

Opportunities for River-Sea Shipping

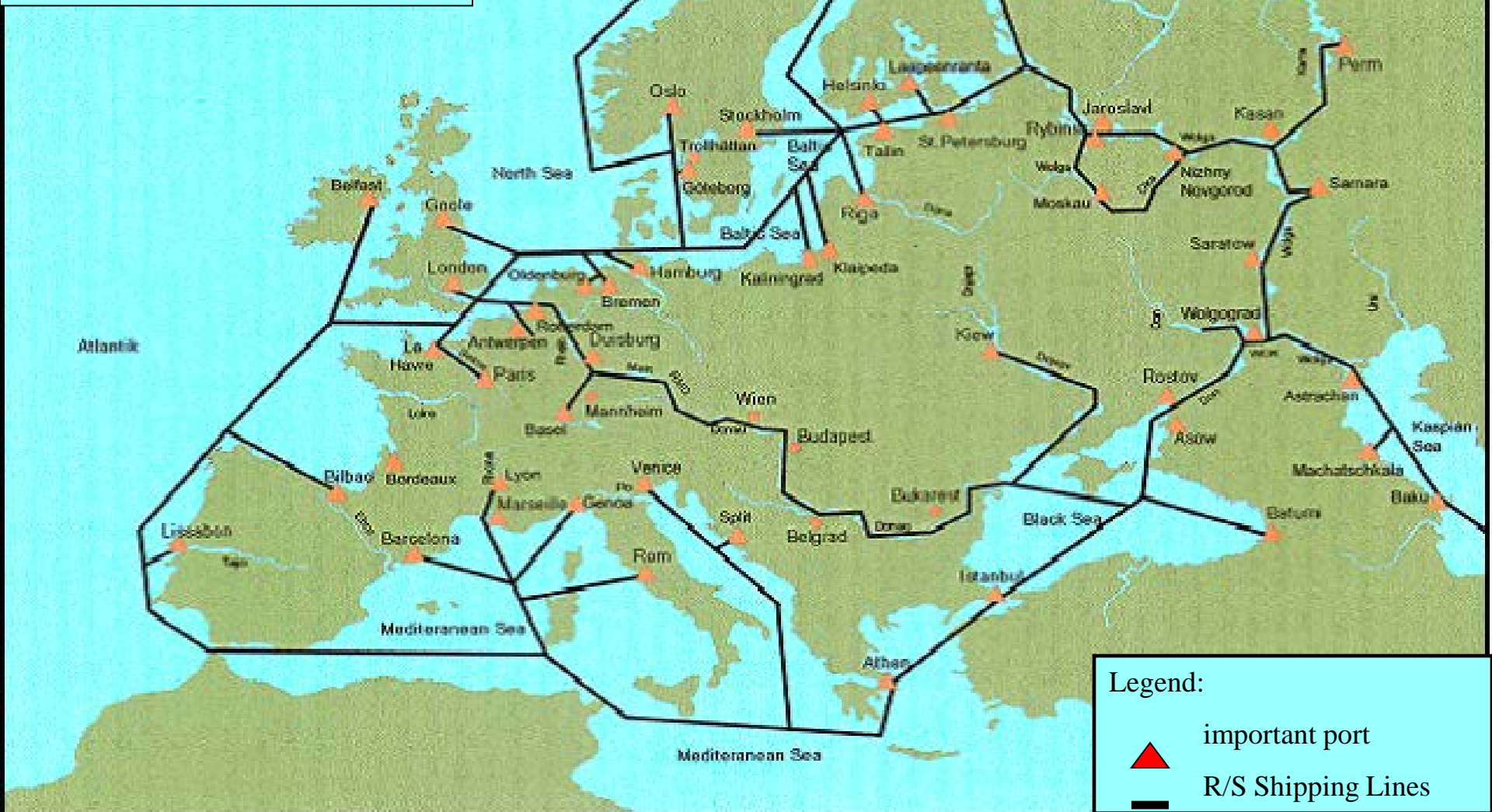


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European River-Sea-Transport Union e.V.

Area of action of the European River-Sea Shipping



Legend:

-  important port
-  R/S Shipping Lines



River-Sea Shipping is a special form of short sea shipping and inland navigation. The special feature of River-Sea Shipping is that it involves transport through both marine and internal waterways.

Advantages of this kind of shipping are removal of transshipment costs in sea ports (time and cost savings) and quality benefits, since the goods are no longer transhipped in seaports and thus possible damage in reloading processes is excluded.

The improvement of Inland Navigation, River-Sea Shipping and Short Sea Shipping is subject of the „ Position-Paper of the River-Sea Shipping Committee of EBU/ERSTU about the development of the European River-Sea and Short Sea Shipping” and the EMMA POLICY PAPER “STRENGTHENING INLAND WATERWAY TRANSPORT IN EUROPE AND THE BALTIC SEA REGION”.

The EMMA-Policy Paper will be hand over EU-Commission during the conference „Visions and Opportunities for the Transport Network: Inland Navigation and River-Sea Shipping in the Baltic Sea Region“ on the 6th of November 2018 in Brussels.

The EMMA project aims to enhance inland navigation and river-sea shipping as well as to strengthen sectors' voice on waterways in the Baltic Sea Region.

The project is financed by the Interreg Baltic Sea Region programme and is a flagship project of the EU Strategy for the Baltic Sea Region in the Policy Area Transport.

The conference programme highlights two panel discussions. Inland navigation experts showcase “An Inland Navigation Vision for the Baltic Sea Region” and answer the question how the “Vision turns to Strategy and the Strategy to Lighthouse Projects", aiming to enhance inland waterway transport in the Baltic Sea Region through inspiring and contributing to the discussion on the future EU transport policy.

The activity of River-Sea Shipping practically takes place on all major rivers of Europe and Russian Federation and includes work on trading areas of marine basins of the Baltic Sea, North Sea, the Azov-Black Seas, the Mediterranean Sea, and the Caspian Sea.

The conditions for the River-Sea Shipping in the countries are different and, to a great extent, depend on the geographical situation, the infrastructure of waterways and weather conditions.

It can be estimated that around 90 to 100 million to of goods are transported by river-sea shipping in Europe. In UK are transported about 40,0 million ton, in Sweden about 8 million to, in France 3,5 million ton, in Finland 1,7 million ton, in Belgium 1,5 million ton and in Germany 1,3 million ton (source CCNR, situation in 2012). Between Norway and the Baltic area are transported about 4-5 million to.

The cargos of river-sea ships are mainly dry bulk cargos, steel and metals, coal, fertilizer, paper, agriculture products, forestry products, project and heavy goods as well as containers.

However, changing markets and infrastructural challenges caused by missing modernization and maintenance endanger a successful continuation of river-sea shipping in these markets. Especially the renovation of locks needs to be highlighted in the Baltic Sea Region.

Nevertheless, shipping is possible and could contribute to decongesting road and rail infrastructure as well as to a greener transport system in future if investments will be done.

Development of fleets for River-Sea Shipping

The fleets for River-Sea Shipping have a high average age and need a reconstruction and new buildings of ships. The average age of the Russian river-sea ships is for example 32 years.

The new building programs are very different, because the ship owners have limits for investments and innovation.

The strategy for development of IWT of the Russian Federation (RF) up to 2030, adopted by the Government on the 29/02/2016, include the construction of 490 new river-sea vessels.

Wilson EuroCarriers AG for example has a programme of newbuildings of 3 river-sea ships (parameters: 2619 DWT, 4,1m draft, Rhine-fitted, IMO-fitted, low consumption, unlimited trade). In Wilsons option are further two ships contracted.



The newbuilt MS „WILSON Bergen“

The modernization of the river-sea shipping fleet is the basis for improvement of the digitalization.

Recommendations:

- Support for ship owners for new buildings of river-sea-ships by governments.**
- Preparation of building a fleet of new generation vessels.**
- Harmonization of the technical requirements and the technical standards for river-sea-ships in the international trade.**

Digitalization of River-Sea and Short Sea Shipping

In transport, digitalization can significantly improve traffic and transport management through more accurate information on traffic and infrastructure conditions and on the location of ships and goods. Better access to and sharing of digital transport data for both public and private stakeholders along the supply chain can foster seamless information flows and open up a wide range of new business opportunities.

The digitalization of Inland Water Transport, River-Sea and Short Sea Shipping is considered critically important for the:

- Improvement of navigation and management of traffic,**
- Integration with other modes, especially in multimodal hubs (ports),**
- Reduction of administrative burdens.**

Digitalization of River-Sea and Short Sea Shipping

Improvement of management of traffic

For a higher efficiency of the river-sea shipping the improvement of cooperation between river-sea-ship, inland ports and sea ports is necessary. The waiting time of river-sea ships in the inland ports and sea ports must be reduced, especially when it comes to the working time of inland ports and the regulations for week end and holidays etc..

Recommandations

- Proposals for the reduction of waiting time for river-sea ships, Short Sea Shipping and all other parts of the supply chain, including negotiations with inland ports, short sea terminals and the unions.**
- Improvement of the coordination and communication between ship and port during the operation process and better integration with other modes, especially in multimodal hubs (ports).**
- The better knowledge of the English language of the crews on river-sea ships and of the workers in inland ports is very important for a better communication and understanding of the different employees in the logistic chain and in the interfaces.**

Digitalization of River-Sea and Short Sea Shipping

Improvement of navigation

Even though digitalization and electronic navigation have come a long way, inland ships and river-sea ships travel with great expense. The obligatory use of sea, river and estuary pilots increases prices. Adequate electronic navigation systems could support navigation without pilot obligations by keeping high safety standards and pave the way for future trends to more automatization of the processes on board of the ships and of the cargo handling in the supply chain.

Recommendations:

- The ship owners of River-Sea Shipping and Short Sea Shipping require a relaxation of compulsory pilotage, a reduction in fees and that the ports provide adequate electronic navigation systems.**
- Verification of the Pilot-System for river-sea ships (certification for navigation without Pilot, responsibility of the Pilot and of the captain during the navigation and in case of an accident).**

Digitalization of River-Sea and Short Sea Shipping

Reduction of administrative burdens

In many cases, goods transported by river-sea shipping between two EU seaports lose community status as soon as they leave the port. This entails a heavy administrative burden, involving several authorities and intermediate parties. Procedures and requirements are not only complex but also repetitive, resulting in productivity losses and unnecessary workload and stress for ship crews.

The electronic cargo eManifest with information on the status of goods is considered a practical solution to achieve this. It is a harmonized instrument to achieve further facilitation of maritime transport for vessels calling at EU and at third country ports.

Many administrative formalities related to the arrival of the ship are outdated, unnecessary and repetitive. This applies both to cargo and crew-related documentation. They should be further streamlined and rationalized to alleviate the administrative burden.

Digitalization of River-Sea Shipping

Digitalization – opportunities also for River-Sea Shipping

River-Sea Shipping as a special form of short sea shipping and inland navigation must integrate the processes of digitalization in this both kinds of shipping.

Many studies and discussions show the way in the future of the inland navigation and maritime shipping.

They require automation of all main systems on-board and advanced navigation system, that will be able to maintain a vessel's course, detect and adapt to changing sea and weather conditions, avoid collisions and operate the ship efficiently within specified safety parameters.

For the River-Sea Shipping it will be a longer way than for the Short Sea Shipping, but the digitalization will help to reduce the costs, to integrate it better in the supply chain and to give more opportunities for the River-Sea Shipping in the future.



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