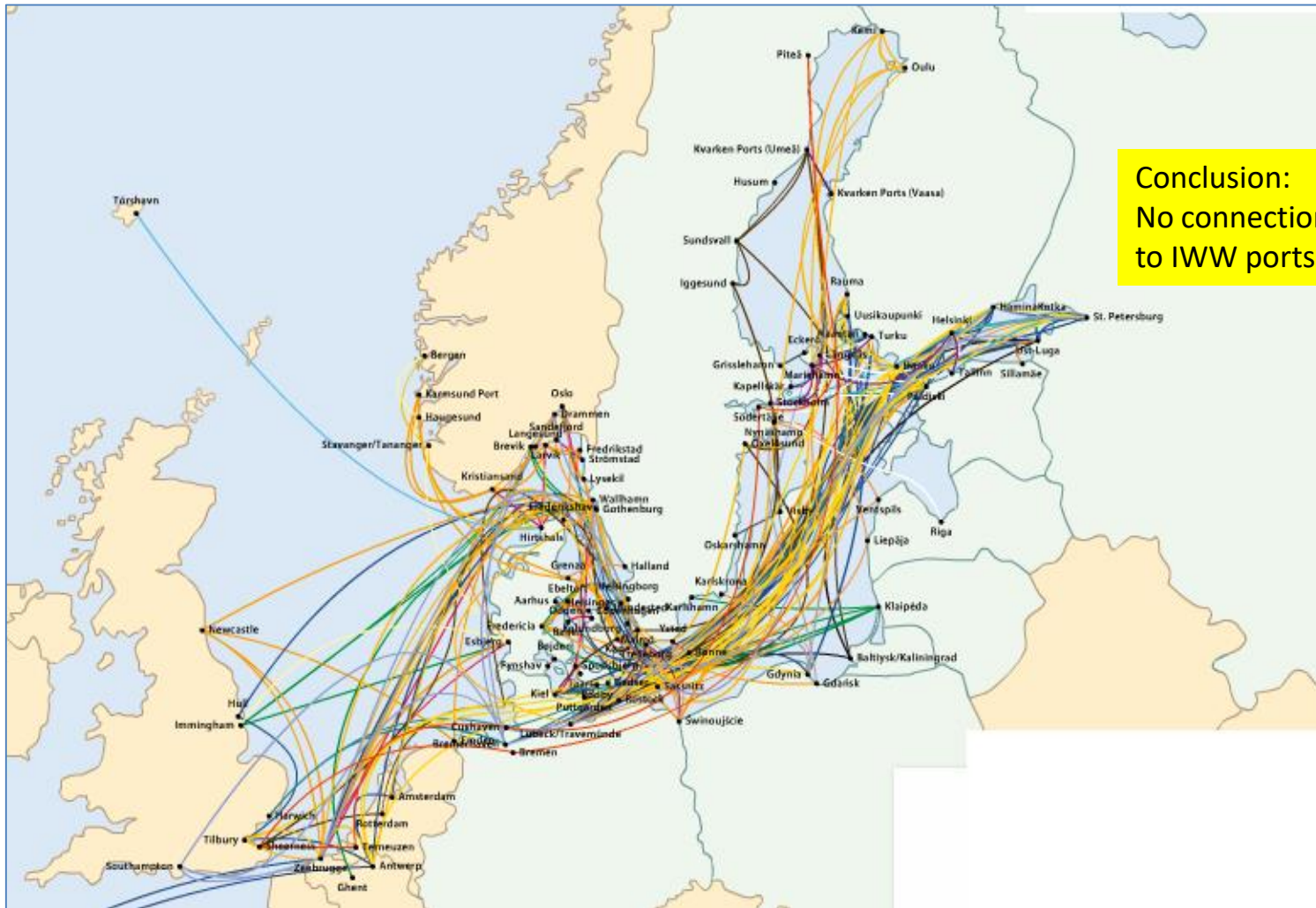
# Major container lines in the Baltic Sea



Conclusion:  
No connections  
to IWW ports

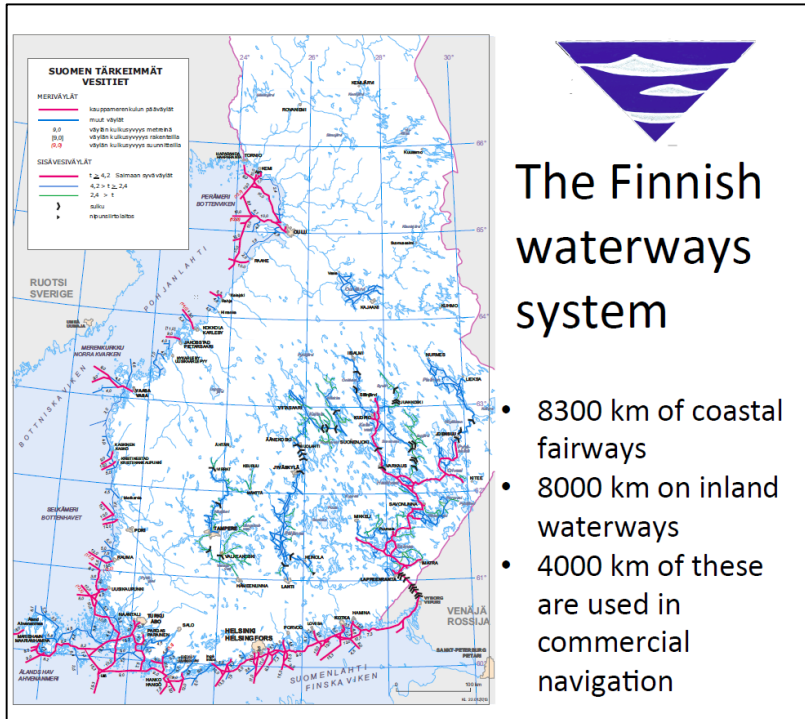
(Source: Baltictransportmaps.com)

# Major roro- lines in the Baltic Sea



(Source: Baltictransportmaps.com)

# Facts about Lake Saimaa and Saimaa Canal



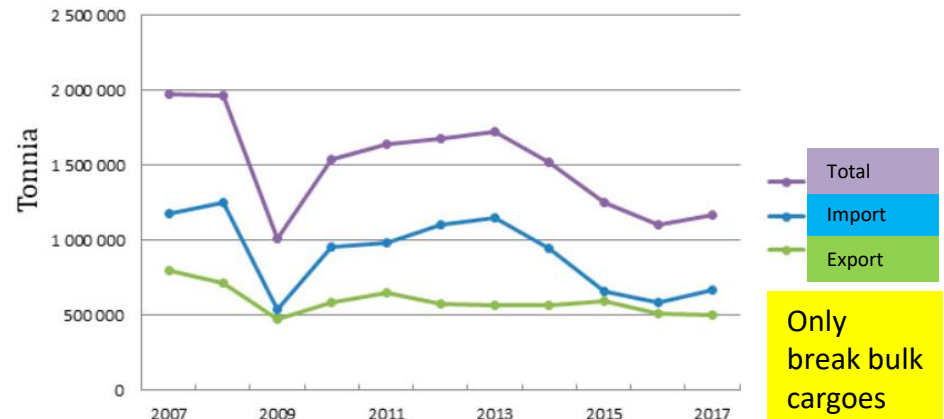
## Saimaa deep fairway (Canal and lake)

- Operational time 9 months/a
- 772 km long fairway
- Two locks in the lake area
- Eight locks in the Canal
- Draught 4,35m
- Vessel size 82,0 x 12,6 x 4,35
- Max height 24,5
- "Saimax" vessel type

All sea transports in Finland approximately 95 million tons

## Traffic volumes in Saimaa Canal

2007 - 2017



## Ongoing and planned development projects

### Ongoing governmental development

- Renewal of the lower locks, 15 meur
- Two new bridges, 75 meur
- New ice breaking bow, 8 meur
- Approximately 100 meur investments

### Planned governmental investments 2019 – 2022

- 12 m longer lock chambers, 60 meur
- Two new ice breakers, 5 meur
- 10 cm higher water level in the Canal, 5 meur
- Approximately 70 meur investments



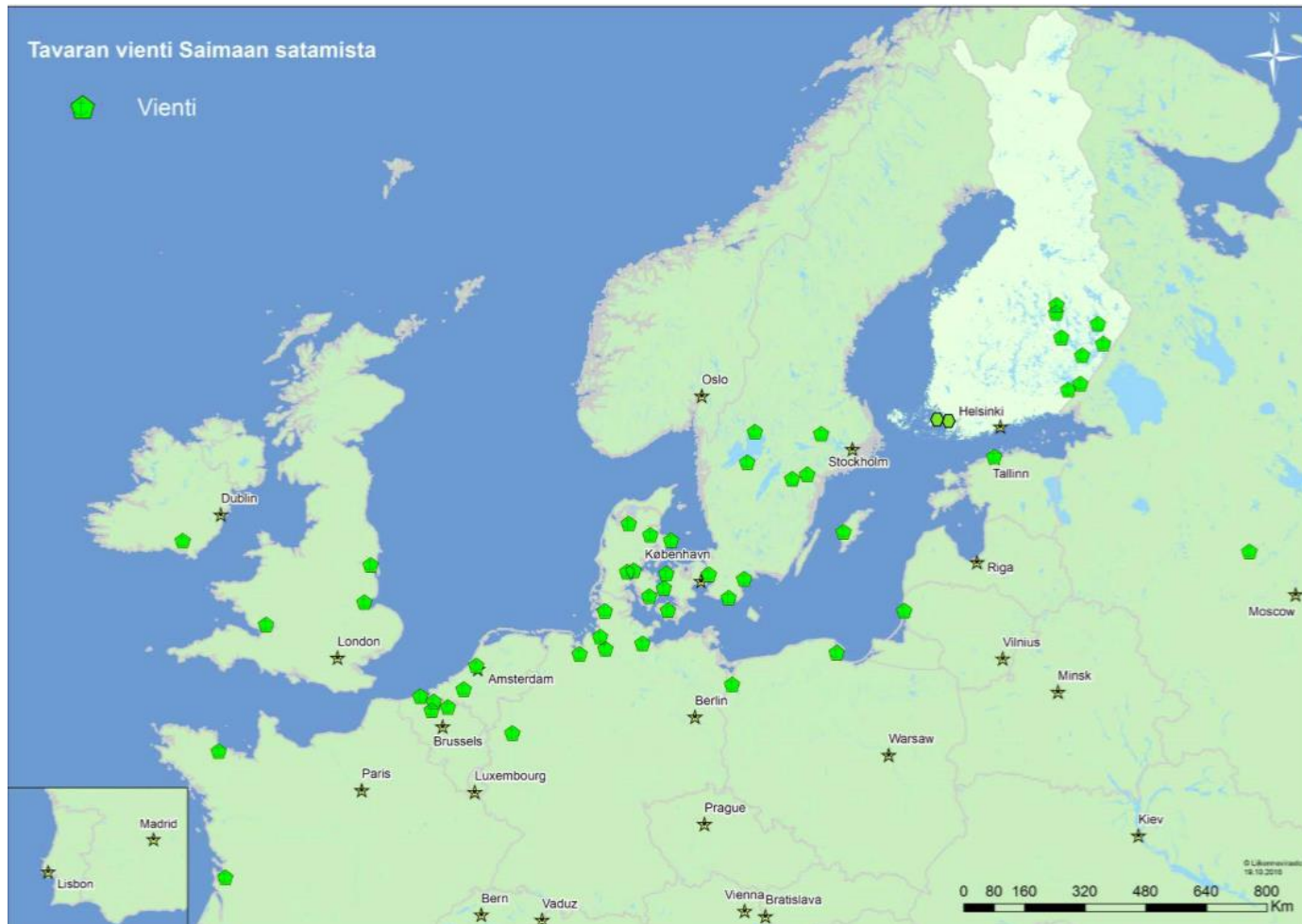


# Import cargoes to lake Saimaa area 2016

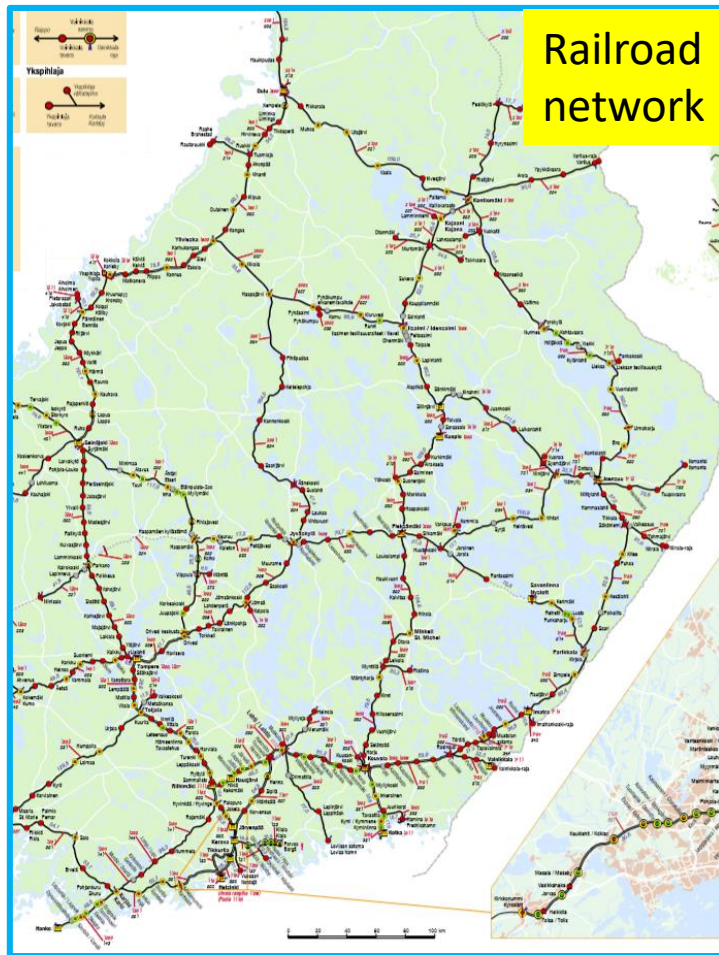


# Brave Alliance

## Export cargoes from Lake Saimaa area 2016



# Railroad and road network in Eastern Finland



## Conclusions

- Main container and ro-ro services
  - There is no connections from the inland waterways to the main services (as local feeders)
- Baltic Sea area inland waterways
  - Inland waterway traffic is mainly serving Baltic Sea area maritime traffic
  - Some vessels are calling German inland waterway ports on the Atlantic side
- Environmental aspects
  - Heavy industry on the Lake Saimaa area consider the IWW transports as very friendly to the environment and cost effective for the society
- Future potential
  - There seems to be a positive development trend for increased volumes for inland waterway transports both in Sweden and in Finland
  - Russian inland waterways create a huge potential for the future

Thank you



**Thank You**

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