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

www.northsearegion.eu/iwts20

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Newsletter No 1

"#IWTS, kick off and first steps towards modal shifts"

Source; POM East Flanders, partner in IWTS.
Some examples of innovative transshipment solutions that will be promoted by our partner POM East Flanders, partner in IWTS.

Harlingen, September 2017

THE KICK OFF MEETING FOR #IWTS 2.0

The kick off meeting for #IWTS 2.0 was held in Harlingen, September 2017. The whole team was energized by the prospect of working together towards greening transport solutions. Discussing and exploring projects, intended modal shifts, improved barges, complementarities in knowledge and expertise got us exited to work together to work together.

The #IWTS team at the full mission simulator in Harlingen.

Mrs. Mariët Tefi-Dontje, Municipality Smallingerland NL: Explaining Frisian modal shift challenges.

Exploring IWT challenges and opportunitie in Gothenburg. Dr. Sara Rogerson, Mrs. Lynn Eyckmans from SSPA (SE) and Mrs. Mariët Tefi-Dontje, Municipality of Smallingerland (NL).

Mr. Johan Lantz, Avatar Logistics. (SE).

Explore Sweden's potential modal shifts

February 2018 the partnership met for the second time in Gothenburg. This was an excellent opportunity to explore Sweden's potential modal shifts from citizen-, government-, economic- and educational perspective. It was an inspiring experience for Swedish entrepreneurs like Mr.Johan Lantz from Avatar Logistics, who aims at introducing inland waterway transportation in Sweden: "An equal level playing field with road transportation is a pre-condition for greening transport by deploying inland waterway transport".

Freight by water

#IWTS 2.0 had its first conference in Leeds, October 2018; "Freight by water". The conference was organised together with the Freight Transport Association. The conference was opened by Mr Alex Veitch, head of the British Freight Transport Association.

Mr Alex Veitch, head of global policy of Freight Transport Association.

Findings related to modal shift

Dr. Vendela Santén, SSPA (SE) and Dr. Sara Rogerson, SSPA(SE) presented their findings related to modal shift to inland waterways in Sweden. The presentation focused on barriers and how such barriers can be overcome. Interaction between many actors is important to realise modal shift. Increasing understanding among for example policy makers is of essence. Therefore communication, promotion, education, influencing opinion and proof of concept-runs are important tools.

Dr. Sara Rogerson, SSPA (SE).

Cargo handlingequipment for pallets

Mr. Antoon van Coillie, Blue Line Logistics, presented his pallet shuttle barge concept withits own cargo handling equipment for pallets.This concept enables small waterway navigation and smaller batch sizes. The "Zulu" barges are currently sailing in Belgium and are competitive to road transport while reducing road congestions and GHG emissions. This concept inspired inland waterway stakeholders in the UK and Sweden.

Blue Line LogisticsPallet Shuttle Barge with its own cargo handling equipment.

Mr. Antoon van Coillie, Blue Line Logistics, (BE).

A modal shift is in preparation

EXPLORING MODAL SHIFTS IN FRIESLAND, THE NETHERLANDS, SIMULATED AND REAL-LIFE TRIALS:

In the city of Leeuwarden, (NL), a modal shift is inpreparation, the province of Fryslânand Friesland Campina, a factory producing milkpowder, are exploring a modal shift. Although the factory issituated next to a small waterway, every day 80 trucks travel through the city centre with milkpowder. The MAH uses its contemporary dedicated IWT stimulator to identify potential bottlenecks in the waterway system.

Mr Boll,Maritime Academy Harlingen, (NL). Virtually sailing through the canals.

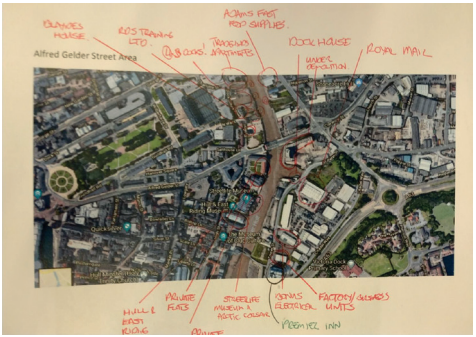
A passage in the city of Franeker

In the Frisian region the municipality of Smallingerland explores small waterway opportunities.Together with water bounded entrepreneurs Mrs Mariët Tefi-Dontje, Municipality of Smallingerland(NL)is exploring potential modal shifts. Some real-life trials with small barges were made as well and outcomes are now used for planning new modal shifts.

Mapping (truck) freight flows

The Canal River Trust and the University of Hull are mapping (truck) freight flows that can be transported more sustainable via small waterways! Common research methods were also developed together with Swedish and Belgian partners who face comparable challenges.

Here you can find an example of how water bounded enterprises are inventorised.



		River Hull					
	Land Use or Company name	River Hull	Land Use or Company name		Road or Stre	Nature of Business	Bulk used or produced?
	River bank	River Hull	River bank				
	Residential property	Sutton Road Bridge	Commercial Property				
	Residential property	River Hull	City Plumbing Supplies		Bergen Way	Tools and plumbing supplies	
	Residential property	River Hull					
	Residential property	River Hull	Custom Steel		Bergen Way	Steel fabrications	Possibly
	Residential property	River Hull					
	Residential property	River Hull	Unknown		Bergen Way		
	Residential property	River Hull					
	Residential property	River Hull	Unknown		Bergen Way		
	Residential property	River Hull					
	Residential property	River Hull	Advanced Plastics and Composites		Bergen Way	Technical plastic mouldings	
	Residential property	River Hull	Crossfit Hull				
	Residential property	River Hull	Factory/Office Units			Various	
	Residential property	River Hull					
	Agricultural land	River Hull	Alton Cars		Bergen Way	Vehicle repair	
	Agricultural land	River Hull					
< West Side	Agricultural land	River Hull	Adfil	East Side>	Bergen Way	Polymer fibres for construction	
	Agricultural land	River Hull					
	Agricultural land	River Hull	Malmo Food Park inc Atom Beers		Malmo Road	Alcoholic drinks	
	Agricultural land	River Hull					
	Agricultural land	River Hull	Hobson and Porter		Malmo Road	Construction company	Possibly
	Agricultural land	River Hull					
	Agricultural land	River Hull	Samba Catering		Malmo Road	Catering and sandwhich suppliers	
	Agricultural land	River Hull					
	Agricultural land	River Hull	Fareshare Hull		Malmo Road	Charity against food waste	
	Agricultural land	River Hull					
	Agricultural land	River Hull	HOTA		Malmo Road	Offshore Training	
	Agricultural land	River Hull					
Fishing Lake	Agricultural land	River Hull	Mauri Products Goods Inward		Narvick Road	Yeast Producer	Possibly
	Agricultural land	River Hull					
	Agricultural land	River Hull					
	Agricultural land	River Hull					
	Agricultural land	River Hull					

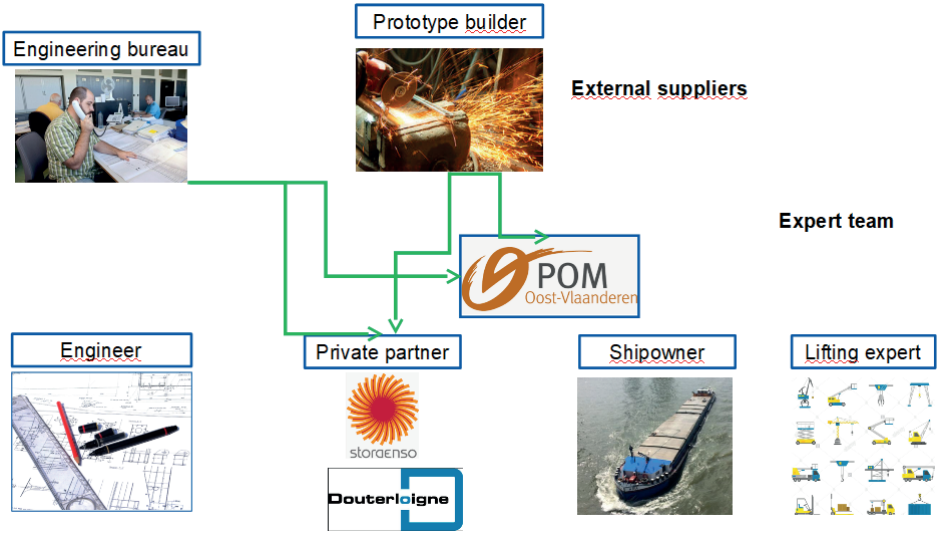
A work visit

CANAL & RIVER TRUST

A work visit was organised by the Canal & River Trust for all IWTS partners. One of the sites visited was the Bullholme Lock, where the partner Canal River Trust is managing authority. Bullholme Lock on the Aire & Calder Navigation is one of the bottle necks that should be modified to accomodate larger ships on this waterway.

From left to right; Mr Steve Highham, Mr Stuart McKenzie (Canal & River Trust), Mrs Mariët Tefi-Dontje (municipality of Smallingerland). Studying possible loading unloading quays.

One of the challenges for small inland waterway transport is loading and unloading of freight; IWTS Partner POM, (Development Agency East Flanders), Mr. Danny van Rijkel, (BE), business development manager, is facilitating the development of special loading/unloading equipment for concrete beams and paper rolls. Other IWTS partners like De Groote-Houtboerke and the Municipality of Smallingerland are involved, they consider these solutions as well.

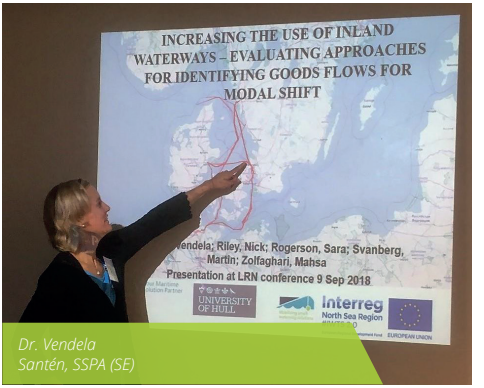


A work visit

CONFERENCE PRESENTATION ON IDENTIFYING GOODS FLOWS FOR MODAL SHIFT

Researchers from SSPA Sweden and University of Hull have written a research paper, which was presented at the Logistics Research Network (LRN) conference. The tile of the paper is 'Increasing the use of inland waterways– evaluating approaches for identifying goods flows for modal shift'. Dr. Vendela Santén of SSPA(SE), presented the paper in Plymouth (UK) on 9 September. She described how the University of Hull and SSPA have explored various approaches for identifying goods flows for modal shift.

In Sweden, SSPA has analysed AIS data to map current traffic patterns on the inland waterways (lake Vänern and river Göta Älv). "Analysing AIS-data provides information regarding number of port calls, vessel types and their capacity, links between ports and the network in which vessels operates, as well as lead time, frequency, reliability and time at berth for each port", explains Vendela.



Dr. Vendela Santén, SSPA (SE)

In the UK, researchers at the University of Hull are developing software tools to visualise and simulate potential benefits of using inland waterway transport, for example with regards to CO2 emissions. The University of Hull is also undertaking an audit of all businesses whose premises are close to the waterways in the river Hull, identifying goods volumes, transhipment potential and investment that would be needed to implement a modal shift. These methods have helped identify candidate businesses for a modal shift. "Exchanging practices between the UK and Sweden and learn from each other is very valuable", says Vendela.

#IWTS 2.0

PARTNERS & CONTACT

Contact:

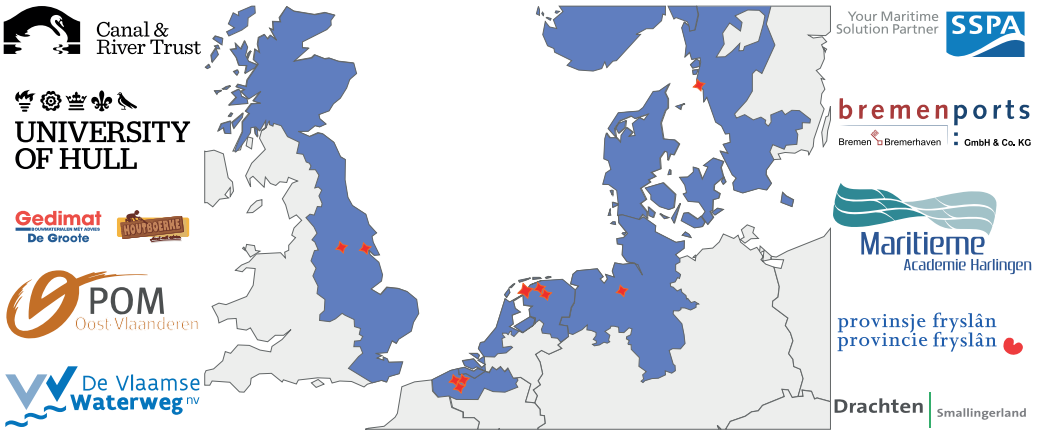
Website
https://northsearegion.eu/iwts20/

Projectteam

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

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

IWTS@MaritiemeAcademie.nl



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