

Challenges to the development of Seaports and Rail freight related Corridors and Nodes

UIC-International Union of Railways

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Hinterland Connections of Seaports
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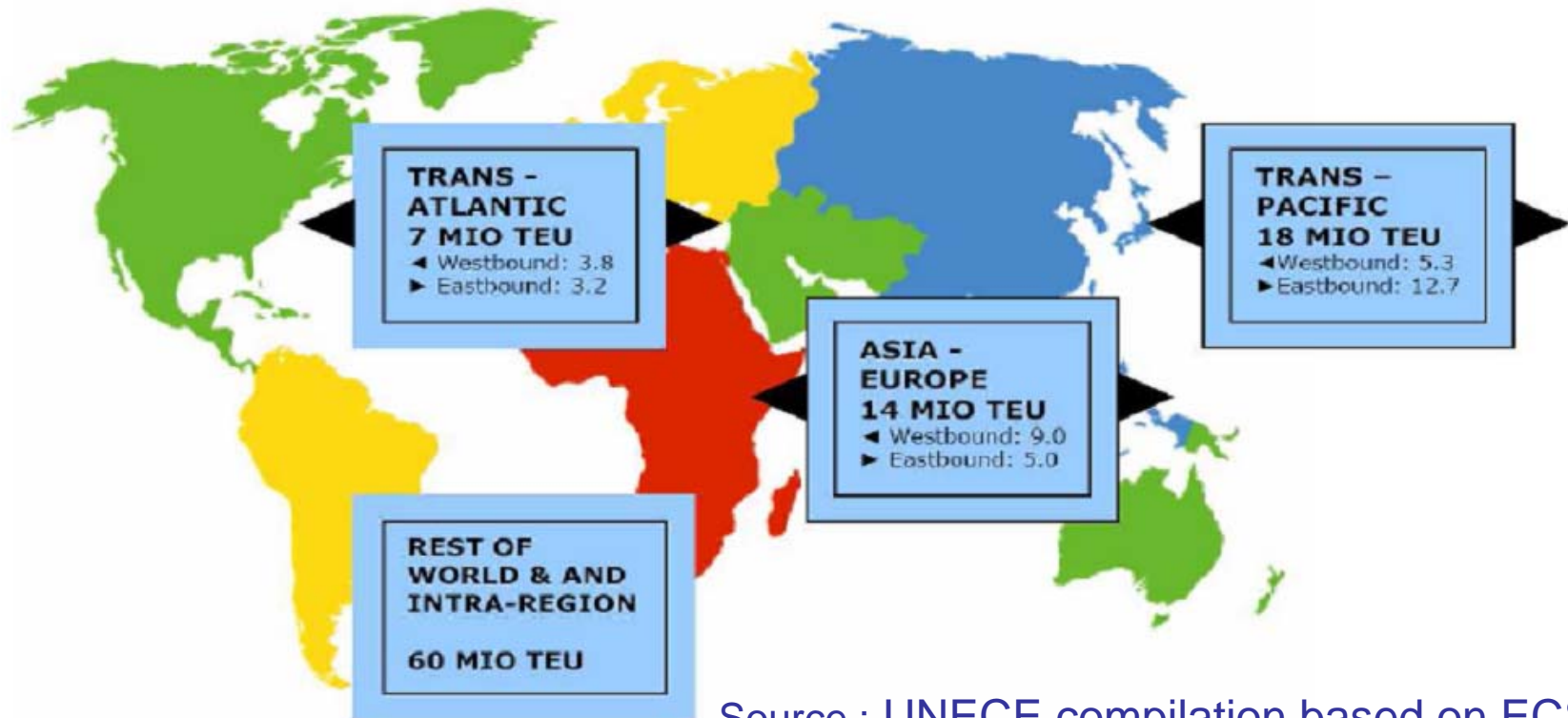


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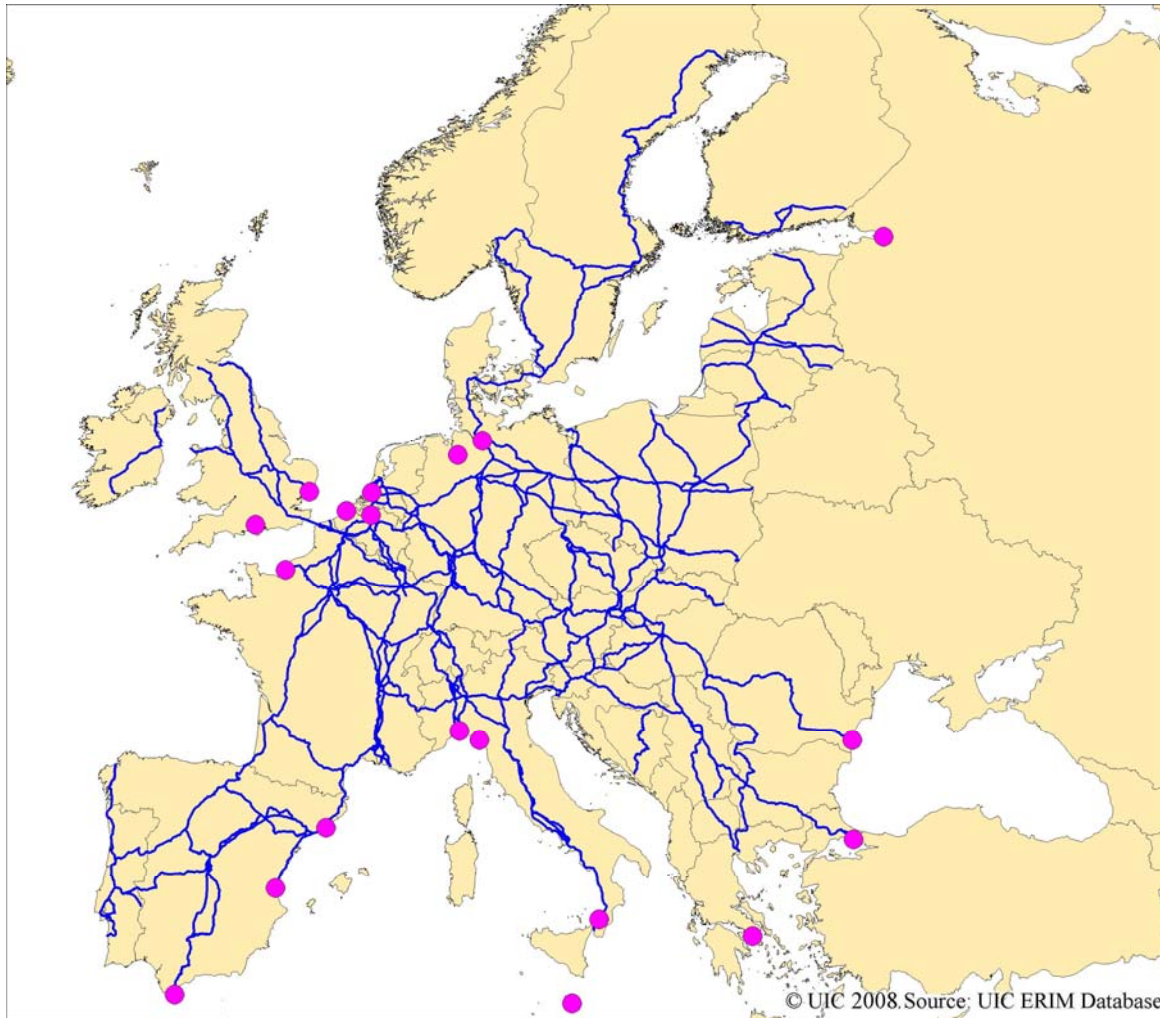
Understanding World Trade Patterns

Example : World container Flow 2005 (Million Full Load Containers)



Source : UNECE compilation based on ECSA
(European Communities Shipowners Association & Drewry Shipping Consultants Ltd)

Major container ports and ERIM Network -European Rail Infrastructure Masterplan

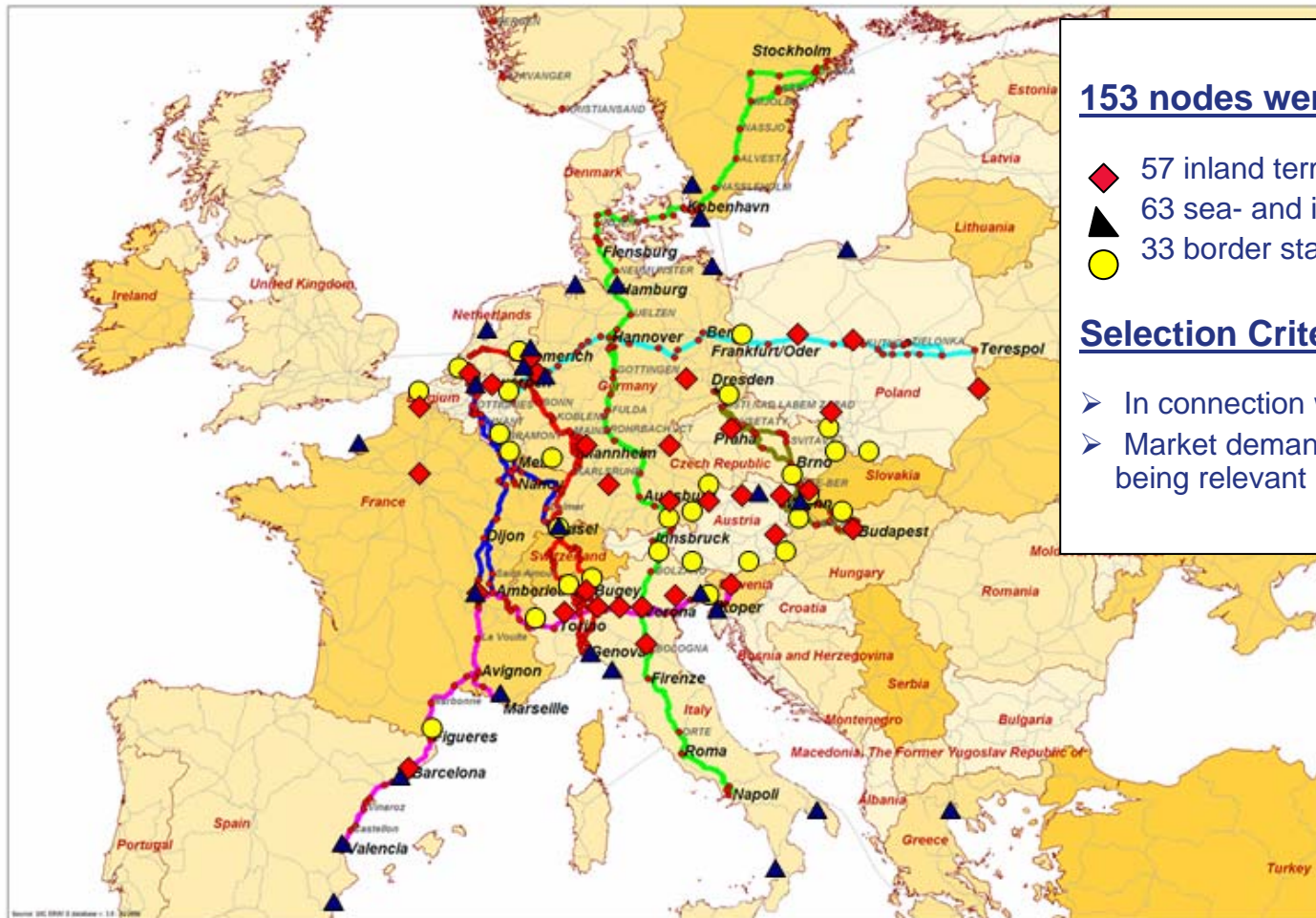


ERIM network

- Covers 32 countries
- Includes 20% of their route-length (50 000 km)
- Carries > 50% of traffic

● UNECE
"TOP 20"
container Ports

Transport nodes along the ERTMS corridors investigated by UIC (TEMA project)



153 nodes were selected

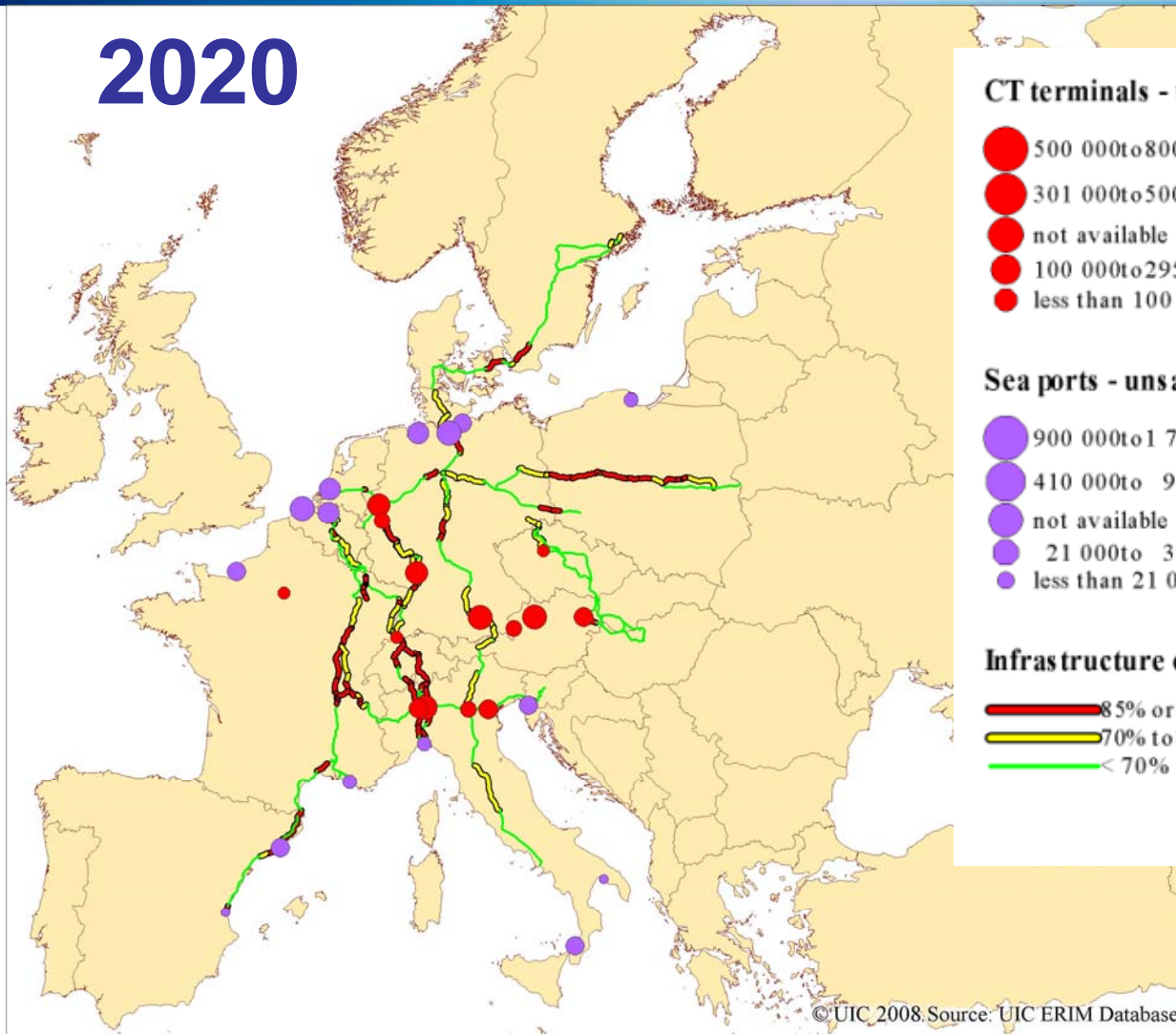
- ◆ 57 inland terminals
- ▲ 63 sea- and inland port terminals
- 33 border stations

Selection Criteria

- In connection with ERTMS corridors
- Market demand and capacity saturation being relevant issues

Capacity constraints along ERTMS corridors

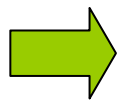
2020



©UIC 2008. Source: UIC ERIM Database

Investment choices : To ensure the existing

- ▶ Transport patterns are well established
 - to / from certain ports
 - to / from certain CT terminals
 - Along certain corridors

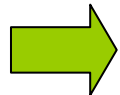


Must ensure that such **existing logistical links continue to function** with adequate infrastructure.

Investment choices: To influence the future

► Adoption of **integrated and coherent planning at EU level** could have an influence in shaping strategies to mitigate current strong tendencies for concentration of traffic around a few ports and logistical solutions.

- East / west containers from / to Russia and Asia.
- Greater use / development of some Atlantic, Baltic and Mediterranean ports.
- Creation of hubs / gateways to organise traffic flows.
- Increase standardisation / optimisation for dominant traffic.



Without some centralised action (at EU level) there is not sufficient critical mass around «alternative » ports / terminals to change logistical patterns or existing trends.

Investment choices : Coordinated investment plans

- ▶ The amount of investment needed is substantial, but **fundable in the right environment for investment.**
 - Concentrate investment on winning opportunities
 - Define coherent and legally enforceable plan
 - Invite private capital to invest in a such a plan, based on assured return (e.g. 5-6% p.a.), underwritten by European Institutions.
 - Allow market forces to operate on the basis of optimising (rather than duplicating) infrastructure.
 - Competition 'for' market in some cases rather than 'in' all markets.

 Reliance solely on market forces will not assure **rational development** of infrastructure or **low cost solutions**.

 Without such a plan, weak links will continue to appear due to lack of coordinated investments.

Summary –

Investment in Seaports and related rail hinterland infrastructure

- ▶ The critical issues and areas are largely known.
- ▶ Data is available to help make wise choices.
- ▶ Infrastructure is costly to provide and duplication or sub-optimal decisions need to be avoided.
- ▶ Co-ordinated action will be necessary at EU level to agree the blueprint for international transport links.
- ▶ Such action will be necessary to align interests of all actors towards common objectives and coherent investment.
- ▶ Public and private investment will be attracted to a logical and unified plan, underpinned by EU and UN.
- ▶ Challenge will be to reach consensus on plan.