FAMILIARIZATION WITH IWT- INLAND WATER TRANSPORT

Basic course

WHY IWT?

Cost - efficiency
 The cheapest transport modality . A ship uses 3 to 5 times less fuel than a truck
 No congestion
 Free network, free capacity
 Safety
 Extremely rare accidents
 Reliability and punctuality
 No surprise in the planning and distribution processes

Less fuel = less carbon

Environmental

friendly

• Infrastructure



Fleet & Fright



Jobs



Markets



IWT - Infrastructure

Water routes in Europe



IWT - Infrastructure

Ports and terminals



IWT - Infrasructure

Lockers



IWT - Infrasructure

• Bridge



IWT - Infrasructure

Canals



CERONAV 2011

Dry bulk and general cargo ships

Capacity from 350 tonnes up to 16,000 tonnes for dry bulk products such as agricultural products, building materials, waste and recyclables, coal, also suited for pallets and racks.





Container ships

Capacity from 22 TEU up to 500 TEU, for all goods which can be containerized in regular boxes, reefers, tank containers. Container lines work with regular services.



Self-loading ships

Dry bulk or container ships with self-loading and unloading facilities onboard such as cranes (for unitesed goods) or vacuum suckers (for bulk)



Tankers

Capacity from 650 tonnes up to 9,000 tonnes for liquid bulk products such as fuels, chemicals, gas, food liquids, powders.





Ro-ro vessels



Push convoys

Flexible capacity from 2 convoys up to 9 convoys depending on waterway dimensions, suited for all kind of dry bulk, containers and abnormal indivisible loads.

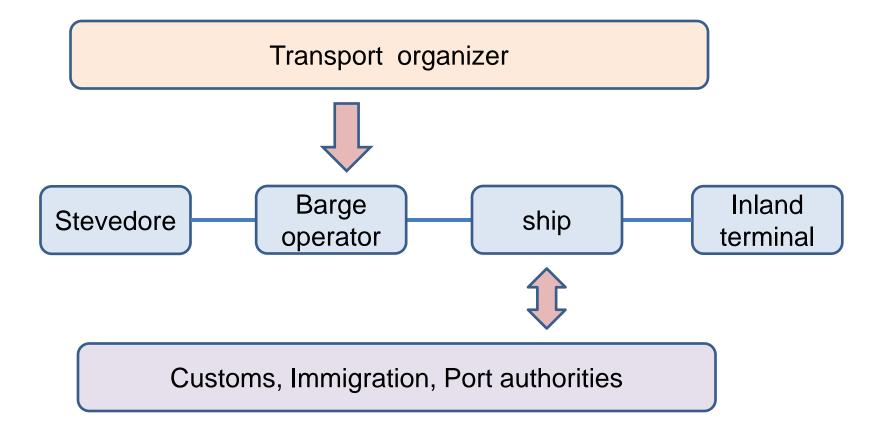


Sea-river and estuary ships



Passenger ships

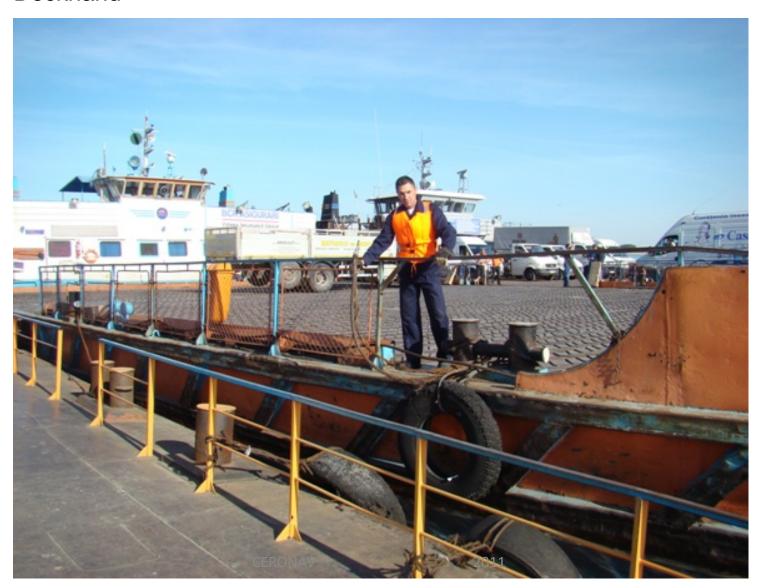




Boatmaster



Deckhand



Mechanical Engineer



Port worker



Port control specialist





Port control specialist



