Mobilizing small waterway solutions

Interreg
North Sea Region
#IWTS 2.0

European Regional Development Fund

EUROPEAN UNION

The Project:

- 11 partners in 5 countries

- Overall aim: modal shift from road to water

- Emphasis on transport over smaller waterways
  - by adapting existing waterways
  - by creating tailor made transport solutions
  - by creating awareness for IWT possibilities in the logistics chain

- 6 work packages
  - Project Management
  - Communication
  - **Developing Smaller Waterways**
  - **Developing Smaller Barges and dedicated transshipment solutions**
  - **Education and Training**
  - Regional IWT modal shifts and adaptation of proven concepts

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Canal & River Trust

UNIVERSITY OF HULL

Gedimat De Groote

HOUTBOERKE

POM Oost-Vlaanderen

De Vlaamse Waterweg nv

TESCO BV

Your Maritime Solution Partner SSPA

bremenports Bremen Bremerhaven GmbH & Co. KG

Maritieme Academie Harlingen

provinsje fryslân provincie fryslân

Drachten Smallingerland

- Kick off in September 2017
- End of project: June 2021
- Overall budget 3,46 Million Euros
- ERDF funding 50%

GB: Reviving the Aire and Calder Navigation

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- The Aire and Calder Navigation connects the ports at the Humber estuary with the Leeds region in central England

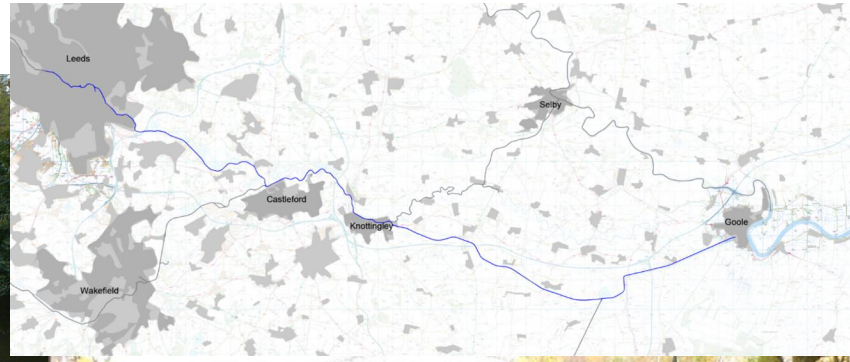
- Freight movements on the waterway are very seldom due to several bottlenecks

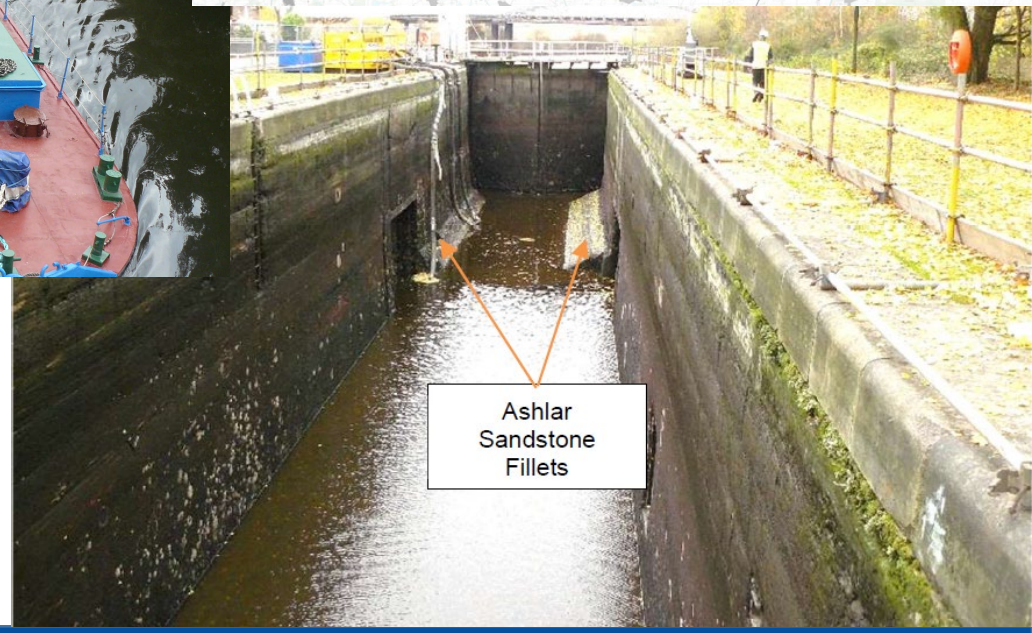
- Potential for the transport of aggregates and containers in CEMT class II vessels

- The main bottlenecks are the sandstone fillets on the bottom of the Bullholme Lock and some shallow water stretches

- The first successful pilot is now transporting aggregates for the construction industry from the Humber estuary to Leeds (350 tons per trip)

- After removing the last bottlenecks, 600 tons are possible





NL/BE: Support the regional economy on their way to modal shifts

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- Numerous companies have a potential for the use of IWT in their logistics chain – they might even have used it in the past and stopped for various reasons

- We aim for convincing companies to do the modal shift – by supporting them to make this a busines case

i.e.:

- Proof of concept of new logistics concepts through simulation at a dairy company in the Netherlands

- Alternative transshipment concepts for construction material in Belgium

- Making commodities IWT ready – i.e. special transport frames for concrete foundation poles

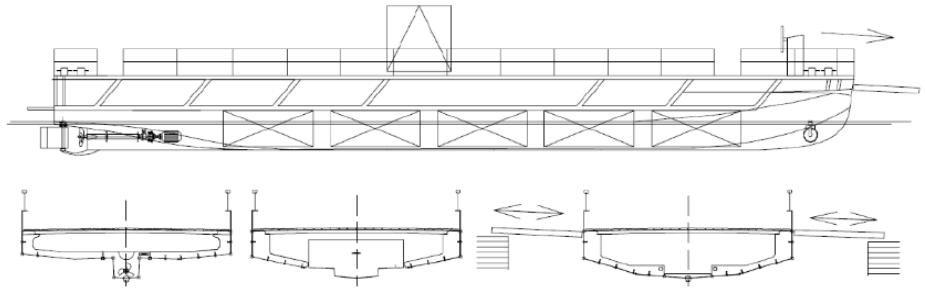
- Preventing negative modal shifts by making a cattle feed company accessible for larger vessels

BE/NL: Building a zero emission vessel for inner city transport:

Problem: The city of Ghent is struggling with congested traffic routes and needs to protect its invaluable medieval architecture by minimizing the use of heavy road vehicles in the historic city center.

Proposed solution:

- The electric barge GreenWave
- 15 x 4 meters - cargo capacity: 20 metric tons
- predominantly with building materials to the city center of Ghent, but is also available for other freight, like transporting waste.
- Vessel will be christened on the 20th of October 2020

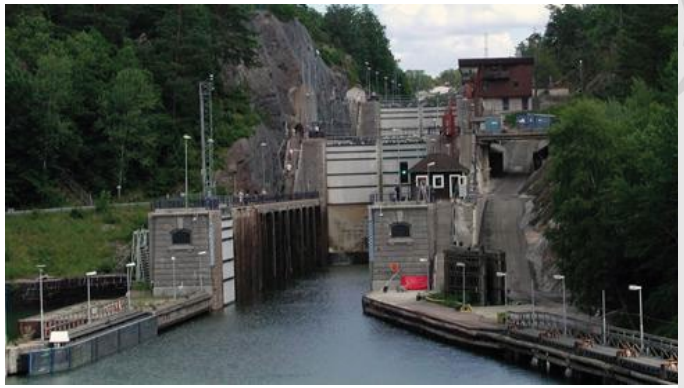


The construction plan of the urban boat

S: Developing a dedicated zero emission vessel for the Göta Älv and the Lake Vänern:

- Our Swedish partner developed a zero emission vessel for inland shipping on the river Göta Älv between the port of Gothenburg and Trollhättan and beyond on the lake Vänern

- The vessel is designed for operating the route between the port of Gothenburg and Lake Vänern (estuary properties)- The relatively short route makes pure electric transport viable!



NL/D: Educate future logistics decision makers and future skippers

Logistics decision makers:

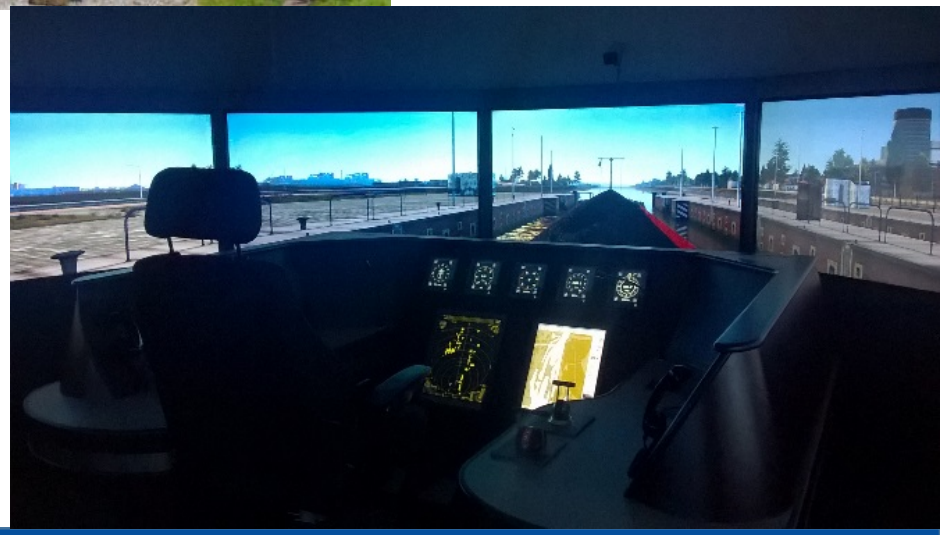
- There is a rather low awareness of IWT in general in the logistics world!

- Our Partner approached several Universities and Universities of applied Sciences in Nothern Germany in order to set up a #IWTS 2.0 online challenge for students – the first challenge will start tomorrow!

IWT nautical education

- We created a dedicated training course for the navigation on smaller vessels and smaller waters – this course is set up in compliance with the current ES-QIN standards and will involve the use of Simulators

- The first user of this course will be the crews of the GreenWave



Thank you very much!

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