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## Inland Waterway Transport in the Baltic Sea Region



Port of Hamburg Marketing Reg. Assoc.

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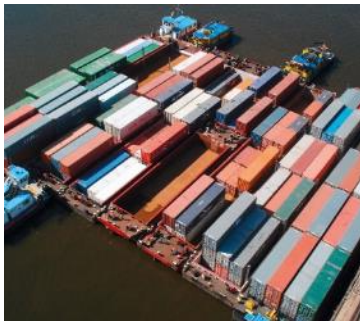
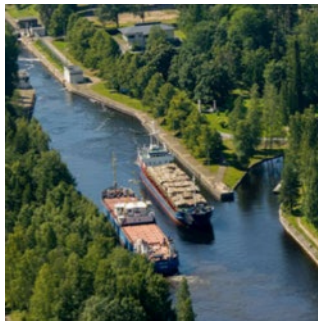


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## *Different Characteristics of Inland Waterways and Users (Examples)*

- 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/VTIS) 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 their interlinks are established
- Sectors' voice is strengthened



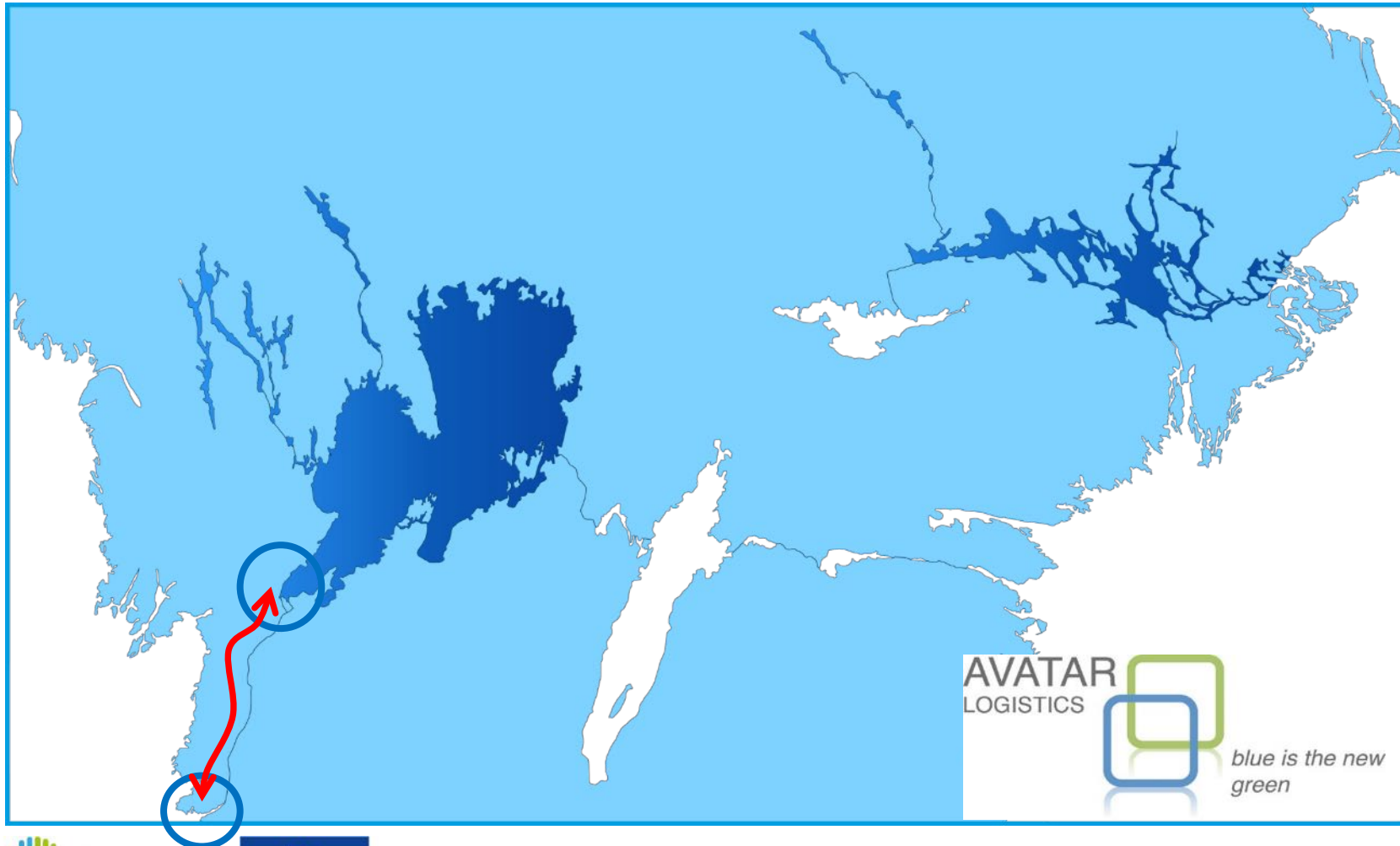
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# Appointed Swedish IWW Zons



*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

*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:

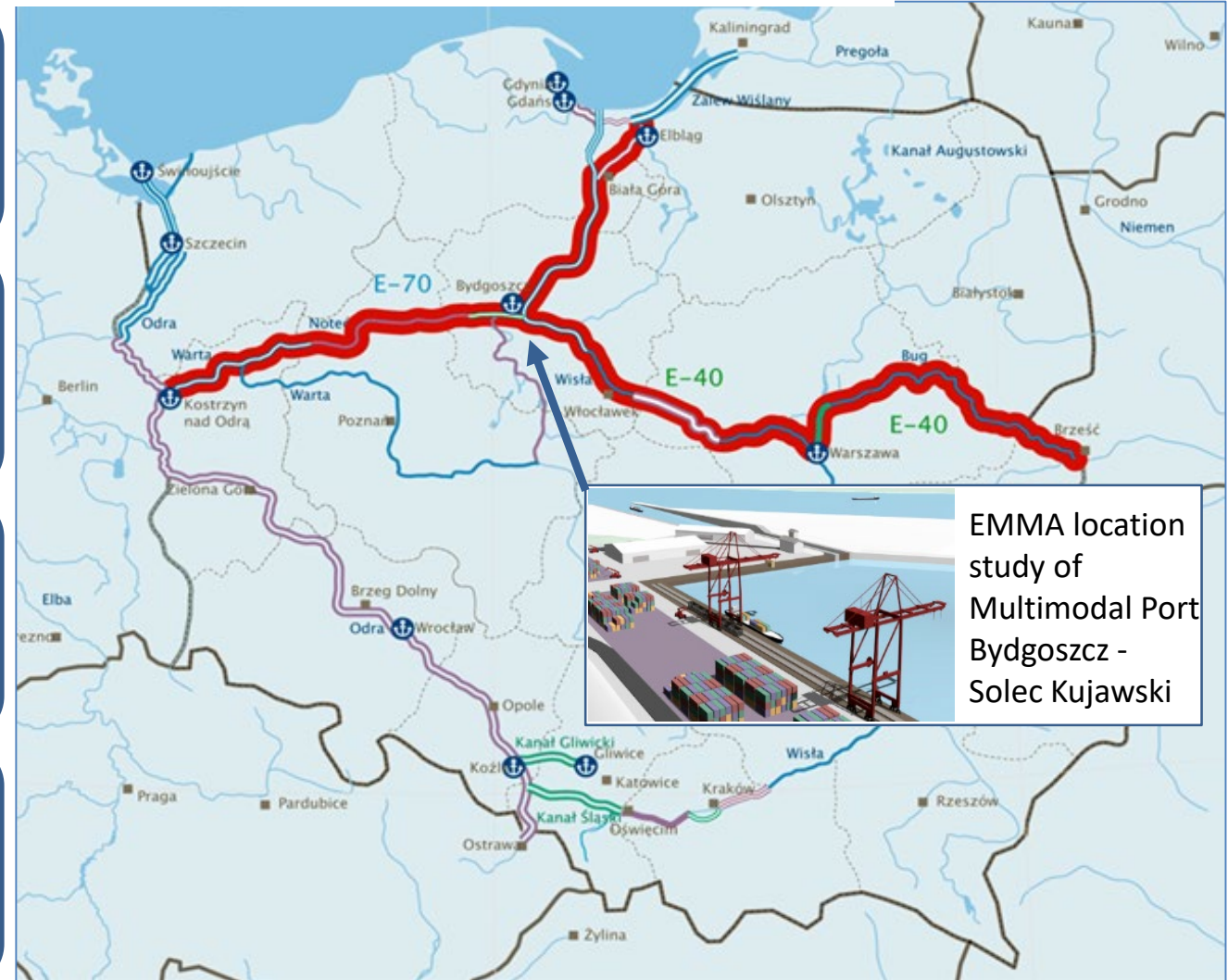
The Vistula River Waterway – much improved navigation conditions

## 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



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

# Promotional and Research Container Cruise

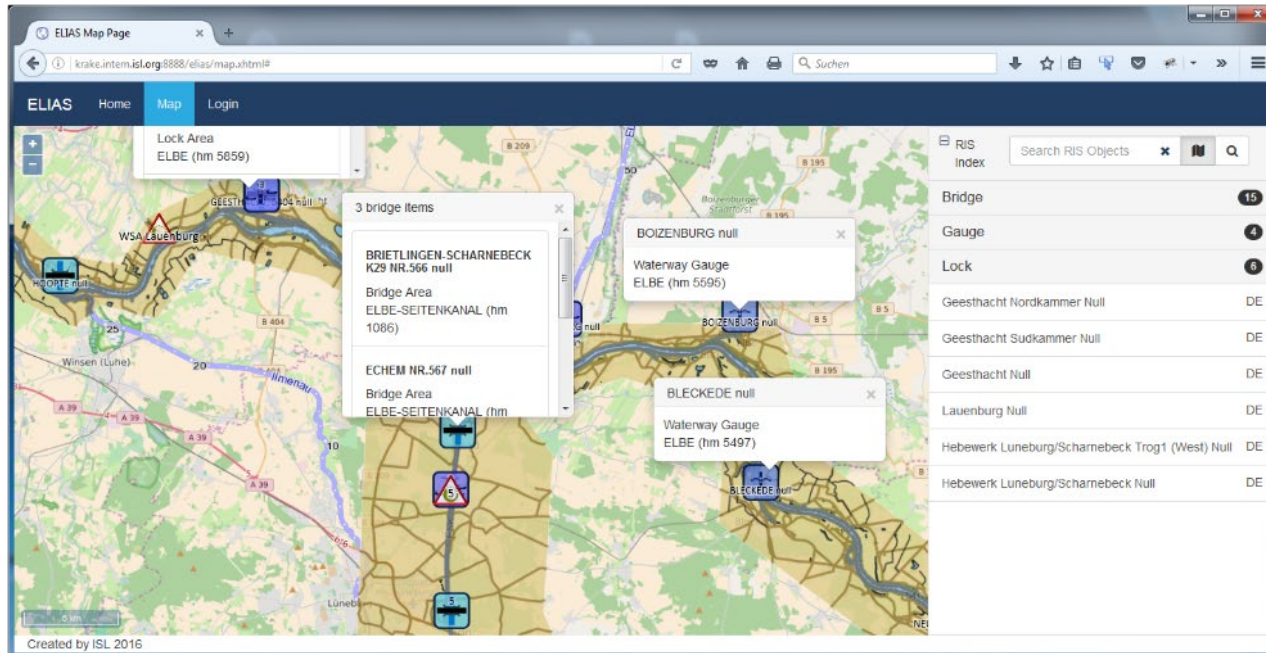
## Gdańsk - Warsaw on Vistula River 2017



### The cruise in a nutshell

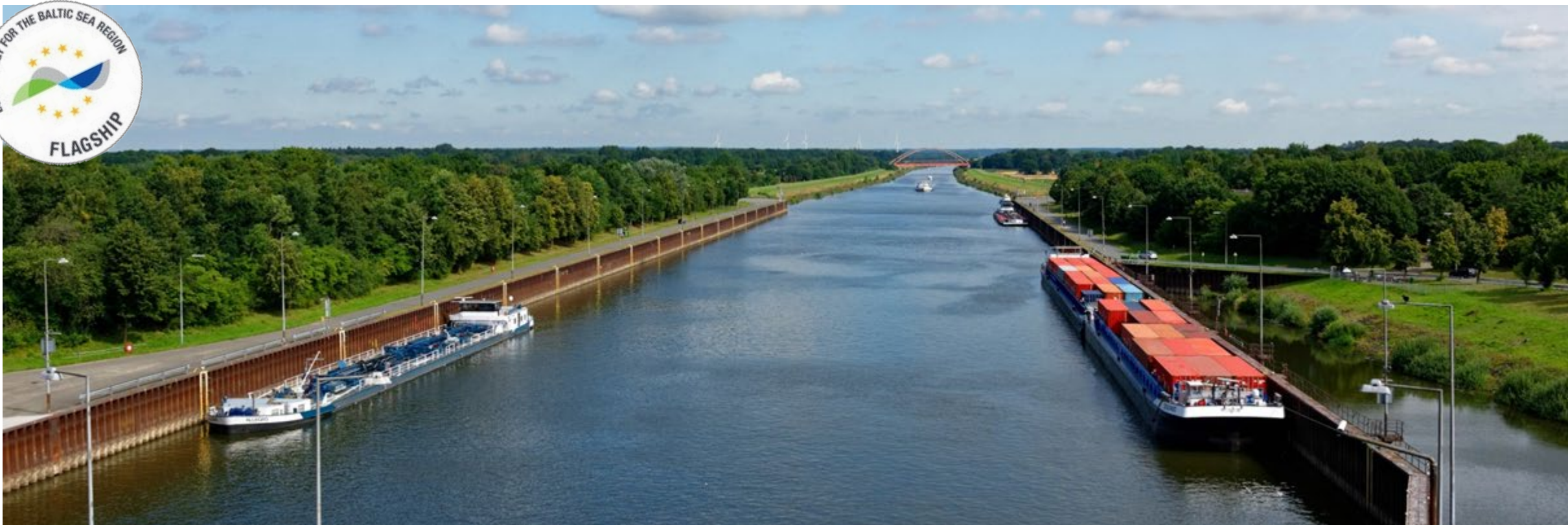
- 70 m push convoy loaded with 20 containers, therein 8 living containers
- Daily distance: 20-80 km (in total 440 km)
- Days of cruise: 9
- Guests on the barge: 470
- Demonstrative handlings: 2
- Number of locks: 3
- Events in cities: 7
- Workshops on board: 7
- Press conferences: 5
- Research on river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

## Static and basic status information on IWW



- Electronic navigational chart overlay (iENC)
- Position of locks, bridges, gauges, bunker stations, etc.: update of European RIS Index
- Notices to Skippers (NtS): Only NtS-WebService 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)





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