

UNECE

Conference on Hinterland Connections of Seaports

Piraeus 17th-18th September 2008



The **SHORT TERM** future of **HINTERLAND** connections



The Size of the Problem



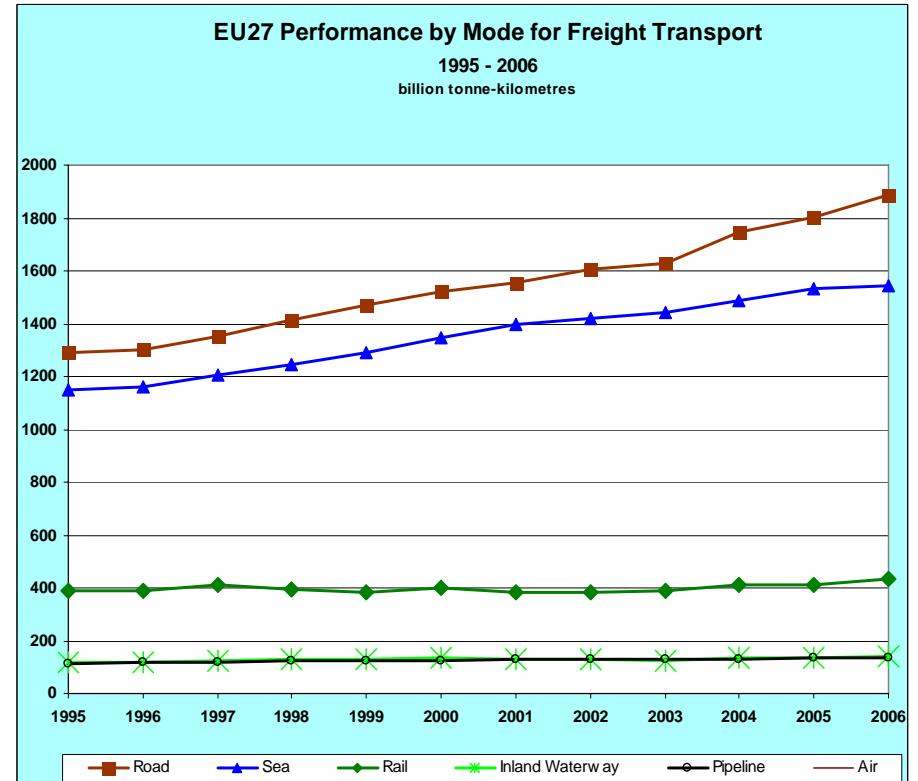
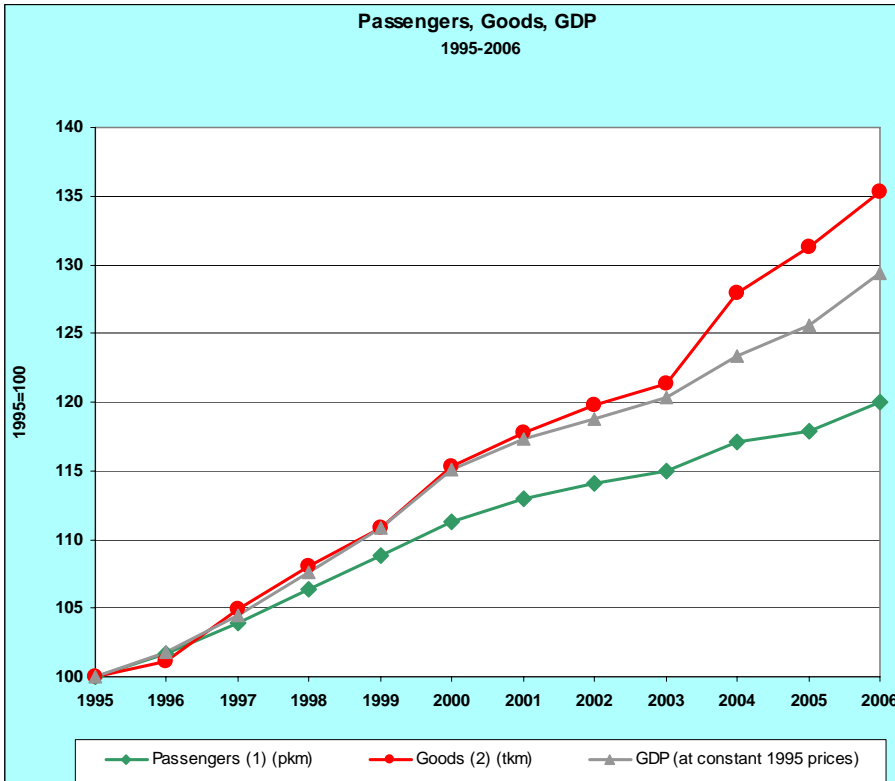


Where is the Problem



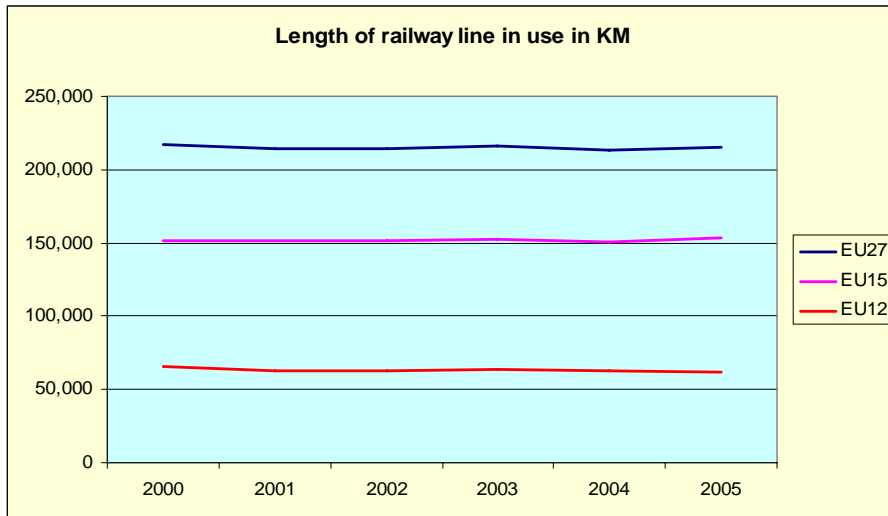
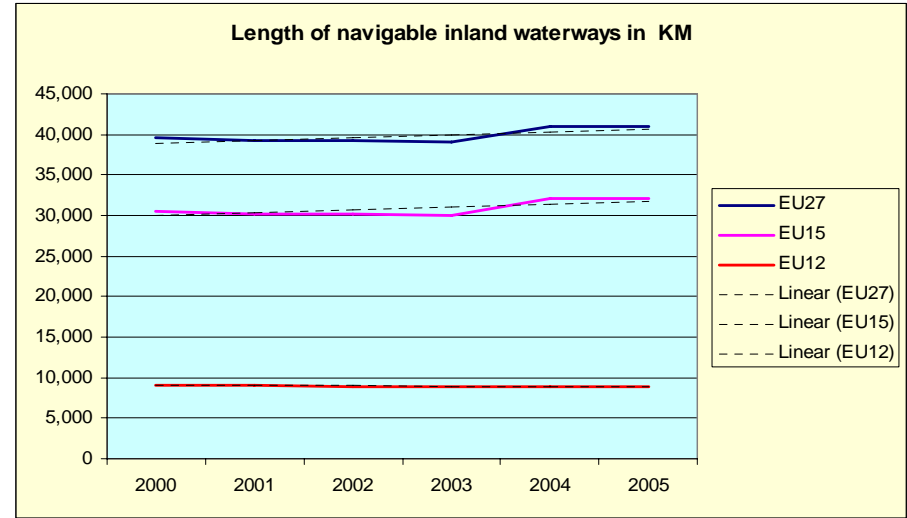
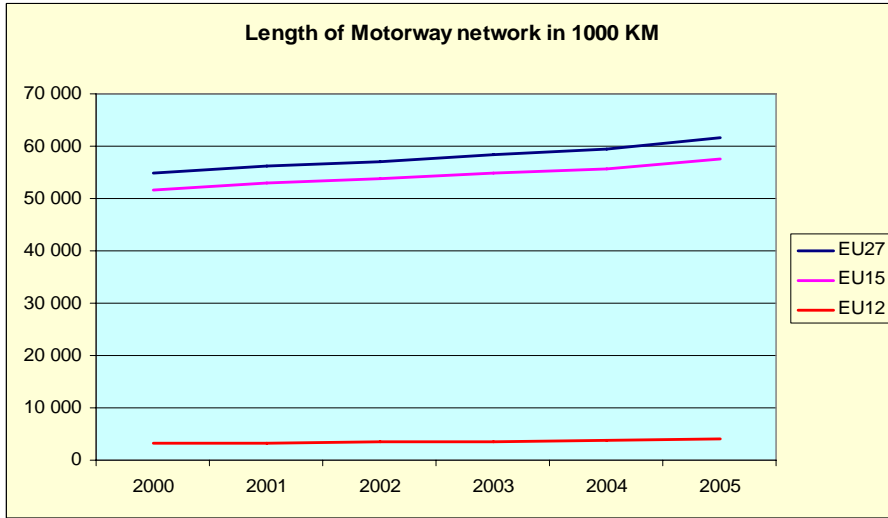


Here and Now





Here and Now





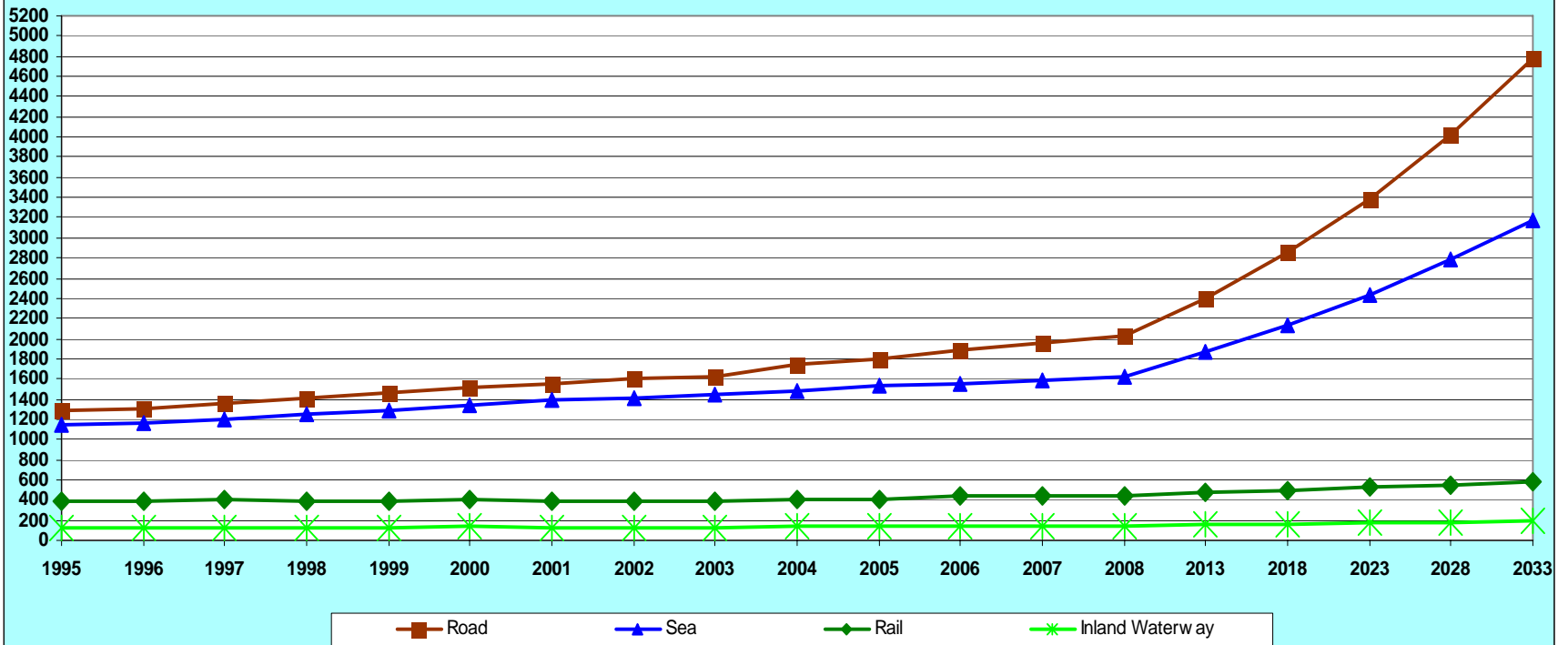
Way Forward



EU27 Performance by Mode for Freight Transport

1995 - 2033 (forecast at current 11 year annual averages)

billion tonne-kilometres



	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2013	2018	2023	2028	2033
Road	1289	1303	1352	1414	1470	1519	1556	1606	1625	1747	1800	1888	1954	2022	2402	2852	3388	4023	4779
Sea	1150	1162	1205	1243	1288	1348	1400	1417	1445	1488	1530	1545	1587	1630	1862	2127	2430	2776	3172
Rail	386	392	409	392	383	401	385	382	391	413	413	435	439	443	468	495	522	552	583
Inland Waterway	121	118	126	130	127	133	132	132	123	136	138	138	140	141	150	159	169	179	190



Way Forward



PHASE 1 (Short Term)

Create 30% extra motorway capacity through legislative measures that encourage LGV night driving and night delivery opportunities.

- Fuel tax rebates/penalties based on tachograph readings for night driving
- Business rate concessions for warehouses that operate during the night
 - Daytime driving prohibition for LGV around busy Urban areas
 - Complete road TOLL exemption between 22h00 and 04h00



Way Forward



PHASE 1 (Short Term)

REDUCE EMPTY MILEAGE

through better use of TECHNOLOGY

- 🌐 Improve coordination between various Freight Data Bases
- 🌐 Encourage use of Freight Data Bases through a penalty system for excessive empty mileage.
- 🌐 Reducing empty miles will also have a positive effect on demand / price for the precious commodity we call fuel.



Way Forward



Phase 1 (Short Term)

ALLOW LARGER TRUCKS ?



- 🌐 Are they practical and will road safety be jeopardised ?
 - 🌐 A quick and easy way to reduce empty mileage
 - 🌐 Encouraging traffic to stay on the road !!



Way Forward



Phase 2 (Medium Term)

Reduce permissible “road distance” in Europe
between producer (or port) and end user in phases

YEAR	2015	2020	2025	2030	2035	2040
Distance between producer and end user (km)	Minimum % journey via non-road means	Minimum % journey via non-road means	Minimum % journey via non-road means	Minimum % journey via non-road means	Minimum % journey via non-road means	Minimum % journey via non-road means
2001-2500	50.00%	55.00%	60.00%	65.00%	70.00%	75.00%
1501-2000	--	45.00%	50.00%	55.00%	60.00%	65.00%
1001-1500	--	--	35.00%	40.00%	45.00%	55.00%
0-1000	--	--	--	35.00%	40.00%	50.00%

Such system will encourage or force private industry to :

- re-locate and re-distribute manufacturing base closer to consumer = better balanced traffic flows
 - invest in more sea-going options
- invest in scheduled short sea, inland waterway & rail services

Above will require governments to :

- Legislate properly and be determined to enforce new rules
- Invest much more in rail and waterway infrastructure as part of a Pan European project



Innovation

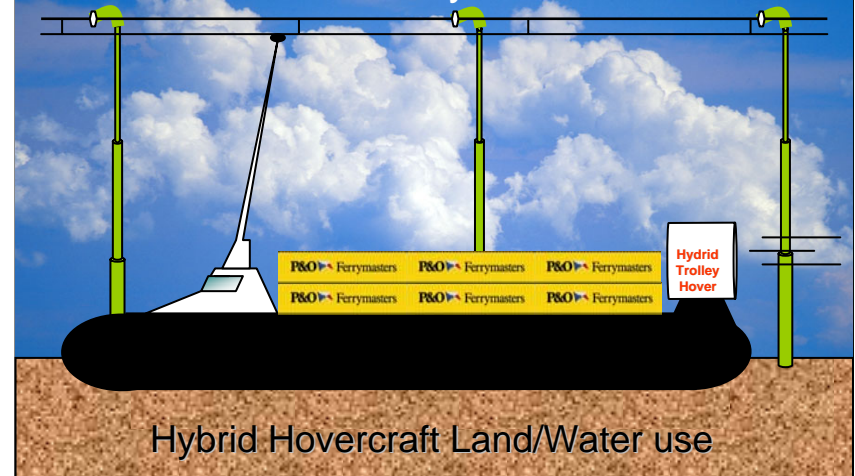


Better use of vertical space



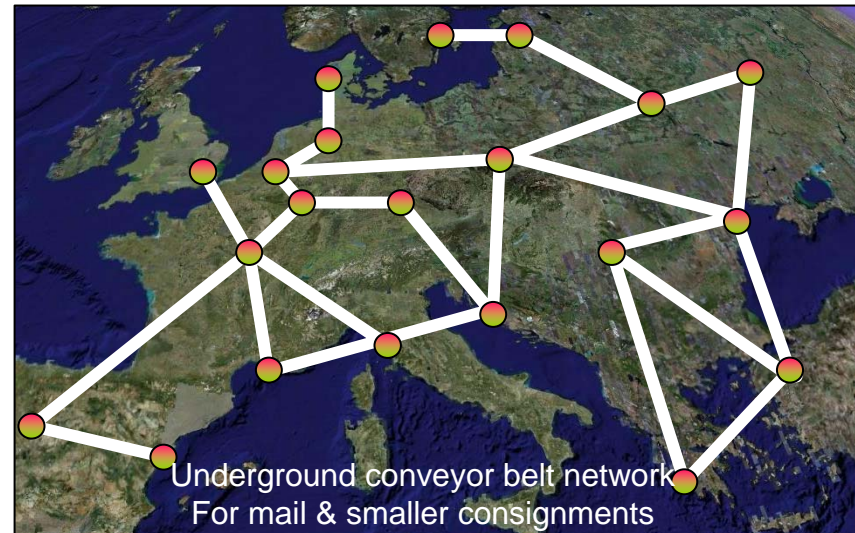
Ground controlled, sun powered airship

Cost-effective easy construction



Hybrid Hovercraft Land/Water use

Thinking Outside The BOX



Underground conveyor belt network
For mail & smaller consignments