

SEA-RIVER SHIPPING



SHORT SEA TRADE ROUTE GUIDE 2018

SAILING INTO EUROPE

Sea-river shipping is one of the forms of shortsea transport. Its concept is simple: one vessel, sailing both coastal and inland waters. Sea-river vessels share certain specifications such as draught, height and length, relating to the navigational restrictions of rivers and canals. Sea-river vessels do not normally exceed 3,000 dwt, with draughts limited to 5 m and bridge clearance to 9 m.

They generally carry conventional and bulk loads, although container transport is now on the increase.



BELGIUM

Albert Canal

length	134 m
width	12.5 m
draught	3.4 m
air draught	6.7 m
tonnage	1500/2000

Zeekanaal: Schelde till Ruisbroek - Puurs

length	240 m
width	24 m
draught	8.80 m
air draught	44 m
tonnage*	10000

Zeekanaal: Ruisbroek till Brussel (Voorhaven)

length	200 m
width	23 m
draught	5.80m
air draught	33.4 m
tonnage*	4500

UNITED KINGDOM

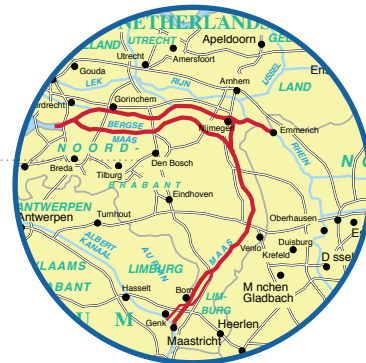
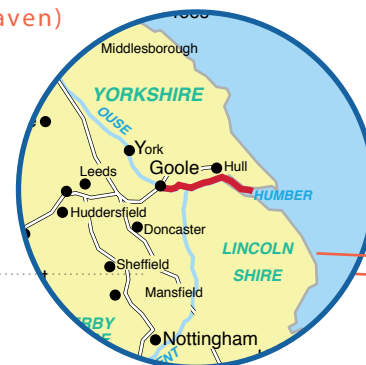
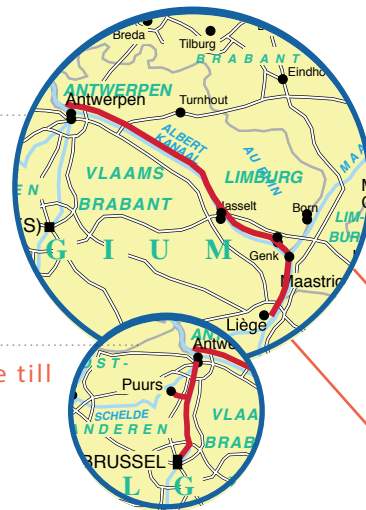
Humber till Goole

length	110 m
width	24.5 m
draught	5.5 m
air draught	n.v.t.
tonnage*	3000/4000

THE NETHERLANDS

Maas Juliana Canal

length	135 m	135 m
width	12 m	12 m
draught	3 m	3 m
air draught	6.8 m	6.15 m
tonnage*	1000/1500	1000/1500



The advantages

The main advantage of sea-river shipping is its unique market range. Sea-river vessels can connect the hinterland with overseas destinations without the need for intermediate transshipment. This results in lower transport costs and a reduced risk of damage caused by additional handling. Minimum total load for transportation is about a 1,000 tons. However, since separate holds enable sea-river vessels to carry various types of cargo at the same time, there is tremendous flexibility in how the total can be made up. There is also the added benefit of floating stock - reducing the need for storage in the company's silo or warehouse. And finally, apart from being cheaper, transportation by water is also environmentally friendly.

PORTUGAL

Douro till Sardouro

length	87 m
width	11.4 m
draught	3.9 m
air draught	7.5 m
tonnage*	2000/2500



SWEDEN

Trollhättan Canal

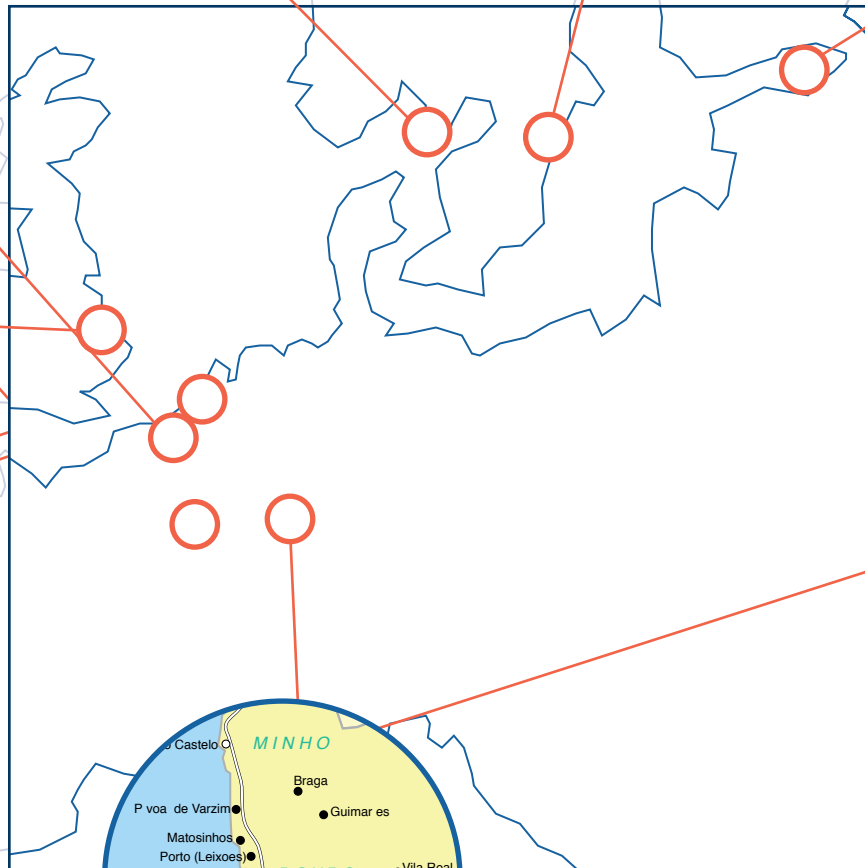
length	88	m
width	13.2	m
draught	5.4	m
air draught	27	m
tonnage*	3000/4000	



SWEDEN

Mälaren Lake (Väsateras, Södertälje, Köping)

length	135	m
width	19.6	m
draught	7.5	m
air draught	41	m
tonnage*	9000	



GERMANY

	Upper Rhine	Central Rhine	Lower Rhine
length	110 m	110 m	135 m
width	11.4 m	14 m	22.4 m
draught	2.5 m	2.5 m	3.5 m
air draught	6.8 m	8.3 m	9.1 m
tonnage*	1000/1500	1000/1500	2000/4000





FINLAND

Saima Canal

length	82	m
width	11.8	m
draught	4.3	m
air draught	24.5	m
tonnage*	2000/2500	



FRANCE

Seine till Gennevilliers (Paris)

length	120	m
width	15.5	m
draught	3.5	m
air draught	8.7	m
tonnage*	1500/2000	

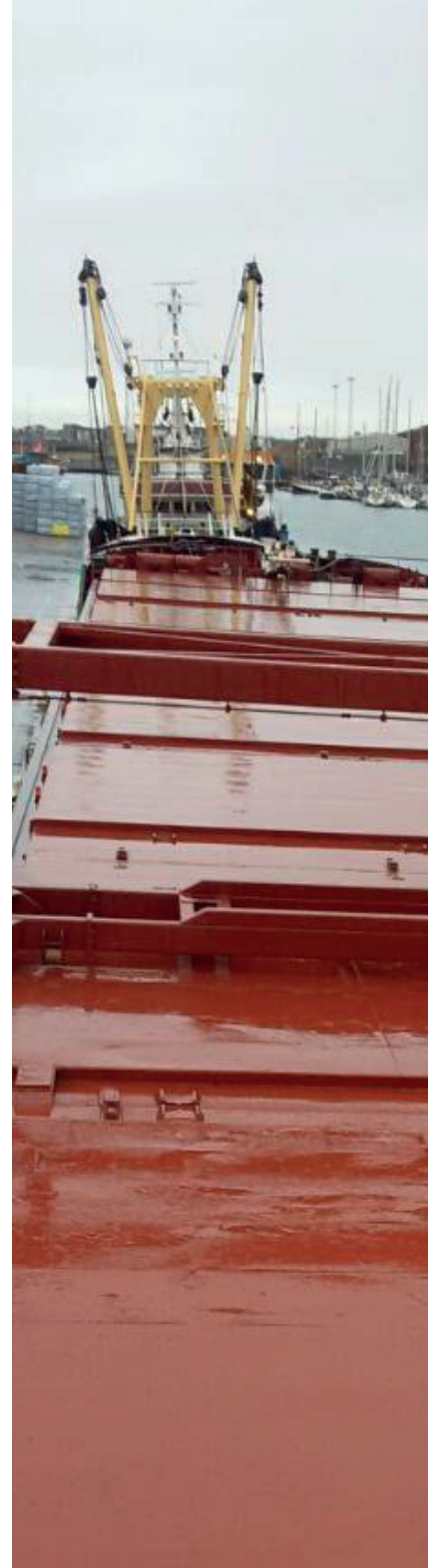


FRANCE

RhôneSaône

length	135	m	135	m
width	11.4	m	11.4	m
draught	3	m	3	m
air draught	6.2	m	5.1	m
tonnage*	1000/1500		1000/1500	

* dependent of the water-level



SEA-RIVER SHIPPING IN EUROPE

- > The European sea-river fleet (Eastern Europe not included) comprises about 400 vessels at an average deadweight capacity of 2,000 dwt. The Dutch fleet, currently about 80 vessels, is steadily growing.

GEOGRAPHIC REACH

- > This brochure contains an overview of sea-river shipping options within Europe. Although there are other shipping options apart from the canals and rivers indicated, these are only navigable by a small number of special sea-river vessels.

The Humber in England and the Trollhattan canal in Sweden are also navigable, either full-length or in part, by conventional coaster. So is the Nene river and a few ports close to its estuary. Although Russia has many rivers allowing navigation by sea-river vessels, this is at present restricted to vessels under the Russian flag.

With its abundance of waterways, our country the Netherlands has a number of rivers and canals such as the Rhine, Maas and IJssel rivers and the Amsterdam-Rijnkanaal, all of which are accessible to sea-river vessels.

However, the existence of navigable waterways is not enough in itself: loading and unloading terminals are also required. For this reason, the development of so-called ROCs (Dutch for Regional Transshipment Centres) is important. Already there are ROCs in Kampen, Heijen, Stein and Oss, mainly for container loading and unloading purposes, but also for handling sea-river vessels with conventional loads.





TYPE OF LOAD

- > Sea-river vessels carry mainly bulk loads such as coal, grain, raw building materials and fertilizer.

They also carry neo-bulk loads such as steel, steel products, sawn timber and paper, and are used for container transportation.

The two major users of sea-river shipping are the German steel industry, which is concentrated in the Ruhr area, and the Swedish and Finnish timber industries.

These regions of origin are determining the predominant transport pattern in this market. Steel products flow downstream on the Rhine, while Scandinavian timber and paper products go upstream, both destined for all parts of Europe.

Transportation of bulk products such as grain and ore, in the form of return loads from the Ruhr area and to Scandinavia, is also considerable.

THE FUTURE >

Although sea-river transport has been a forgotten market segment for some time, we have recently been witnessing renewed and considerable investment in this area, with various (Dutch) shipping companies placing orders for new sea-river ships. New technology has resulted in increased bridge clearance and lower draught developments, which have made a growing number of European inland destinations more easily accessible. Trends in shipbuilding often lead to bigger vessels, but this would be counter-productive for this type of coastal shipping as increased size would almost certainly result in a decrease in shipping reach.

The new generation of sea-river vessels is also smaller by tonnage. An example of a new type of sea-river vessel is printed on the back, showing a vessel measuring 80 metres in length, 6.3 metres in height and 1,700 dwt in tonnage, all at just 3.4 metres draught. Moreover, its box-shaped hold makes it suitable for all types of load, including containers.



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