

Enhancing freight mobility and logistics by strengthening inland waterway and river sea transport and promoting new international shipping services

→ *Transport volumes in the Baltic Sea Region (BSR) are expected to grow significantly in the next decades. Still, road transport is the fastest growing segment that creates growing problems, such as insufficient road capacities, increased congestion, pollution, accidents and noise. The project intends to act as counterbalance to this trend, focusing on raising inland waterway and river-sea transport (IWT) potentials in the BSR.*

Priority area	Transport
Specific objective	Interoperability
Project acronym	EMMA
Lead Partner	Port of Hamburg Marketing, Germany
Project partners	5 SE, 4 DE, 4 LT, 4 PL, 3 FI
Project budget*	Total EUR 4,4 MM
*preliminary figures before contract signature	



Summary

In some BSR countries (Germany, Sweden, Poland, Finland, Lithuania) IWT has a potential to reduce these challenges. However, the IWT sector is not sufficiently developed in major parts of the BSR to handle additional transport volumes. Contrary to other regions in Europe, the characteristics of inland waterways in the BSR countries do not allow the use of standardized inland vessels like the “Europe” class vessel. Further navigation restrictions as well as weather conditions are also a burden, like ice during winter that shortens the season in which waterways are navigable. Thus, today IWT has only a small share in transport volumes within the BSR, compared to road and rail.

To overcome these obstacles and to ensure a sustainable change, the project will involve stakeholders from policies, administrations, multipliers, inland navigation shipping lines and IWT associations in its activities.

All too often BSR transport policies focus on road and rail transport. At European level IWT plays a more prominent role, but concentrates on Western and Southern Europe (Rhine, Danube), which are not representative of the BSR area. BSR policies will be addressed, aiming at higher political (and financial) support for IWT. The project will contribute to changing the mind set of transport related politics and politicians in the BSR and Europe. Regular exchange meetings will take place to inform politicians about the potentials and benefits of IWT. IWT lobby structures will be strengthened by improving cooperation on national and BSR levels. Moreover, the project aims at improving administrative structures that hinder IWT development. The media will be involved to influence the opinion on IWT.

However, the biggest challenge the project is facing is making the market more acquainted with IWT and to convince shippers and the industry that integrating IWT into their logistic concepts will be beneficial for them. To initiate a long term strategy, pilots will be used to showcase and demonstrate the potential of IWT and open up new market segments. For these pilots business plans and organizational frameworks will be prepared to prove that IWT can be a reliable and efficient transport solution also in international transport chains within the BSR.

The project will improve the competitiveness of IWT by reducing cost per transport unit. It will identify small-scale infrastructure improvements with good impact - cost ratio and will help to promote existing barge and/or (proto)types, which can operate under BSR specific navigation conditions to increase the modal share of IWT.