North Sea Baltic corridor

Critical waterway locations

1 - Mittelland canal, Elbe-Havel canal, Lower Havel waterway, Berlin waterways and Havel canal
2 - Weser bridge clearance
3 - Küstenkanal
4 - Lower Ems depth increase and bridge clearance
5 - Dortmund-Ems-Canal bridge clearance (DEK)
6 - Rhine-Herne-Canal bridge clearance (RHK)
7 - Wesel-Datteln-Kanal (WDK) locks & bridge clearance
8 - Datteln-Hamm-Kanal (DHK)
9 - Havel-Oder waterway
10 - Ensuring stable navigation conditions on the Lower Odra
11 - Amsterdam-IJsselmeer modernisation of Oranje locks
12 - Kornwerderzand locks
13 - IJsselmeer-Meppel fairway improvement
14 - Upgrade Lemmer-Delfzijl fairway to class Va standard and replacement 8 bridges

"With almost 800,000 inhabitants and over 400,000 jobs and 80,000 companies and institutions, the Zwolle region is of vital economic importance. The business parks and inland ports of Zwolle, Kampen and Meppel, strategically united in a port cluster, today generate 3.5 billion in added value and 40,000 jobs. The cluster amplifies the economic potential of its hinterland as its logistics capillaries connect the North Sea ports to the Baltic. Long-term and reliable investment is essential to ensure growth not only of the cluster but also across the corridor"

Jeroen VAN DEN ENDE, Director Port of Zwolle

North Sea Baltic corridor

INE INLAND NAVIGATION EUROPE
EFIP European Federation of Inland Ports
ebu european barge union
OEBB
European IWT Platform

KEY MESSAGES

- From the North Sea to the Baltic, there is great potential untapped to expand transport by water and benefit various industries.
- By prioritising investment in locks, bridges and waterway upgrades, we can alleviate current capacity constraints, ensure seamless transport between seaports and their hinterland, facilitate cross-border trade and support the development of innovative industrial clusters and clean logistics.

Corridor background

In the northern Netherlands, four new industrial clusters are in full development: green agriculture, renewable energy, circular and sustainable construction. The ambition is to support these clusters with green logistics over water. In addition, there are important freight flows by inland waterways from the North Sea ports into Germany and from Germany via the canals to the Czech Republic and Poland. In the Baltic area of the corridor, the most important freight flows by inland navigation at present are moving between the Szczecin-Świnoujście seaports and Poland via the Odra river, and Germany via the western branch of the Odra. Goods bound for Germany enter the canal network via the Havel-Odra-Waterway.

Waterway infrastructure

In the northern Netherlands, several works are necessary to enable seaport-hinterland transport and fluid operations between the Netherlands and northern Germany over water. The largest part of German project investment will address removing capacity constraints at locks and bridges as well as canal upgrades in order to reduce waiting times.

The TEN-T section of the Odra on the Polish-German border section is crucial to cross-border trade. In order for the Odra to reclaim its historic role by connecting Poland's industrial heartland, Lower Silesia and Silesia, to Western European markets via the seaports Szczecin-Świnoujście, further investment would significantly relieve the congested land networks and reduce transport externalities.

Inland ports

To become hubs for clean industrial growth and green logistics, ports must be modernised. In the Netherlands, terminals and rail connections have to be expanded and developed to support the growing potential of circular hubs along the corridor. In Poland, the seaports of Szczecin Swinoujscie need upgrading of their quay walls to accommodate berthing of inland ships. At the same time, inland ports and terminals, such as the Kedzierzyn-Kozle Terminal, require investment to service the rising demand for new logistics solutions.

€0.5 billion

are required to make the inland waterway network of the North Sea Baltic corridor bottleneck-free and to i increase climate resilience