

### **Advantages Inland Waterway Transport:**

- Large volumes and low cost for direct transport of goods to and from main large companies situated along and close to the European waterway network.
- Inland waterway transport has an excellent energy and carbon record.
- No congestion on IWT infrastructure (large capacity of infrastructure); Road network in Europe is more and more congested and also capacity of rail network is for both goods and passenger transport.

Rotterdam is largest port in Europe and best connected to European inland waterway transport network!

**Inland shipping is responsible for around 50% of incoming and outgoing cargo between the port of Rotterdam and destinations in Europe (about 150 million tons and 3 million containers).**

From the terminals in Rotterdam an extensive fleet of inland vessels transports your cargo via the Maas and the Rhine **directly to the major economic centres in the Netherlands, Germany, Belgium, France, Switzerland and Austria.**

Connections to the Main and the Danube ensure that transport of cargo by water as far as the Black Sea is possible.

### **FACTS AND FIGURES:**

European inland waterways by numbers:

- A 40,000km congestion-free network
- 20,000km accessible to 1,000 tonne vessels
- 75% of EU waterway traffic crosses borders
- 550 million tonnes are shipped by waterways every year

### **Inland waterway transport:**

See also: <https://www.portofrotterdam>

Inland shipping

The Port of Rotterdam is ideally situated for inland shipping and is a start and end point for cargo flows over water.

**European destinations can be accessed quickly via the Maas and Rhine rivers. Links with the Main and Danube enable transport to the Black Sea.**

Check [this page](#) for the most efficient barge connections.

**Sailing times vary from less than a day for destinations in the Netherlands, Germany and Belgium, to four days for example from Rotterdam to Basel in Switzerland.**

The flexible and modern fleet of thousands of small and large inland vessels can be put to a wide variety of uses.

It can transport dry and liquid bulk, containers and project cargo. Inland shipping is highly suitable for transporting large volumes.

Only between Rotterdam and Duisburg can 6-barge push units sail, for example, and thus transport 16,000 tons of [coal](#) and [iron](#) ore every day.

Inland shipping is strong in long-distance transport, but when combined with road transport for shorter distances it can also offer an interesting alternative to using road transport for the entire route.

See the picture of the network with inland ports (bulk) and inland terminals (containers). [See here](#)

See also fact sheet in NL about waterways in Europe: [See here](#)

See picture ships (from small to large) for all types of goods:



●PoR website:

<https://www.portofrotterdam>

<https://rotterdam.navigate>

●Inland navigation Europe and Blueroadmap (voor bulk):

<http://www.inlandnavigation>

<https://www.blueroadmap.nl/#/>