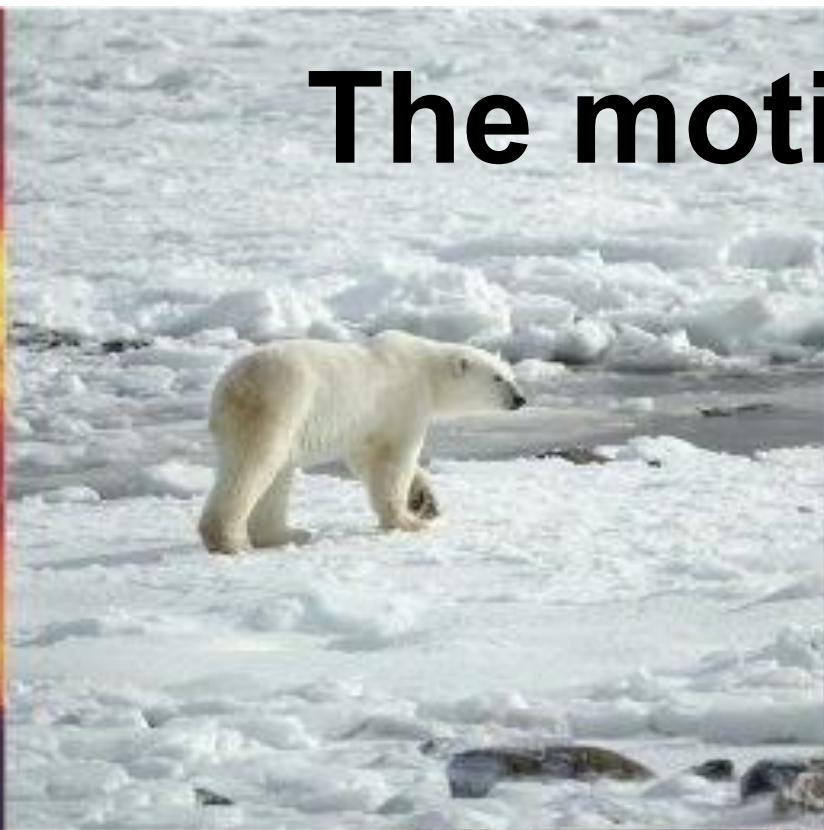
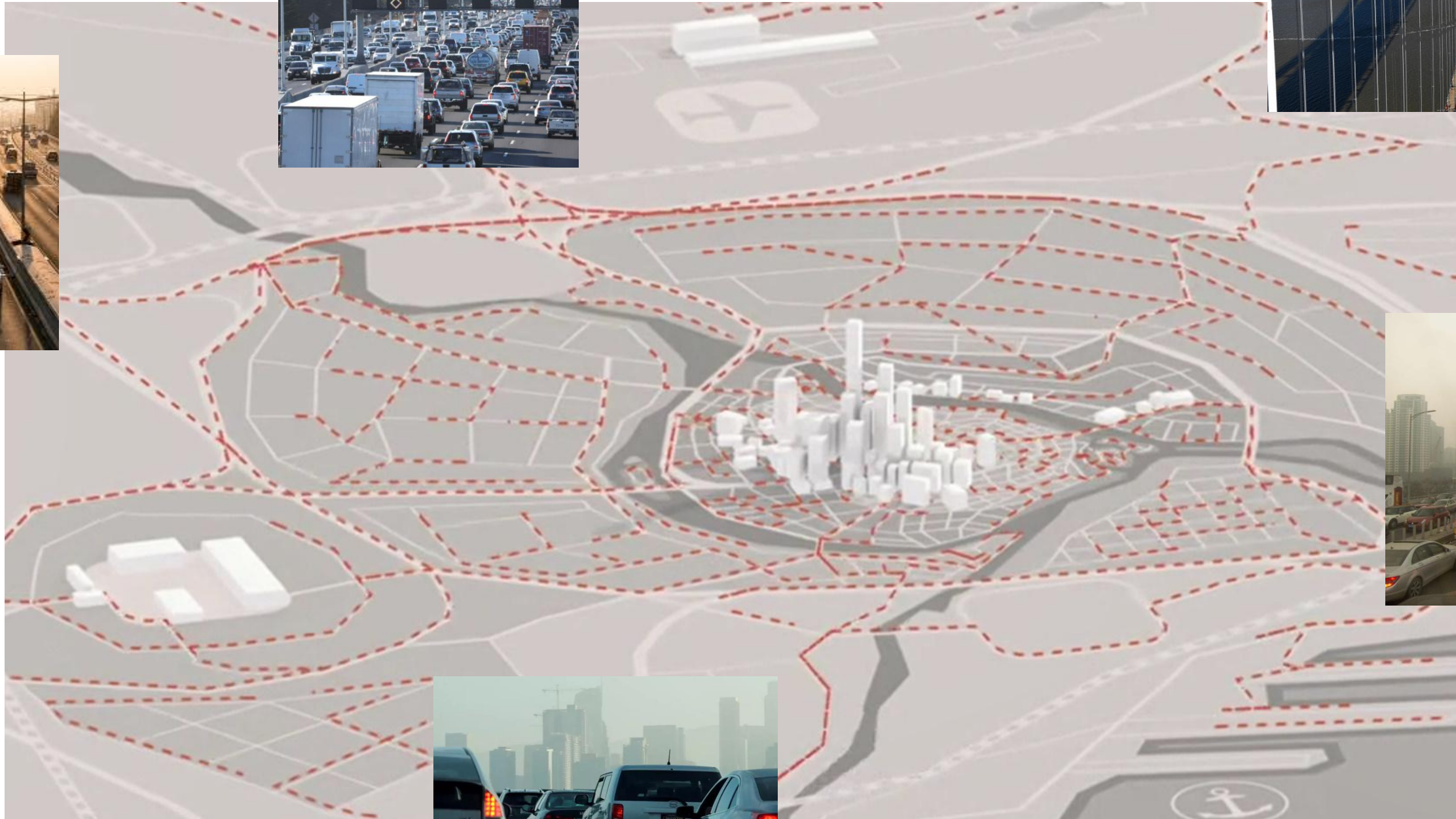


# The motivation!



# Waterways are hindering and underutilized...



# European Commission

## *Sustainable and Smart Mobility Strategy*

*“The European Union has charted a path to climate neutrality by 2050 with an ambition to reduce net greenhouse gas emissions by at least 55% by 2030, compared to 1990 levels. The transport sector, including road transport, aviation, waterborne and rail, has however been steadily increasing its emissions at an average yearly rate of 1.7% since 1990.*

*The resulting emissions are also one of the main contributors to environmental and health problems, which are particularly acute in urban areas. [The Sustainable and Smart Mobility Strategy](#) includes an action plan to deliver on a 90% cut in mobility emissions by 2050, delivered by a **smart, competitive, safe, accessible, and affordable transport system**. This encompasses all road vehicles, aircraft, rail, **waterborne vessels, infrastructure and new mobility services in increasingly climate-neutral cities and rural areas**. The electrification of road transport alongside the increasing electrification and use of zero and low carbon fuels of **waterborne transport** and aviation are expected to reduce these emissions, but further breakthroughs beyond the drivetrain are needed to deliver an effective and safe low emission transport system.”*

*EC Milestones for a smart and sustainable future*

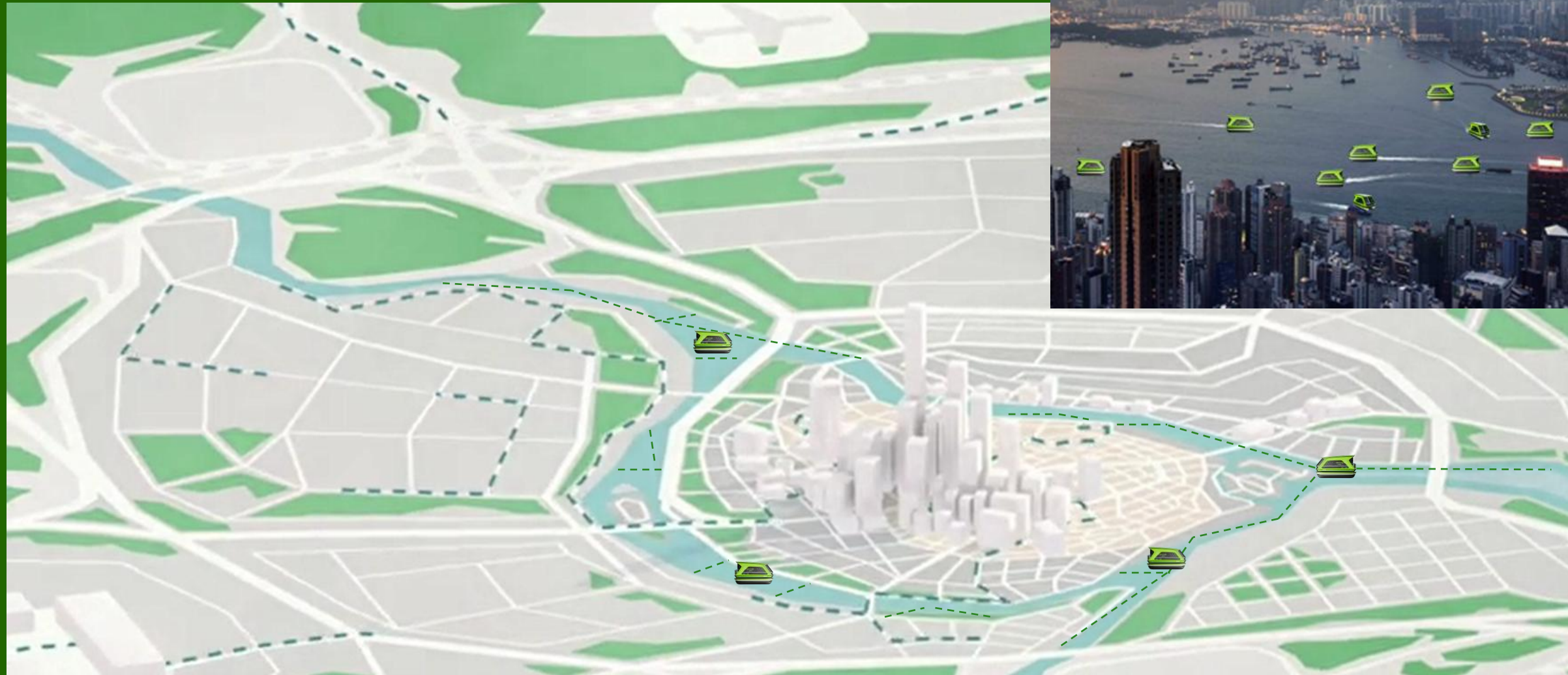
### **By 2030**

- **100 European cities will be climate neutral.**
- scheduled **collective travel** for journeys under 500 km should be **carbon neutral**
- **automated mobility** will be deployed at large scale
- **zero-emission marine vessels** will be market-ready”





# Reclaiming waterways



Cstrider's smart transport system – closing the gap!



# STRIDER



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# Cstrider value proposition

- Reduced environmental impact
- Reduced time to commute
- Reduced energy need
- Reduced CAPEX
- Reduced OPEX
- Passenger centric design



[https://www.cstrider.com/Film/This\\_is\\_Cstrider.mp4](https://www.cstrider.com/Film/This_is_Cstrider.mp4)



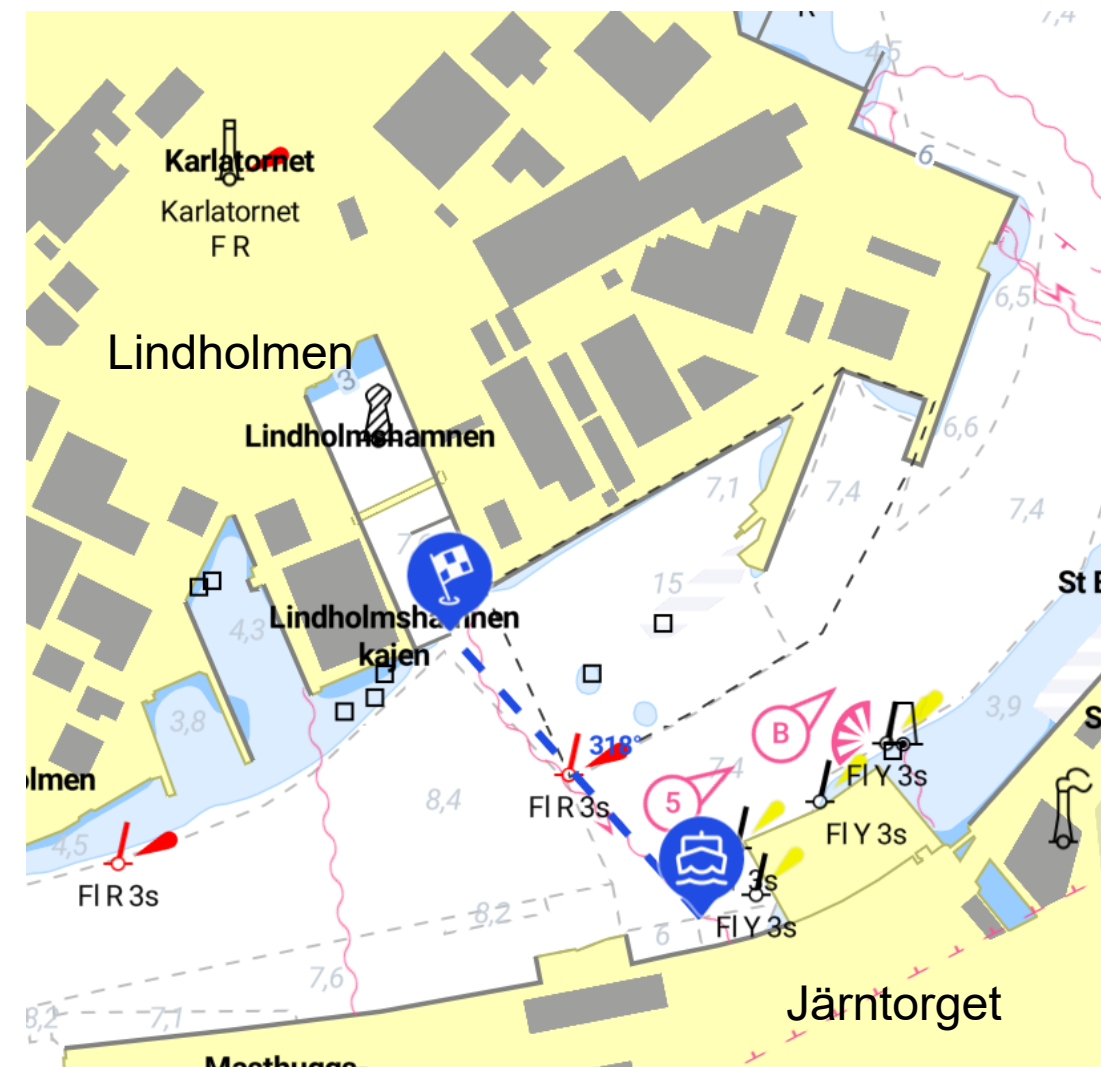
# Virtual bridge infrastructure

## Example Gothenburg



### Lindholmshamnen - Järntorget

- **Departure every 2nd minute**
  - ~3min river crossing
  - **5 boats**
  - Passenger capacity ~700-800/h
- **Break even at 8% utilization rate**
  - Västrafik ticket cost
  - 60 passengers/h (2 pax/departure)
  - 360 days/year
  - 8 year depreciation (8% interest)
- **Savings\***
  - 20min/day
  - 15km/day
  - 1,95-7,5kWh/day (5-19%/day)
  - ~50-60sek/day\*\*



\*Existing bridges compared with tram, buss and car

\*\*Socio-economic calculation values ASEK 8.0, bikes 148-185sek/hr



# Bridge cost comparison

- Cstrider 10-vessel system
  - Two virtual bridges
  - ~2,5% of the cost of a fixed
- One fixed bridge equals
  - 40 virtual Cstrider bridges
  - 400 vessels
  - 60 000 passengers/hr

## Hisingsbron

- Length 440m, Height 13m (28m)
- Final cost ~3,65 bnSek



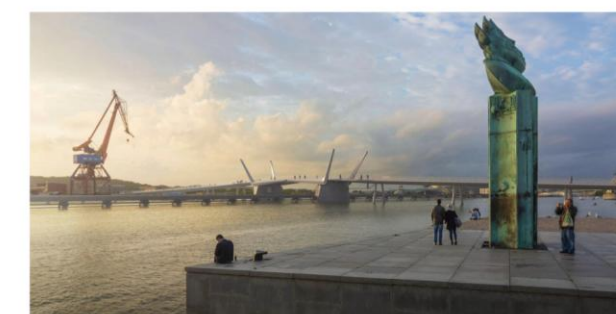
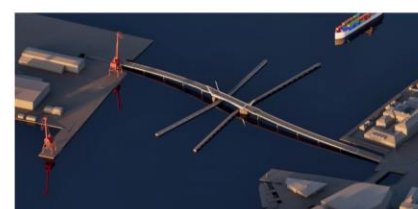
## Tram

- Frihamnen- Lindholmen
- Addition ~0,7 bnSek



## Pedestrians and bikes

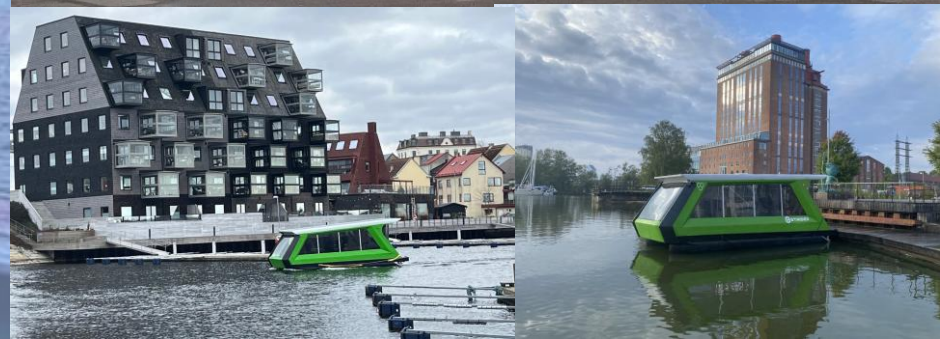
- Length ~<300m
- Width 10m
- Est. cost ~1,2 bnSek



# STRIDER

- Today ~800 000 travels
- Complement existing ferries
- < 6 months return of investment
- Increased flexibility
- Departures more often
- Reduce operation cost and energy need





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# Our Vision



Cstrider is the future of urban waterborne transportation. By having a flexible system, we adapt to customized needs of each city. In an environmentally friendly and sustainable way provide a solution that can reduce commuting time and support increased quality of urban living.

# Thank you

Tobias Husberg

+46 722 120221

tobias.husberg@cstrider.com

www.cstrider.com

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