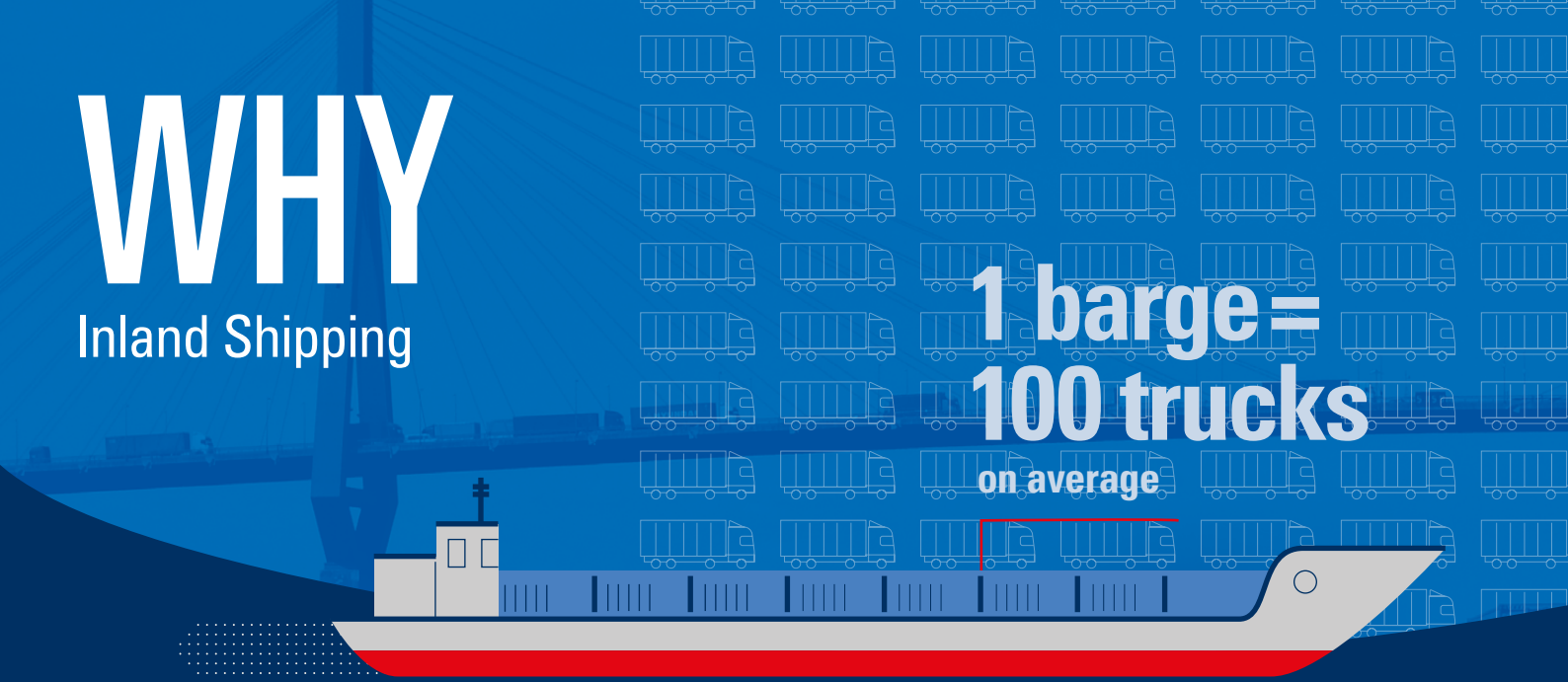
BARGING AHEAD

BENEFITS OF INLAND SHIPPING

Port of Hamburg

WHY

Inland Shipping



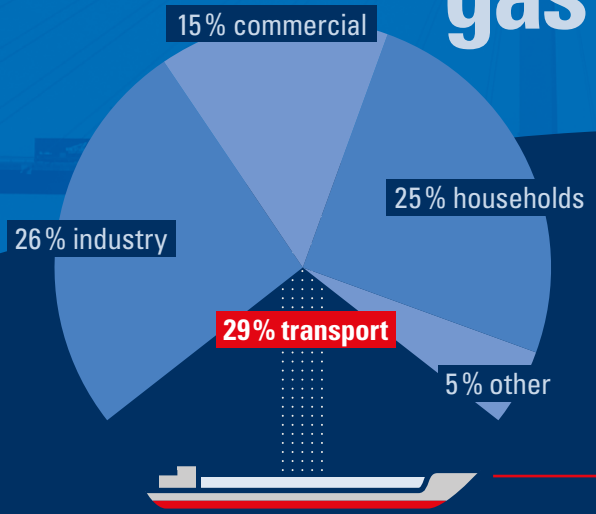
Low Cost
From a macro-economic perspective, inland navigation is the most cost-effective mode of hinterland transport.

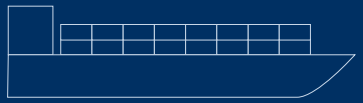
Congestion Relief
By combining multiple shipments into one cargo, inland navigation helps reduce traffic jams that are caused by individual haulage. A modern barge replaces up to 100 trucks.

Sustainability
Inland waterway transportation has a lower carbon footprint and generates fewer carbon dioxide emissions than rail or truck for each ton of cargo.

Flexibility
All kinds of cargo can easily be transhipped between inland waterway vessels and other modes of transport at inland terminals. This multimodality adds to their reliability.

low greenhouse gas emissions

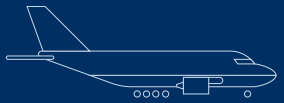




13,5 % maritime transport

0,7 % rail

1,8 %
inland navigation



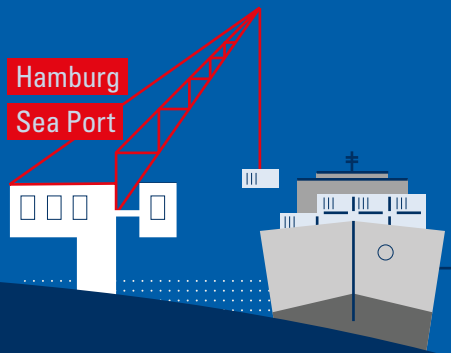
12,8 % aviation

71,3 % road transportation

Source: Inland Navigation Europe | Photo: © W. Lauk

WHERE

Europe



40,000 kilometres congestion-free network

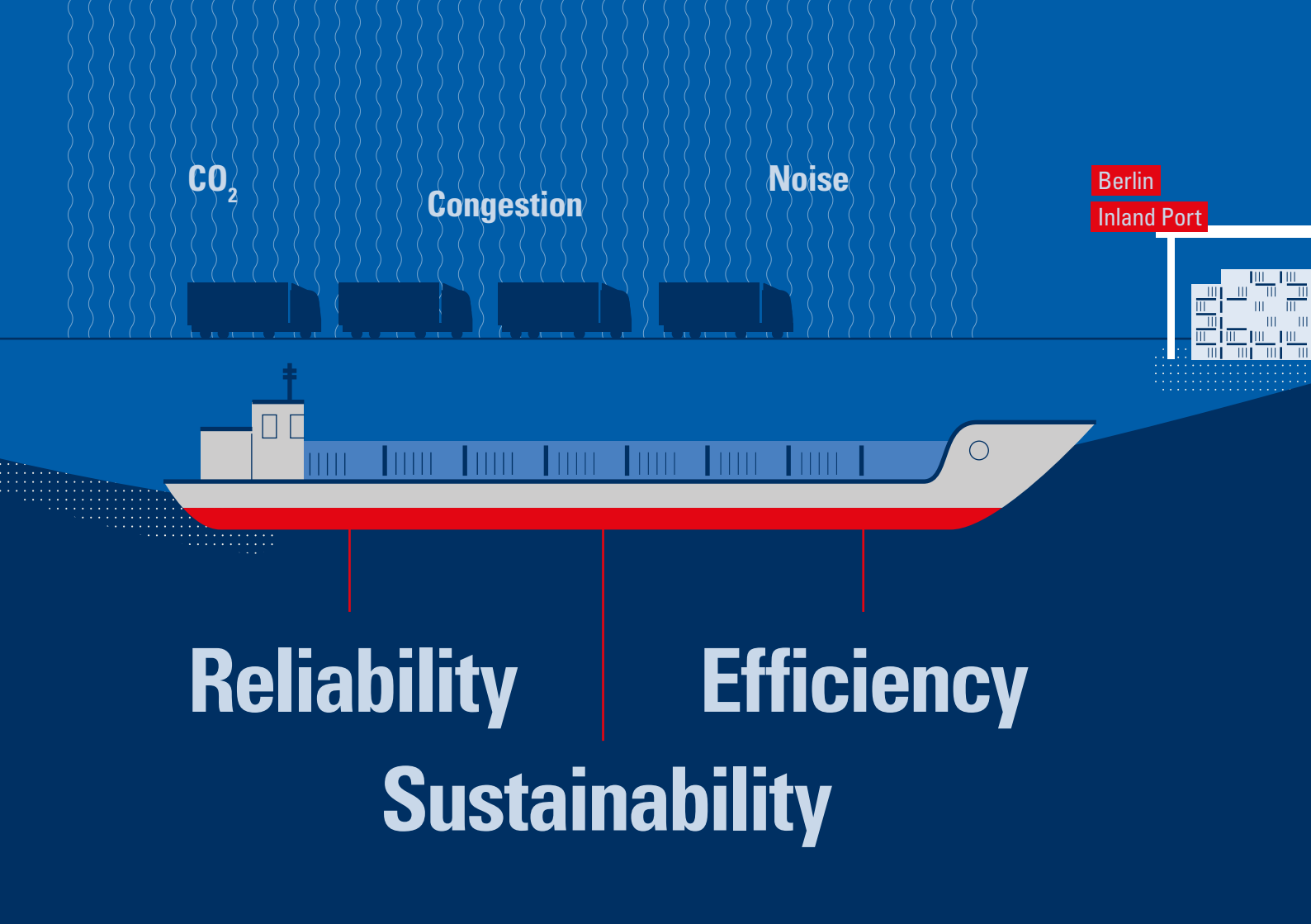
20,000 kilometres accessible to 1,000 tonne vessels

7 percent of EU waterway traffic crosses borders

550 million tonnes are shipped by waterways every year

The inland waterway network plays a major role in the transport of goods in Europe. The European Commission aims to promote and strengthen the competitive position of inland navigation in the transport system and to facilitate its integration into the intermodal logistics chain.

Already today, major industries in Europe depend on a seamless supply of their goods via waterways. It keeps business and trade up and running and allows the completion of the internal market. Contrary to congested roads, European waterways still dispose of free capacity, offering significant modal shift potential. Therefore, fostering clean and reliable transport solutions by waterway transport and inland ports can foster economic growth in Europe's waterborne regions and increase prosperity and quality of life.


CO_2
Congestion
Noise
Berlin
Inland Port
Reliability
Efficiency
Sustainability

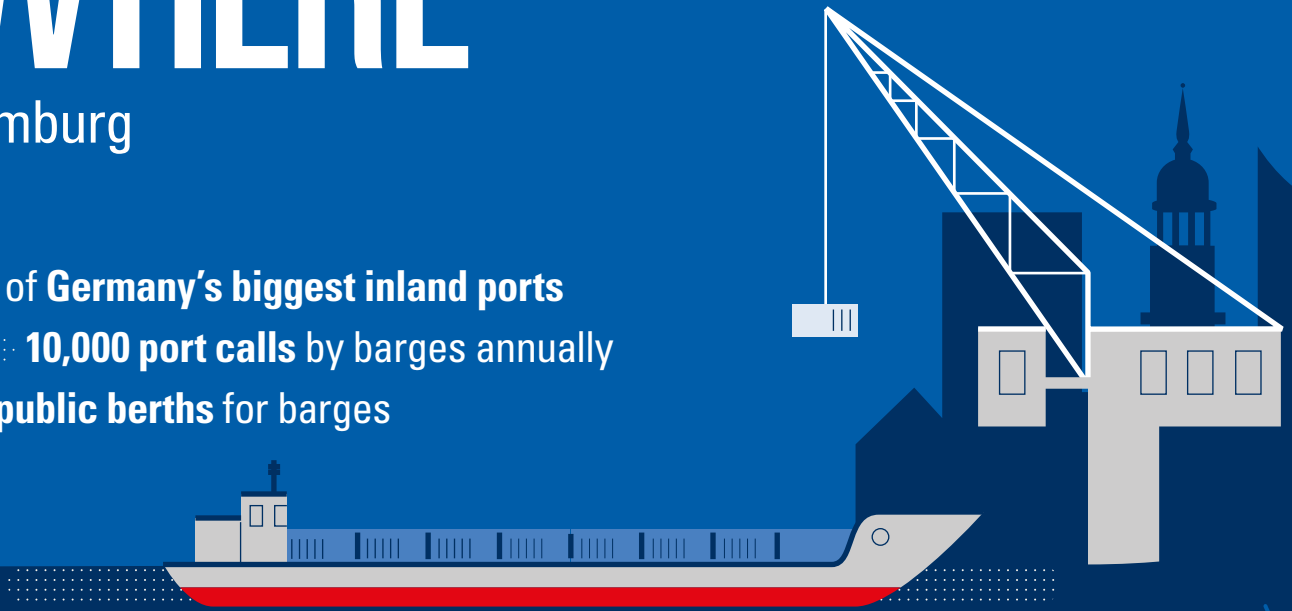
WHERE

Hamburg

One of **Germany's biggest inland ports**

10,000 port calls by barges annually

106 public berths for barges



Hamburg is ideally located to serve markets like Berlin and Hanover by inland navigation. The remaining bottle-neck, ship-lift Scharnebeck, will be renewed to increase capacity and by that economic feasibility of barge services in the future. The opening is intended for the 2030s.

In 2019, the Port of Hamburg was able to record a 13 percent increase in container transport by barges, totalling at 145,100 TEU.
In addition, more than 170,000 port tours have been shipped on inland vessels in the Port of Hamburg.


Nordsee
OSTSEE
Eider
Rendsburg
Kiel
Nord-Ostsee-Kanal
Brunsbüttel
Stör
Elbe
Glückstadt
Cuxhaven
Lübeck
Hamburg
Stade
Elbe
Elbe-Lübeck-Kanal
Peene
Müritz-Elde-Wasserstraße
Lauenburg
Ems
Weser
Lüneburg
Bremen
Hunte
Elbe
Schwedt
Küstenkanal
Ems
Uelzen
Wittenberge
Oder-Havel-Kanal
Eberswalde
Oder
Dortmund-Ems-Kanal
Weser
Aller
Elbe-Seitenkanal
Wittingen
Elbe
Untere Havel
Havel-Kanal
Spree
Berlin
Leine
Hannover
Fallersleben
Mittelland-Kanal
Minden
Mittelland-Kanal
Elbe-Havel-Kanal
Königswusterhausen
Eisenhüttenstadt
West-Ladbergen
Braunschweig
Haldensleben
Magdeburg
Weser
Elbe
Roßlau
Elbe
Datteln-Hamm-Kanal
Aken
Saale
Hamm
Dortmund
Torgau
Prag
Riesa
Dresden
Map non-exhaustive. Only showing inland ports most relevant to Hamburg's hinterland traffic.

WHO

provides information – BiSchi Online

traffic flow

locations

loading

network

www.hafen-hamburg.de/de/wasserstrassen

Port of Hamburg Marketing has launched an information portal that provides stakeholders and the interested public with current information about inland navigation and traffic flow on inland waterways. Especially the information about available loading/unloading ports and their location illustrates the existing transport network and its potentials. The display of ship positions also allows the observation of traffic situation pictures. „BiSchi Online" integrates geo-referenced data that is displayed on a web map.

Visit our Website

Photo: © Modal3Logistik

navigation

WHAT

can barges transport

11,500 units

in the dry goods shipping sector
(motor cargo vessels, lighters)

2,600 units

of push boats and
tug navigation

Inland waterway transport in the EU is currently handled by a fairly manageable fleet of about 16,000 to 17,000 barges, subdivided into different types of vessels.
This diversity of barge types makes it possible to adapt to the inhomogeneous needs of European waterways. The vessels used can vary from one waterway to another and at the same time can be used for the transport of any type of goods.

2,000 units

in the tanker market

HOW

to make transport even more environmentally friendly

Solutions to cut CO_2 and air emissions to a minimum include zero-emission technologies such as battery-electric, gas-electric, ultra clean biofuel power drivetrains and hydrogen. Two examples of barges which call the Port of Hamburg:

MS Hanse

Gas-to-Liquid fuel (GTL Fuel) powered barge, container vessel, 100m×11,40m. The special design allows to maximise containerised transport on the Elbe-Lateral Cannel (96 TEU). At the same time MS Hanse sets new standards in environmental performance by using low emission GTL Fuel (less CO_2, PM, SOx and NOx).

Elektra

Hydrogen-electric push boat. What's truly unique about Elektra, is the hydrogen-electric power system – a concept driven by Germany's climate change and emissions goals and with the aim of incorporating inland vessels into that logistics equation. It will push a barge loaded with up to 1,400 metric tons of cargo, initially work in the Berlin-Brandenburg region and also sail commercially between Berlin and the Port of Hamburg.

Interreg
Baltic Sea Region

EUROPEAN UNION

EUROPEAN
REGIONAL
DEVELOPMENT
FUND

https://www.interreg-baltic.eu

COMBINE

https://www.combine-project.com/en

Port of Hamburg

Hafen Hamburg

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MARKETING