Inland Waterway Transport in the Baltic Sea Region

Port of Hamburg Marketing Reg. Assoc.

Stefan Breitenbach
Head of Project Department

breitenbach@hafen-hamburg.de | +49 40 37709 121

The Interreg Baltic Sea Region Programme Project EMMA

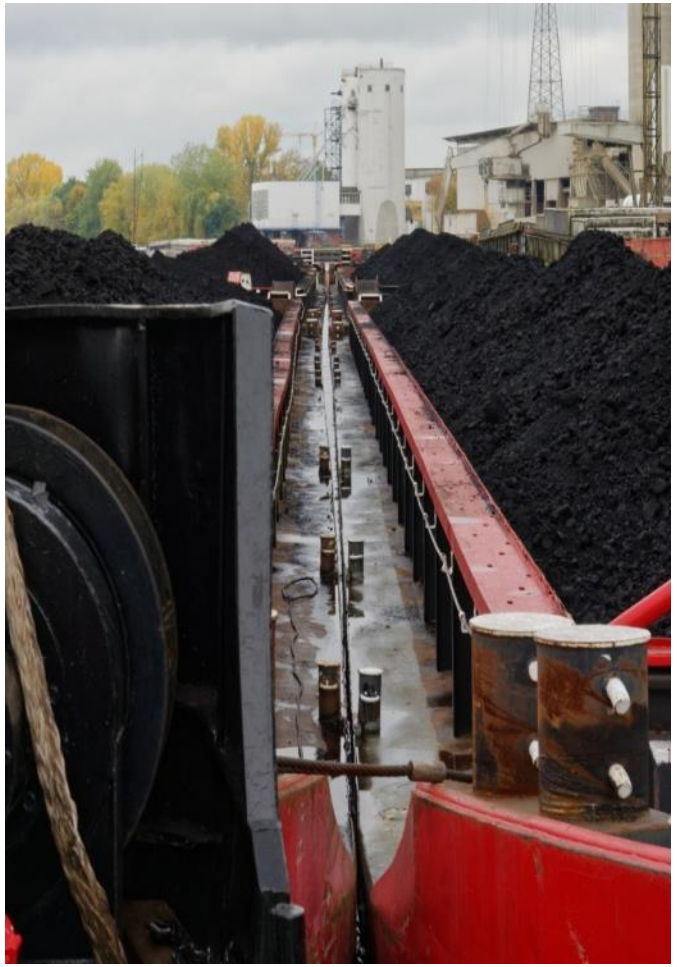
…AIMS TO ENHANCE INLAND NAVIGATION IN THE BALTIC SEA REGION

***E**nhancing freight **M**obility and logistics in the BSR by strengthening inland waterway and river sea transport and pro**M**oting new intern**A**tional shipping services*

- Lead Partner: Port of Hamburg Marketing
- Project Partners: 20 (from DE, FI, LT, PL, SE)
- Associated Partners: 45+

- Funding Programme: Interreg Baltic Sea Region Programme
- Flagship Status from: EU Strategy for the BSR
- Project Budget: 4.42 million €
  Thereof ERDF co-financed: 3,45 million €

- Project duration: 3/2016 – 2/2019



Interreg Baltic Sea Region
EUROPEAN UNION
EUROPEAN REGIONAL DEVELOPMENT FUND

Port of Hamburg Marketing

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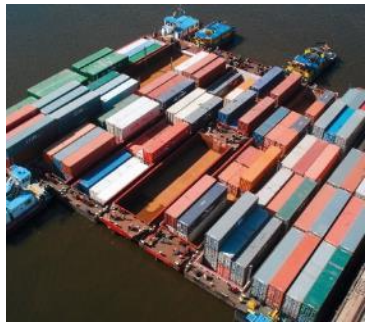
Different Characteristics of Inland Waterways and Users (Examples)

- Deep- vs. Shallow Fairway Conditions
  Free Floating Rivers vs. Canals vs. Lakes vs. Open Sea
- Well Developed- vs. Developing Markets
- River Information Services vs. Vessel Traffic Services
- Relatively Small Sector vs. Bigger Rail & Truck Sectors

Our Vision for the Baltic Sea Region

IWT is a green, smart transport mode, well integrated in multi-modal supply chains with remarkable share in the modal split

- IWT is well considered in strategic transport network planning and legislation
- A clear ITS strategy (RIS/VTS) is in place and enables smart shipping solutions
- An alternative fuel network is in operation serving a modern, smart and green IWT fleet
- Transition points between different waterway classes and there interlinks are established
- Sectors' voice is strengthened

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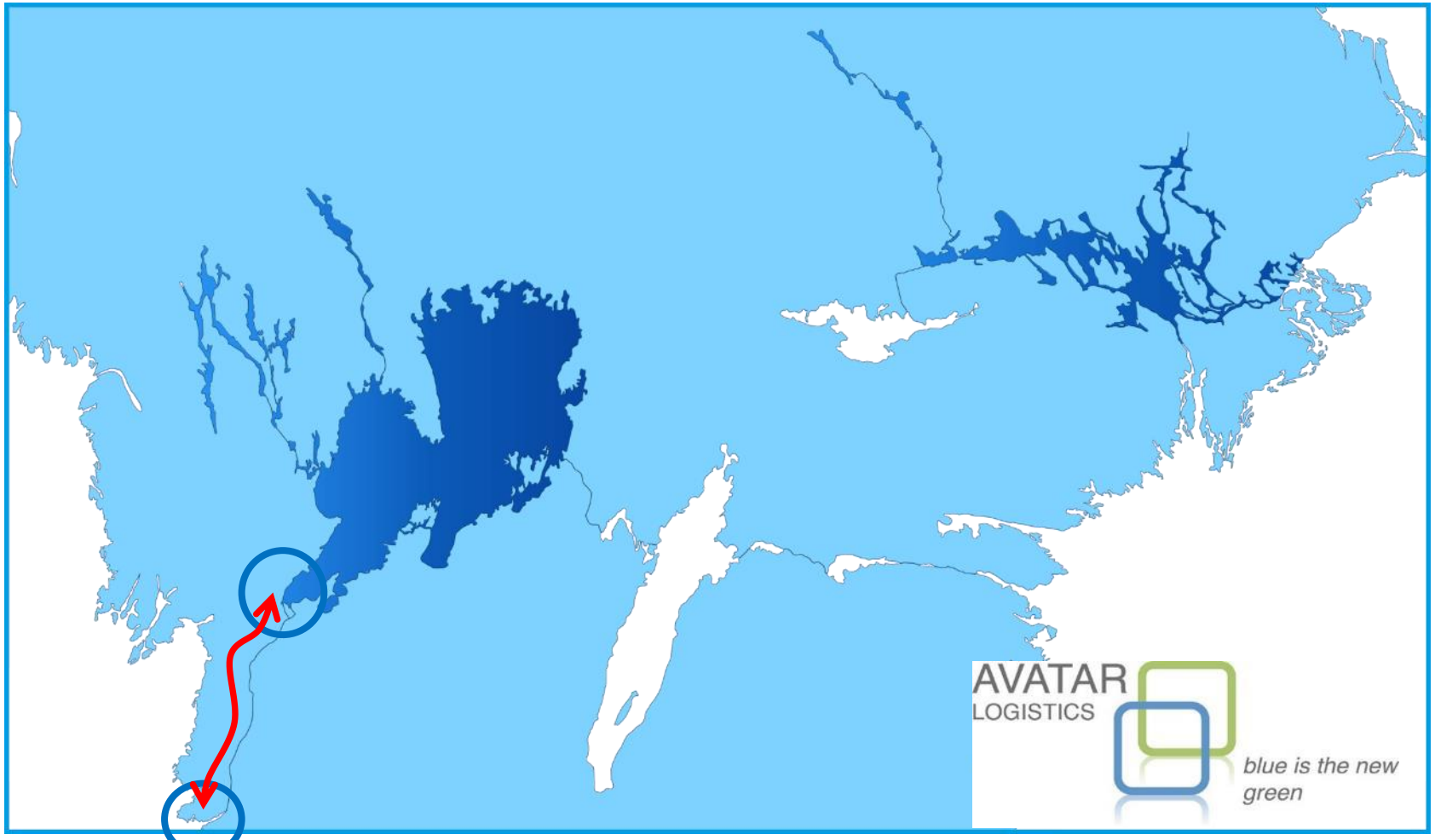
Appointed Swedish IWW Zons

Lake Vänern, Göta River and Lake Mälaren



Swedish EMMA pilot: Barge Container Shuttle

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

EMMA Ice Impact Study

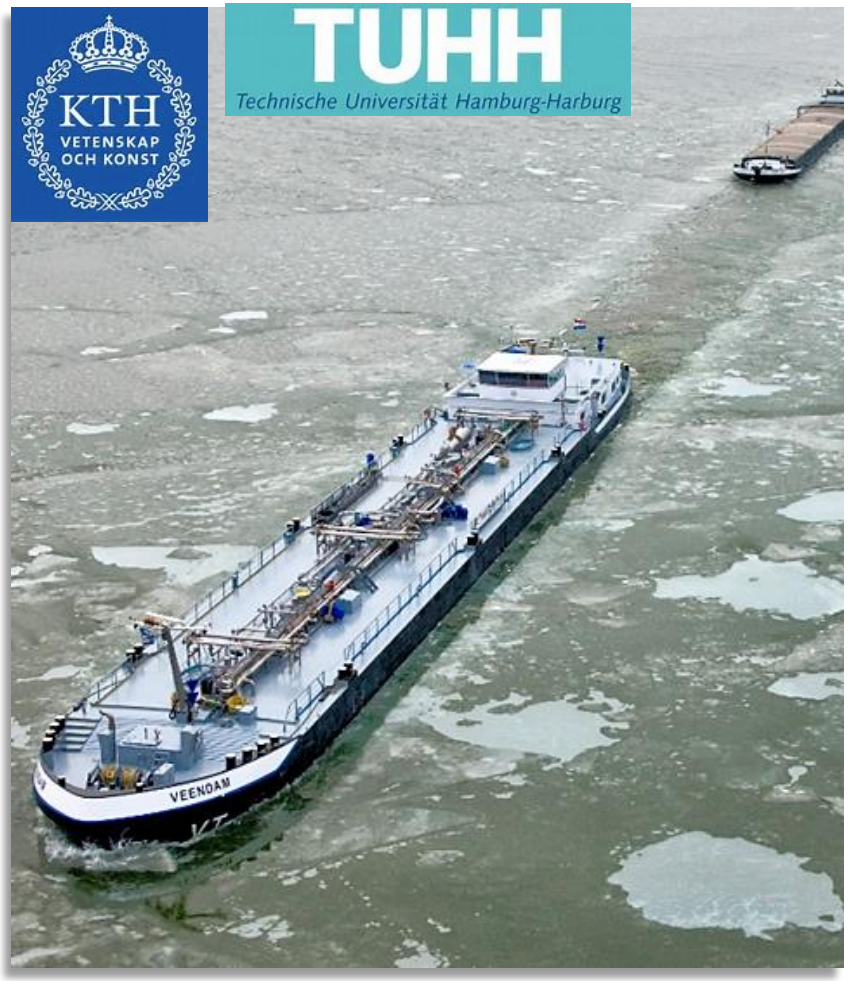
Lake Mälaren, Sweden

Ice study conditions

- First ice test of a standard EU barge in Sweden IWW Zone
- Navigation in fresh water ice is challenging
- Tank barge & dry bulk barge in modelling program

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
- Recommendations for reinforcement of vessels bow area



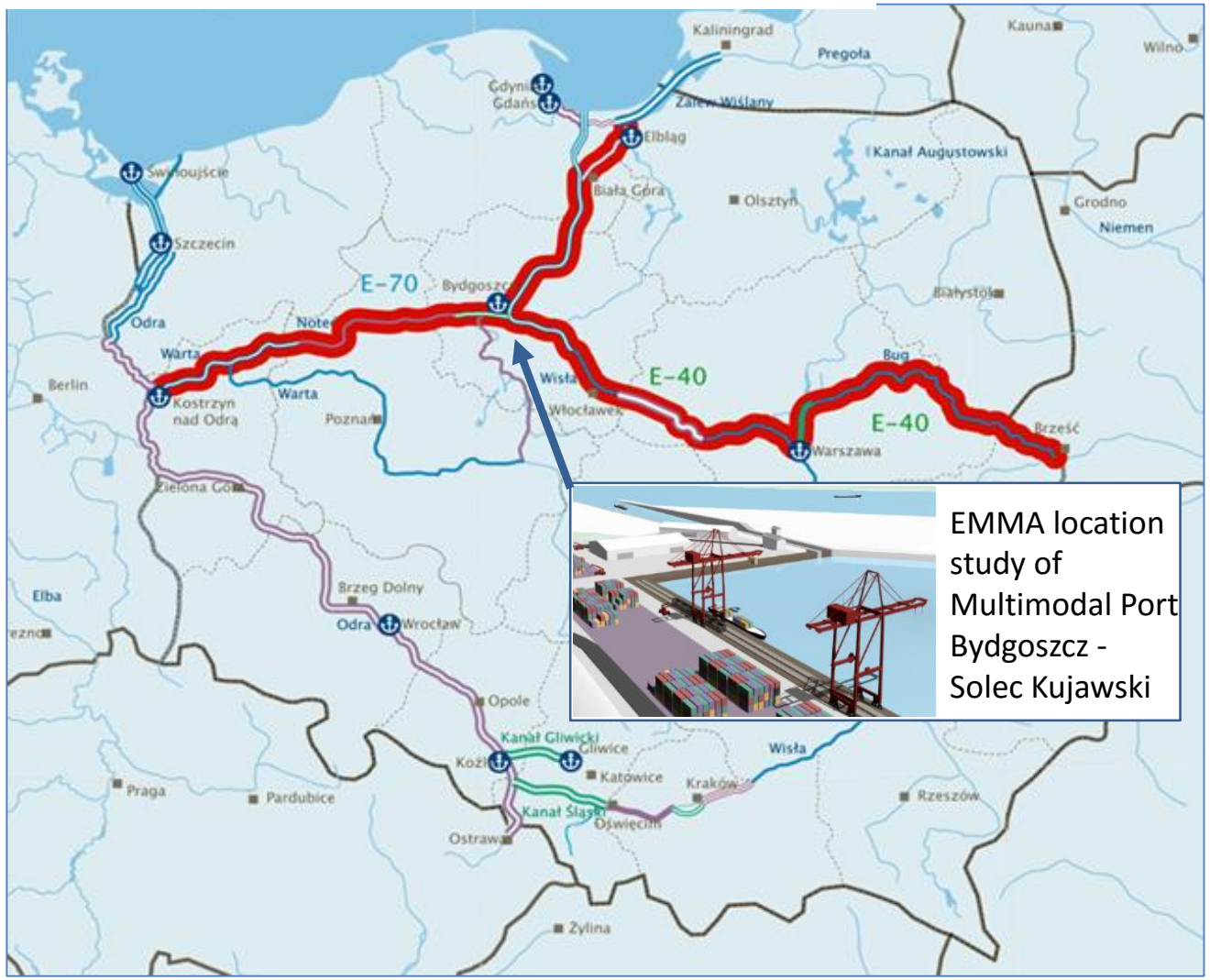
Principles for the development plans for inland waterways in Poland for the years 2016–2020 with possible prospects until 2030

PRIORITY I:
The Oder River Waterway (E-30) – attained the international navigability class and was included in the European waterway network.

PRIORITY II:
The Vistula River Waterway – much improved navigation conditions

PRIORITY III:
Connection Oder - Vistula River - Vistula Lagoon, and Warsaw - Brześć – development of waterways E-70 and E-40

PRIORITY IV:
Development of partnerships and cooperation in the scope of waterways



EMMA location study of Multimodal Port Bydgoszcz - Solec Kujawski

Źródło: Założenia do Planów rozwoju śródlądowych dróg wodnych na lata 2016-2020 z perspektywą do roku 2030.

Promotional and Research Container Cruise

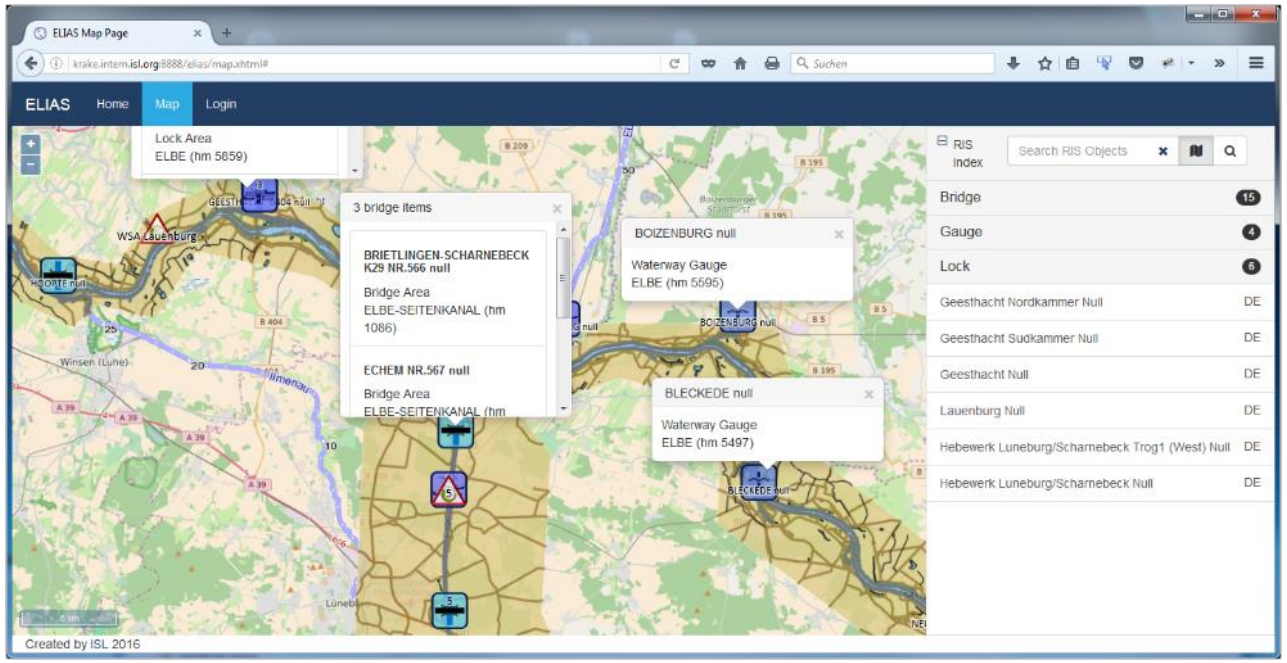
Gdańsk - Warsaw on Vistula River 2017

The cruise in a nutshell

- 70 m push convoy loaded with 20 containers, therein 8 living containers
- Daily distance: 20-80 km (in total 440 km)
- Days of cruise: 9
- Guests on the barge: 470
- Demonstrative handlings: 2
- Number of locks 3
- Events in cities: 7
- Workshops on board: 7
- Press conferences: 5
- Research on river and infrastructure

Map-Based Web Application

Static and basic status information on IWW



RISERI RISNTS RISVTT

- Electronic navigational chart overlay (iENC)
- Position of locks, bridges, gauges, bunker stations, etc.: update of European RIS Index
- Notices to Skippers (NtS): Only NtS-Web Service from Germany currently integrated.
- Real time water levels - provided by German waterway authorities (WSV)
- Dynamic traffic situation: traffic density (no of vessels per section) &
  traffic flow (vessel speed per section)
- Lock passage statistics (lock passage time = waiting time + lockage time)

https://elias.isl.org/index.xhtml

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