Swedish Inland Waterway Areas

Lake Vänern
IWW Zone 1

Lake Mälaren
IWW Zone 3

Göta älv river
IWW Zone 3

Stockholm

Gothenburg

*Technical Directive 2006/87/EG
Implemented 2014
Avatar Logistics

- Started in 2015
- CEO Johan Lantz + 6 co-workers
- Turnover EUR 1.2 Million
- Two solid owners from shipping industry
- Focus in Lake Vänern & Lake Mälaren
- Offers integrated logistics
- Development of new inland vessels
Turnover EUR 150 Millions
45 IMO vessels

Turnover EUR 32 Millions
28 inland barges
Avatar Logistics – m/s Jehander 1

- City logistics by barge in Stockholm & Lake Mälaren area
- Transportation of aggregates to concrete factories
- Self discharging vessel – intake 1420 tons
- Annual volume 300,000 tons
- The vessel replaces 10,000 trucks
- New building is planned within 3 years
Liquid fuels logistics for Preem

- Loading in Gothenburg & Lysekil
- Discharging in Karlstad
- Diesel & Petrol
- Annual volume – 2-300,000 Mt
- Mts Veendam – 2000 ton/voyage
- 1 vessel equal to 60 trucks
- 30 hours per single voyage
- Extension of IWW areas is needed
Modern inland vessel – on customers demand

m/v Veendam – managed by VT Group BV

Vessel data

<table>
<thead>
<tr>
<th>Metric</th>
<th>Value</th>
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</thead>
<tbody>
<tr>
<td>Length</td>
<td>85.95 meter</td>
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<tr>
<td>Beam</td>
<td>11.44 meter</td>
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<tr>
<td>Draught</td>
<td>3.25 meter</td>
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<tr>
<td>Cargo intake</td>
<td>2,040 m³</td>
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<tr>
<td>IWW zone</td>
<td>2</td>
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</tbody>
</table>

The vessel is double hull
Planned extension of IWW areas

- Göteborg-Brofjorden
- Port of Norvik–Lake Mälaren
IWW extension Göteborg-Brofjorden
Container feeder service Lake Mälaren

- New port – Stockholm Norvik
- Opening May 2020
- Capacity of 500,000 teu:s
- Limitations in land infrastructure
- Excellent fairways in to Lake Mälaren
- Business case with Dutch barge type
Container feeder Norvik – Lake Mälaren
Challenges in Sweden

- Poor knowledge about IWT
- Only technical regulations are implemented
- Pilot regulation, crew certificates, cabotage ??
- IWT is still undertaken IMO regulations
- Too high cost level - IWT not competitive
- Official plan for development is missing
- Difficult to achieve a modal shift & climate goals
THANK YOU!