Inland Waterway Transport in the Baltic Sea Region

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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

EMMA Policy Paper: www.project-emma.eu
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

EMMA Ice Impact Study: www.project-emma.eu
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 - Sołec Kujawski

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

- 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)