

AVATAR
LOGISTICS



*blue is the new
green*

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LOGISTICS



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Avatar Logistics - Owners



Turnover EUR 150 Million
45 vessels



Turnover EUR 30 Million
25 vessels

Avatar Logistics – Urban Logistics by inland navigation



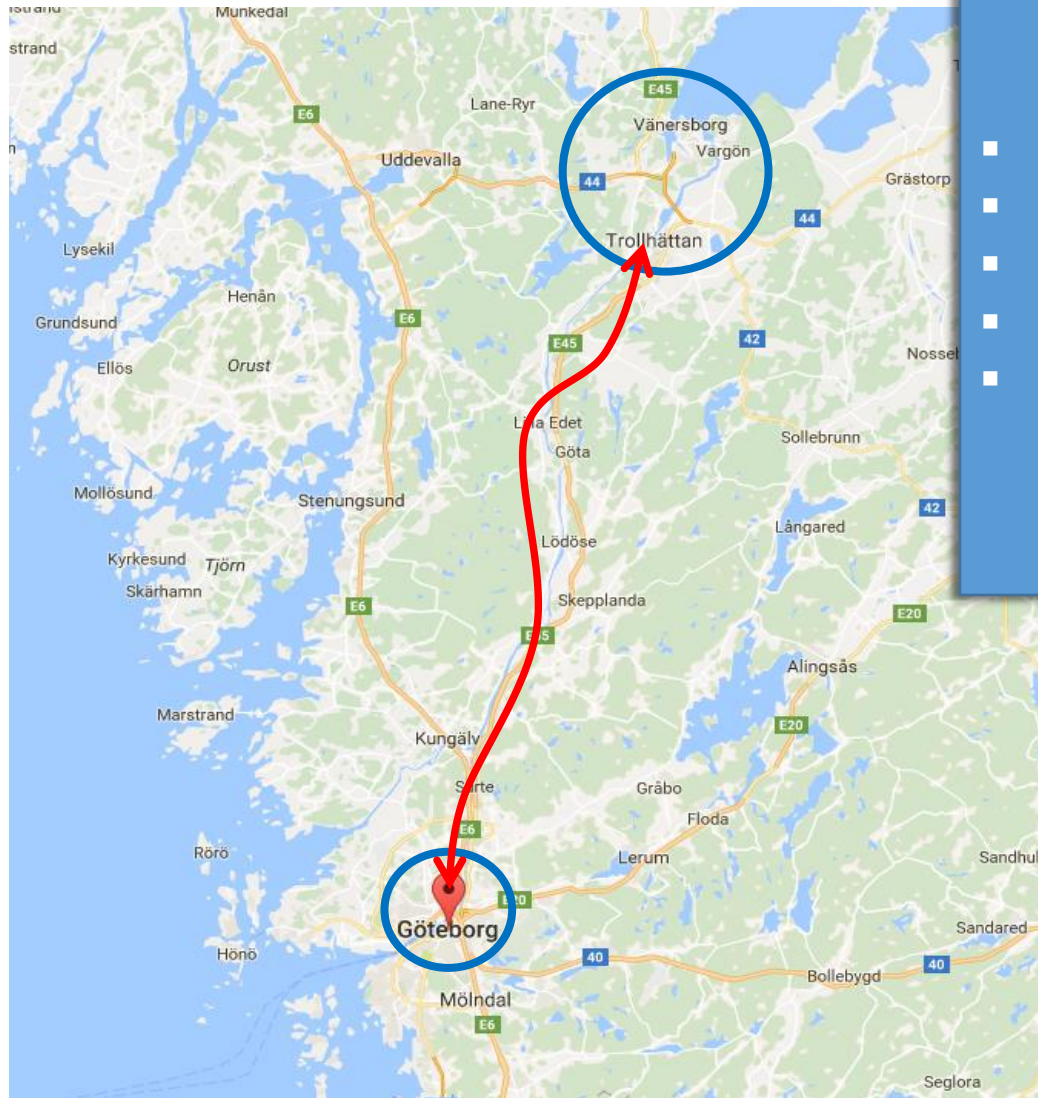
- Distribution of aggregates in Lake Mälaren
- m/v Jehander 1 – 1500t cargo intake
- Supplying 3 concrete factories in city of Stockholm
- Annual volume – 300.000 Mt
- 24 hours operation Mon-Fri
- Replacing over 10.000 trucks per year
- New eco-friendly vessel within 3 years



*The appointed Swedish IWW zones,
Lake Vänern, Göta Älv and Lake Mälaren.*



Swedish EMMA Pilot = Barge Container Shuttle on Göta älv



- Growing need for sustainable logistics
- Barge container service on Göta Älv
- Integrated Logistics concept
- Potential in the area - 20.000 teu:s
- Port of Gothenburg – Trollhättan/Vänersborg



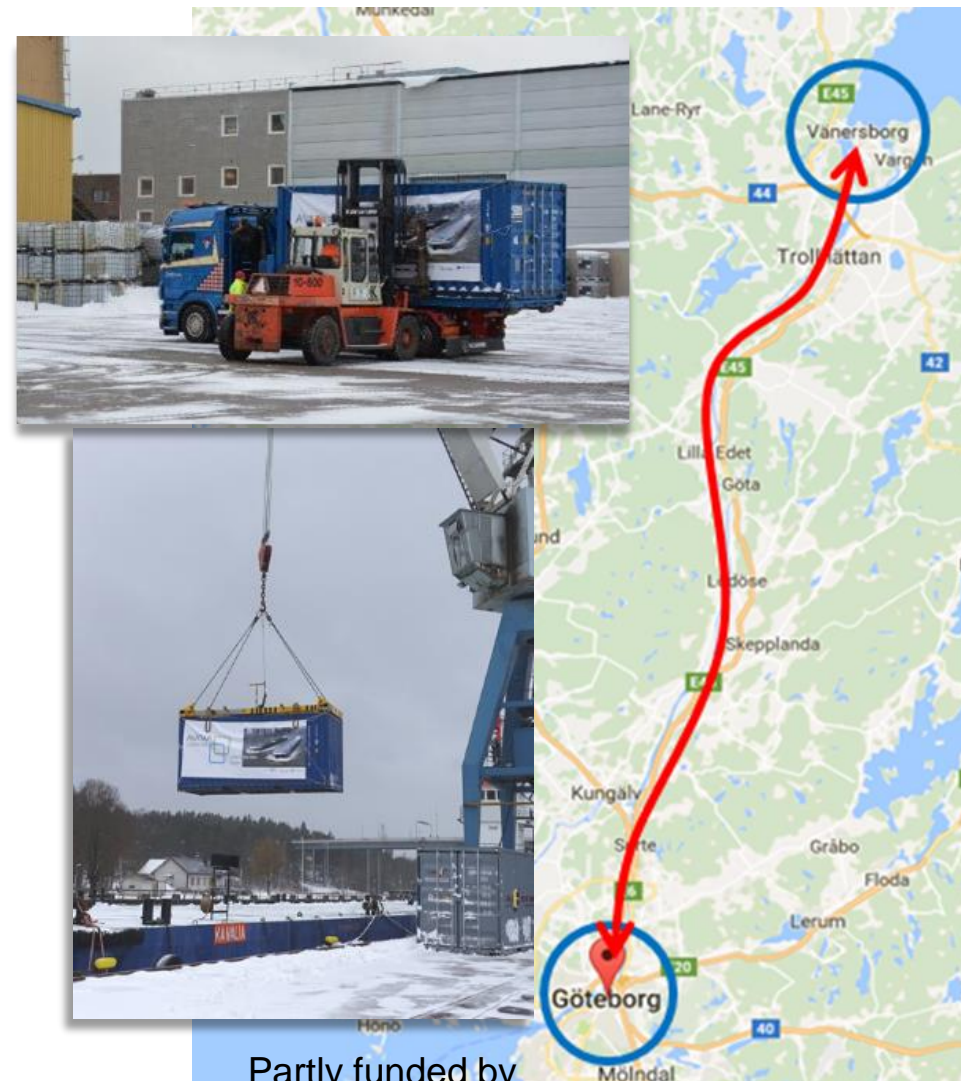
Pilot voyage in March 2017

Successful Pilot

- A pilot voyage was successfully proven, 7th March 2017
- An Integrated logistics system was tested in live environment

Learnings & Challenges

- Established that Göta älv is a stabile infra structure
- High capacity on the waterway
- Big potential for an IWT container service
- Inland navigation is a new transport mode in Sweden
- Cost level is too high – Pilot & fairway dues is a deal breaker
- Extreme competition with road transportation
- It will take time to establish a stabile barge service
- Inland navigation must become the “Fifth transport mode”



EMMA Ice navigation pilot – Lake Mälaren



Ice study conditions

- First ice test of a standard EU barge type
- Navigation in fresh water ice is challenging
- Tank barge & dry bulk barge in modelling program
- Executed by Swedish University of Technology



Result

- Model for calculation of ice impact force and energies established
- Increased knowledge in ice loads effects on vessels bow & mid ship
- Statistics table of possible days for navigation established
- Navigation in less severe ice conditions possible
- Recommendations for reinforcement of vessels bow area



Spin-off effects from EMMA Project – Liquid fuels Distribution in Lake Vänern



- Standard EU tank barge – 2000t
- Loading in port of Göteborg
- Discharging port of Karlstad
- Cargo type – Diesel & Petrol
- Annual volume – 2-300.000 Mt

- Saving of 800.000 truck km/year
- Saving of 2000 tons co2/year



IWW Challenges & Possibilities in Sweden

Challenges

- Overall poor knowledge about inland navigation
- Regulatory framework must be harmonized with the rest of the EU
- IWT is not competitive with present pilot & fairway dues
- Inland navigation must become the “Fifth transport mode”
- No authority appointed for IWW development

Possibilities

- Implementation of new IWW projects is at risk of private operators
- High costs for implementation of new IWT projects
- Funding is needed to establish strategic & strong business cases
- Cooperation between private & official sectors needed

Thank You For Attention

