

A PILOT'S PERSPECTIVE ON THE CONSTRAINTS AND COMPLEMENTARIES

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THE ANCIENT VIKING SPIRIT

Since the 9th Century, the Danish are experts in:

Short Sea Shipping.

Door to door service.

From the Skagerrak to Rouen, Paris, Leuven.

Ships:

‘Handy size’ shallow draught vessels of 35 metres with dual propulsion:

Sail and oars.

Versatile - fast – strong - reliable.



THE MODERN VIKING SPIRIT

MARY MAERSK,

400 meters long, 19.000 containers sails up to Antwerp, some 100 Km land inwards.

Thanks to:

Modern ship's design.

Modern propulsion and maneuver technologies.

Modern simulation techniques combined with pilots' experience.



HERITAGE OF INLAND WATERWAYS

Heritage of an intricate network of different areas of rivers and canals in Belgium and surrounding countries.

Combination of rivers and canals.

Canals and locks built at the end of the 19th C according to FREYCINET Standard.

Gabarit Freycinet 38,5 x 5,05 x 2,20 metres.

Still Euro CAT. I waterways.



NEW WATERWAYS IN EUROPE

Connections between existing networks:

Schelde-Rijn Verbinding

Rhine-Main-Donau Connection:

From Antwerp to the Black Sea.

Planned Seine-Schelde Connection



WHY DO WE FAIL?

Traditions and preconceptions in transport.

Barges are considered just good enough for:

Dry Bulk

Liquid Bulk

Containers

Vehicles on RO/RO Barges.

Any homogenous industrial product (forrest products, steel, big bag cargoes, industrial cases.



THE FORGOTTEN CARGOES

Final consumers' goods.

Finished products and packed food.

Perishable foods.

Cattle.

Refrigerated cargoes.

Packed chemicals.

Machinery spare parts.

Electronics.

Fashion and textile.



WHAT DO WE NEED

We lack creativity in thinking about:

Self-gearred barges.

Consolidated cargo barges.

Cooperative transport to and from specific industrial estates.



A TECHNICAL DREAM

A 38 metres barge:

Cargo hold with hatch covers.

A deck crane on a rolling gantry.

Solar cells on the hatch covers.

Electric propulsion.

Hydrogen fuelcells and solar cells feeding batteries.

Batteries in the double bottom to increase the ship's stability to allow self handling with the gantry crane.

