

Inland waterway operations Inland waterway (IWW )operations are classified into four related categories: (1) infrastructure; (2) transport and operations; (3) transshipment operations; and (4) challenges influencing operations.

3–Transshipment operations At the IWW terminals, handling operations at the quay are executed by multipurpose or dedicated container cranes. A brief discussion for every category here:

1– Inland waterway infrastructure operations Infrastructure operations refer to operations involved in designing, building, financing and maintaining IWW infrastructure. IWW infrastructure consists of rivers, canals, locks, bridges and intermodal terminals (both inland and deep sea) In general, the design and construction of rivers are not necessary as they already exist in nature.

4– Inland waterway challenges influencing operations When looking towards the future of IWW operations, five main challenges have been identified: (1) sustainability, (2) climate change, (3) cost and price, (4) truck platooning and (5) information exchange. In terms of design, construction, finance and maintenance, terminal infrastructure is comparable with canals, locks and bridges.

2–Inland waterway transport and terminal operations dry bulk transport and terminal operations can be characterised by regular transport flows and thus smooth operations. Transport and terminal operations in container transport are diverse in terms of origins, destinations and other variables. River maintenance is a crucial activity that is financed by public sources and managed by the Ministry of Transport. Liquid bulk loads consist mainly of oil and chemicals.