Mobilizing small waterway solutions

Interreg North Sea Region #IWTS 2.0
European Regional Development Fund

EUROPEAN UNION

"#IWTS: Mobilising small waterway transport potentials"

#IWTS 2.0 is an Interreg VB North Sea Region project. 10 partners from the region seek to enhance smaller waterway transport potentials in a transnational context.

New waterway-, barges- and training solutions will enable green modal shifts from road to water.

Total budget
€ 3.462.734

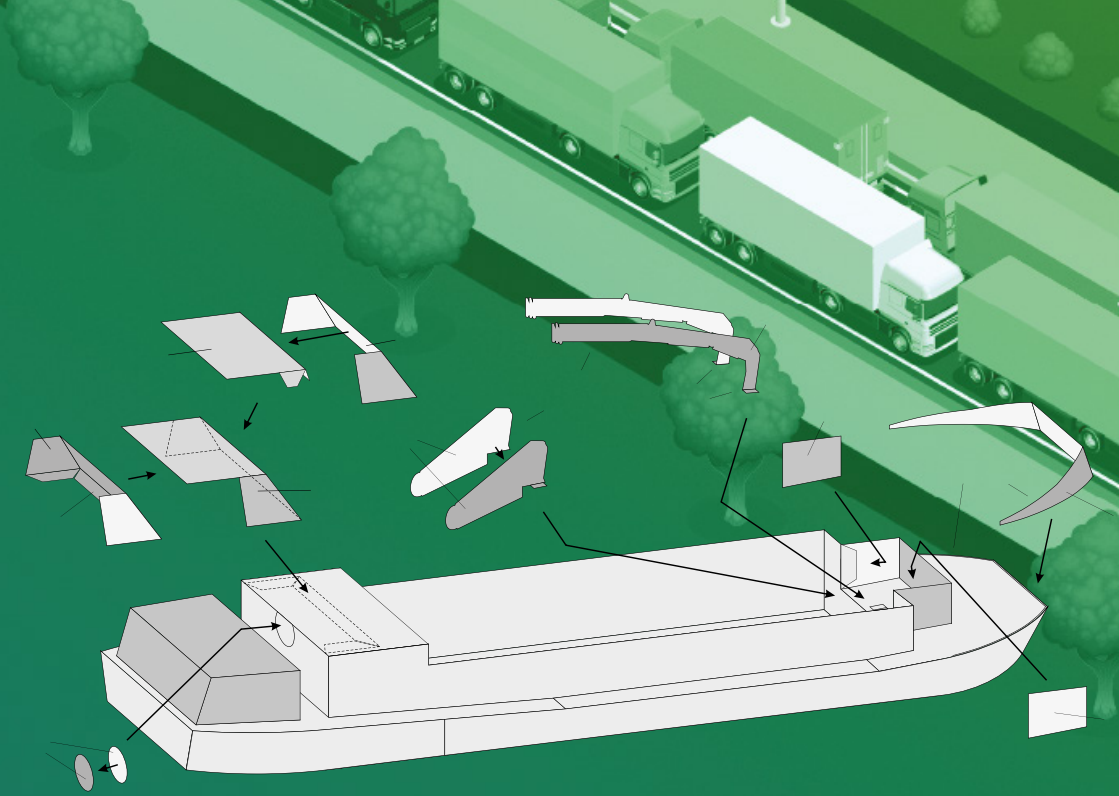
Project duration:
01/08/2017 to 30/06/2021

10-10-2019

NEWSLETTER

The #IWTS project brings IWT stakeholders together!

www.northsearegion.eu/iwts20



Explore your innovative small waterway solutions and ***build your own*** sustainable future!

JOINED ACTIVITIES BETWEEN THE NETHERLANDS, BELGIUM AND SWEDEN

SSPA, maritime solution partner (SE), the municipality of Smallingerland (NL) and Vlaamse Waterwegen (BE) have set up a joint activity by carrying out an investigation:
"What can Sweden learn from well-functioning inland waterway shipping in northern Europe?"

During the autumn of 2018, two master theses were conducted at SSPA, with the focus of transferring experiences from two regions in Belgium and the Netherlands to the Swedish context. One master thesis focused on the modal shift process and the other on operational conditions and vessel characteristics. To understand the logistics system and the experiences in Belgium and the Netherlands, interviews with actors, such as goods owners, transport operators and municipalities, were necessary. For the data collection, students visited the Netherlands and Belgium. Data collection was arranged together with the Municipality Smallingerland (NL), De Vlaamse Waterweg (BE), and Provinsje Fryslan. For example, two students from Sweden conducted interviews on the 1st ,2nd and the 4th of October 2018 with water-bound entrepreneurs in the Netherlands (Drachten), Mrs Mariet Tefi-Dontje Municipality of Smallingerland, Mr Klaas Rozendal, Provincie of Friesland and the inland shipping information office in Rotterdam. On the 4th of October they had a meeting in Belgium with the company De Brabandere, Mrs Lynn Eyckmans of De Vlaamse Waterweg and Mr Carl Verhamme, an external transport expert of De Vlaamse Waterweg. In addition, several exchanges of information by email and skype meetings supported the theses work. The reports provide recommendations for the Swedish context, where transport on inland waterways is still rare. Miss Anna Abrahamsson and Miss Matilda Engström in their report recommend that companies preparing for a modal shift to IWT should consider the following factors in particular:

- Have a thorough process before the pilot to realize all benefits and prepare for challenges
- Evaluate and take go/no-go decisions regarding the modal shift after the pilot, a long process can result in loss of motivation
- Stakeholder motivation is important, put enough effort in
- Without mental shift there is no modal shift, even if current solutions are working well, involved stakeholders should be convinced that a modal shift leads to a more sustainable solution
- Promoting and supporting organization can help connect actors
- An administration system can help with coordination and transparency to improve efficiency, e.g. consolidation if one company cannot fill a vessel

They further stress the importance of having a long-term perspective, since it could take a certain amount of time before the investments break even and the benefits are realized.

STAKEHOLDERS DISCUSSING INLAND WATERWAY TRANSPORT IN SWEDEN

On 20th of September 2018 SSPA arranged a meeting to discuss important aspects for inland waterway transport on lake Vänern and the river Göta Älv. The meeting was held at Ahlmark Lines, a shipping company that for example transports forest products from Sweden to the UK. The meeting also included a visit to the port of Karlstad, one of the ports in lake Vänern. 18 people attended the meeting, among them researchers from SSPA and the University of Gothenburg, representatives of shipping lines, ports, municipalities, authorities and transport providers. "The meeting provided a forum for various stakeholders to listen to each other's perspectives on opportunities and barriers related to inland waterway transport in Sweden", says Dr Sara Rogerson (SSPA) who facilitated discussions in small groups. Dr Jon Williamson of the University of Gothenburg did a presentation on the topic of business models to inspire the participants to consider possibilities for new start-ups of inland waterway transport.

Conference presentation on dealing with barriers to modal shift to inland waterways

Dr Sara Rogerson (SSPA) presented findings from following two Swedish entrepreneurs attempting to start up container transport on inland waterways in Sweden. "From earlier reports we found a comprehensive list of barriers, and we wanted to focus on how entrepreneurs tackle these barriers", says Dr Sara Rogerson. The research paper, co-written by researchers at SSPA Sweden and University of Gothenburg was presented at the Logistics Research Network (LRN) conference in Plymouth (UK) on 9th of September 2018. The title of the paper was "Modal shift to inland waterways: dealing with barriers in two Swedish cases. Taking part in a session focusing on modal shift to waterways, the audience was very interested in the practical experiences from Sweden. "It is important to share and learn from examples in different countries", comments Sara.

INLAND NAVIGATION SUMMIT IN GHENT

During the inland navigation summit of 21 March 2019 in Ghent, Mr Danny Vanrijkel of POM Oost-Vlaanderen presented the opportunities of the IWTS 2.0-project. More than 90 participants from the private and public sector were informed on the potential of IWTS 2.0 for local shippers. The event was organised by W&Z vzw, in cooperation with De Vlaamse Waterweg, POM Oost-Vlaanderen, VOKA Oost-Vlaanderen and North Sea Port. A number of leads were identified and interesting contacts were made. The event was closed with a network event during a cruise in the North Sea Port.

(Fotos: Binnenvaartsymposium)

2ND #IWTS CONFERENCE IN BREMERHAVEN: "INNOVATION AND COMPETENCE DELIVERED".

Mr Lars Stemmler: bremenports International. Head of department and host of the #IWTS conference

Mr Jörg Peters: Senator of economics, Ports and Labour Affairs free Hanseatic City of Bremen. He opens the conference and underlines the IWT modal shift opportunities. It is one of the relevant policy items in Bremen.

MR DANNY VANRIJKEL & DR VENDELA SANTEN

Mr Danny Vanrijkel: Senior Project Manager development agency East Flanders (BE). Tells about how he commits water bounded freight owners to consider the green modal shift to small waterways.

Mr Danny Vanrijkel: Senior Project Manager development agency East Flanders (BE). 'There are still many unconsidered opportunities to shift transport to the waterway. They become realistic when companies dare to look at the total cost of ownership. This will show them avoided costs that are forgotten about when you only compare the transport cost for trucking versus the cost for sailing.'

Mr Christian Gommin: Member of the Executive Board Maritimes Cluster Nord-Deutschland e.V.


Dr Vendela Santén: Researcher at SSPA(SE). Presenting a research about IWT opportunities.

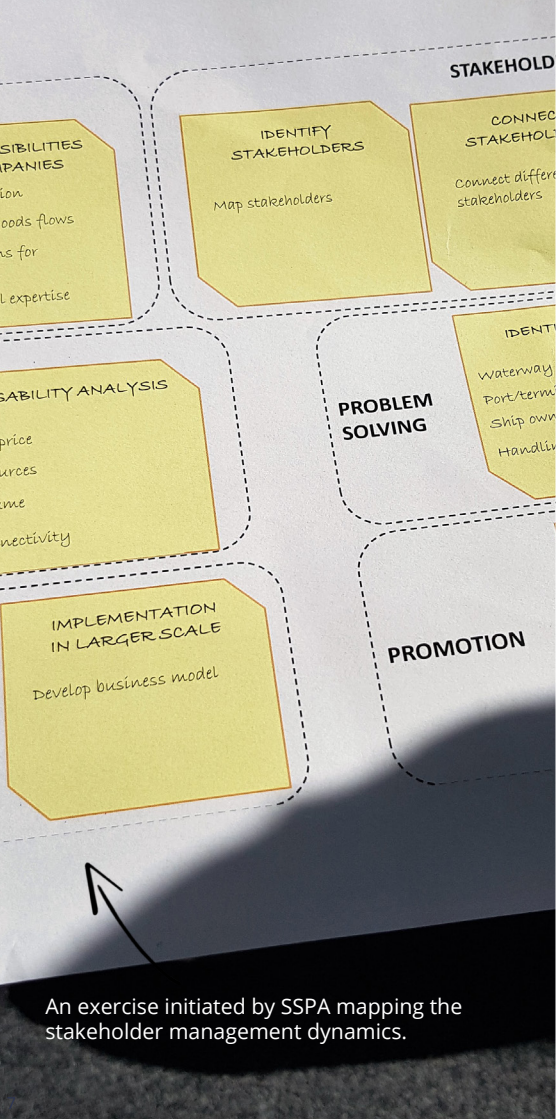
SOME IMPRESSIONS OF THE IWTS COMPLEMENTARY COOPERATION DURING WORKPACKAGES MEETINGS IN BREMENPORTS 7TH OF MAY 2019.

Lessons learned:
Modal shifts start to become successful, stakeholder management by third parties like municipality Smallingerland, managing authority's province of Fryslan, play a relevant role. They bring stakeholders together over a longer time and help to built trust between freight owners, shipowners and governmental entities.

Showcasing some intended modal shifts that will be piloted.

Employees of the Canal River Trust and the University of Hull thinking of how to apply Belgium modal shifts.

A Belgium-Dutch exchange about the new barge to be built in Ghent and how to run it.



An exercise initiated by SSPA mapping the stakeholder management dynamics.

Lots of coffee, water, presentations, discussions are opening up partners minds.

UPDATE ON CANAL ROUTE PLANNING AND MODELLING

University of Hull is working on a planning tool which can be used to compare inland waterways routing with road freight transport. To date, a journey planning tool has been developed which compares IWT with road freight in terms of:

- Route distance;
- Journey time;
- CO2 emission.

Mrs Mahsa Zolfaghari, researcher at the University of Hull, explains: "A single Euro Class II vessel can carry as much freight as a maximum-length train in the UK, equivalent to 20 HGVs on the roads. We can calculate the CO2 emission saving resulting from a modal shift to IWT. In the following example, a journey from Hull to Leeds, the saving is a reduction by a factor of 3.7".

Mrs Mahsa Zolfaghari, researcher at the University of Hull

IWTS has the potential to provide very efficient transport but is critically dependent upon a number of issues which are also under investigation within the project, including:

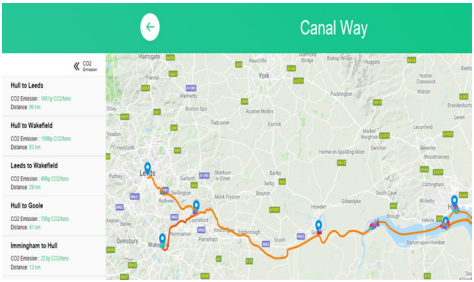
- efficiency of loading and unloading infrastructure which should be economical and environmentally friendly. An ultimate transhipment complement might consist of an electric euro class 2 barge, electric movable crane and electric vehicle for movement of good to their ultimate destination;

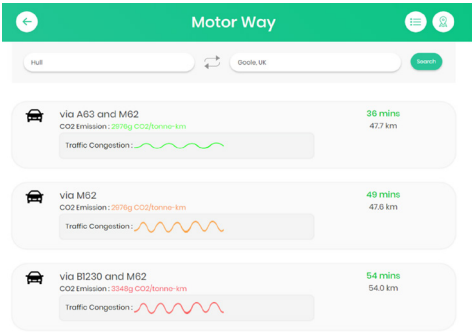
- efficiency of the overall end-to-end freight route by minimising the non-IWTS segments – Canal River Trust proposed Bullholme Lock improvement is a step towards this in the context of the Aire and Calder Navigation.

The main goal for these case studies is to reduce the CO2 emission 50% by 2050.

MR NICK RILEY, UNIVERSITY OF HULL;

“The planning example shows the calculated distances, routes and Carbon costs for each segment of transport links from the Humber Ports to Leeds and Wakefield, via waterways. These can be compared with equivalent road-based routes, as shown in the second picture, to assess the environmental benefits of potential road-to-waterways modal shift”.





#IWTS 2.0

‘Inland navigation provides an environmentally friendly way to serve transport needs in a growing, and increasingly digital logistics industry across Central Europe. The project #IWTS 2.0 – IWTS for Inland Waterway Transport – brings together public infrastructure managers, private barge operators and training institutions to offer a fresh perspective on inland shipping.’

#IWTS 2.0

PARTNERS & CONTACT

Contact:

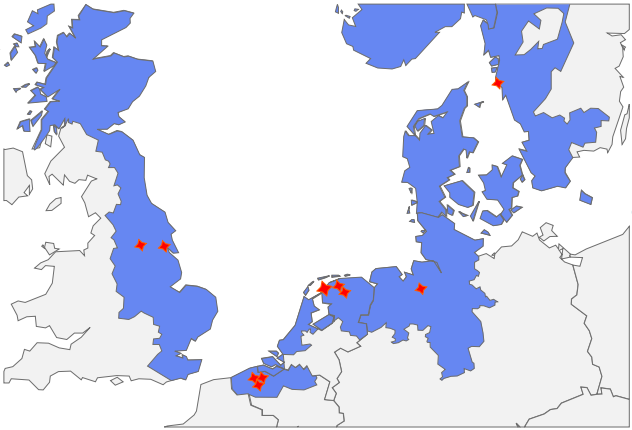
Website
https://northsearegion.eu/iwts20/

Projectteam

Jörn Josef Boll,
E: j.boll@maritiemeacademieharlingen.nl
GSM: +31643544490

Robbert van Hasselt,
E: R.vanHasselt@MaritiemeAcademieHarlingen.nl
GSM: +31628657841

IWTS@MaritiemeAcademie.nl



Canal & River Trust

UNIVERSITY OF HULL

Gedimat De Groote

Houtboerke

POM Oost-Vlaanderen

De Vlaamse Waterweg nv

Your Maritime Solution Partner SSPA

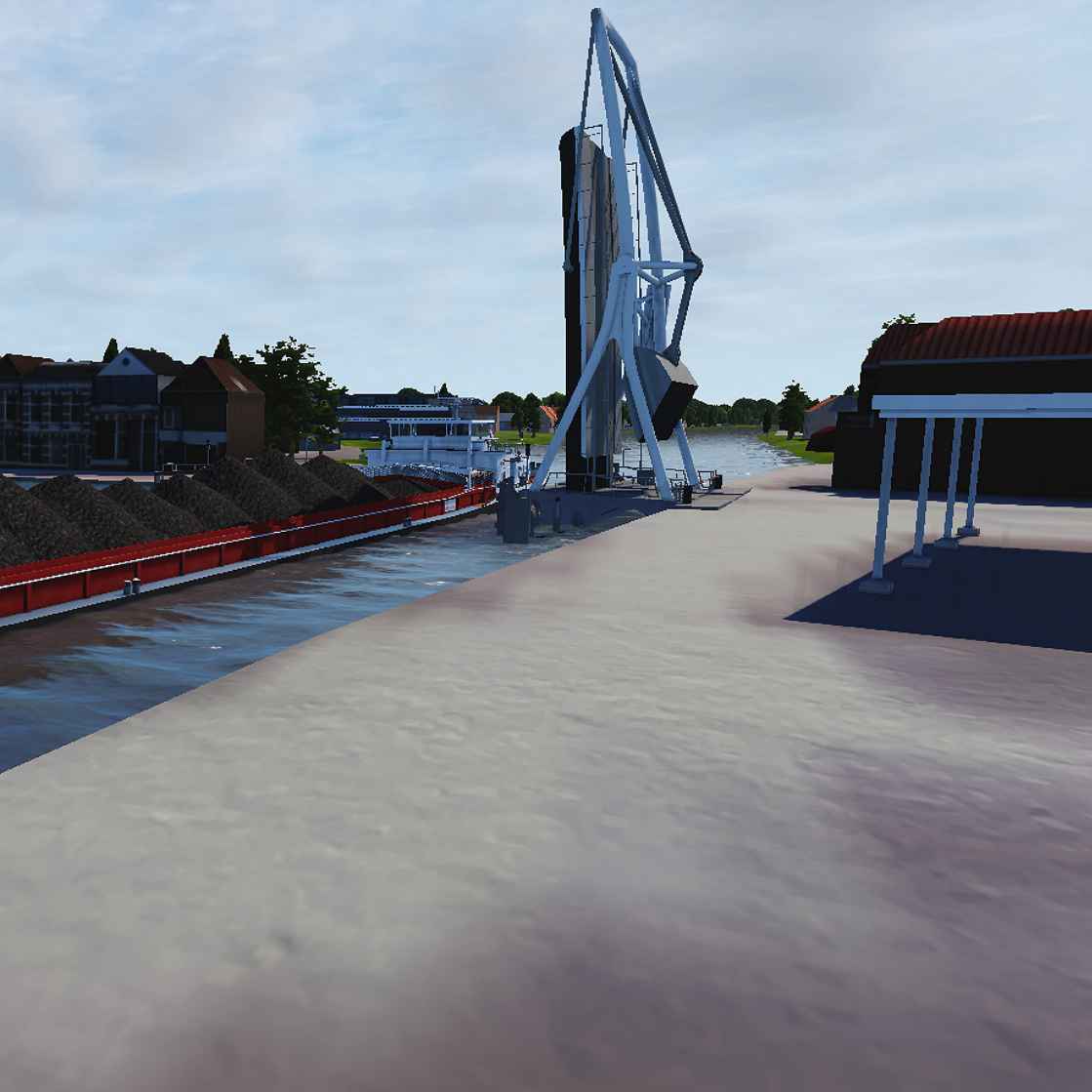
bremenports GmbH & Co. KG Bremen Bremerhaven

Maritieme Academie Harlingen

provinsje fryslân
provincie fryslân

Drachten Smallingerland


IWTS 2.0




Interreg
North Sea Region
#IWTS 2.0
#IWTS: Mobilising potentials and capacity to move freight to smaller waterways
Maritieme
Academie Harlingen
Canal &
River Trust
UNIVERSITY
OF HULL
Drachten
Smallingerland
Mobilizing small
waterway solutions
Interreg
North Sea Region
#IWTS 2.0
European Regional Development Fund
EUROPEAN UNION