

Sustainable port hinterland connections depend on multimodal concepts

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17 September 2008,
Piraeus

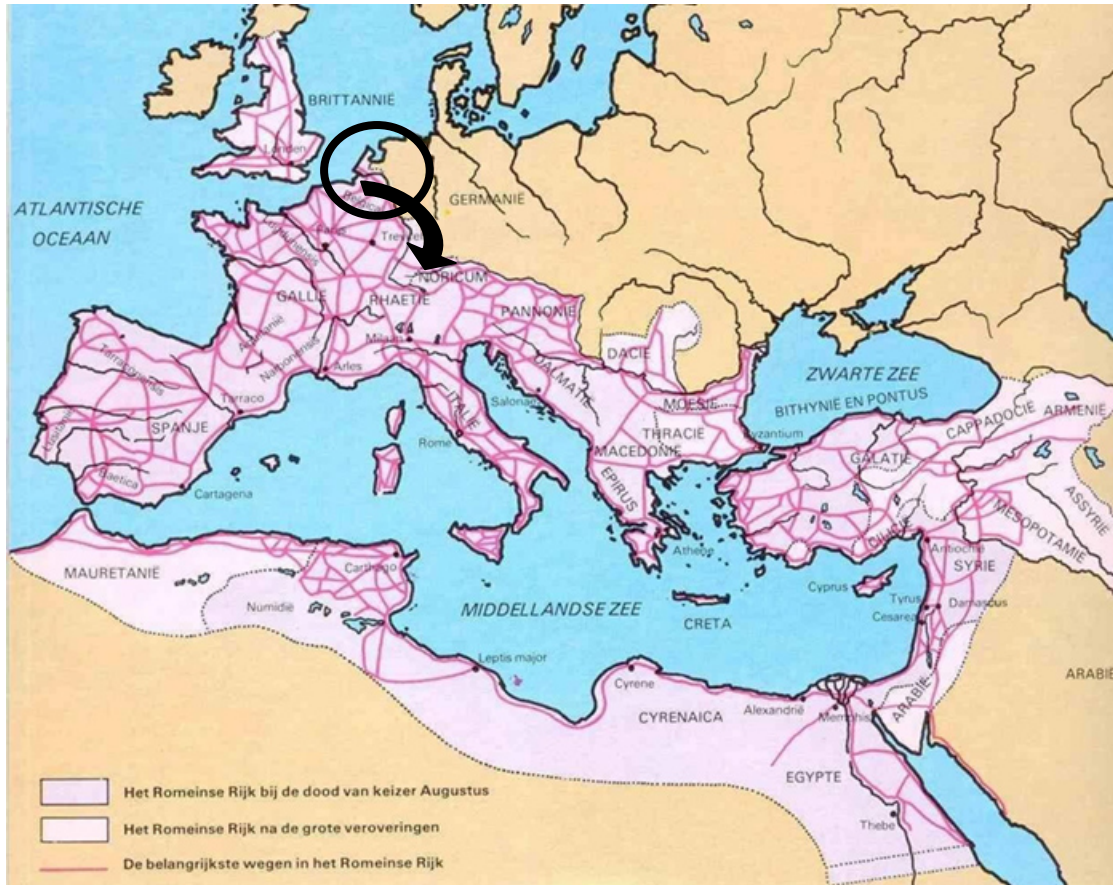


Netherlands has long tradition in port
hinterland connections

Current developments in the Netherlands

Conclusions

0: Tradition starts with the Roman empire



1815: Vienna Congress (1868: Mannheim Act)



- Since 1815 free transport of goods is on the political agenda as essential condition for peace and stable economic development.
- Mannheim Act defines already the principles of the EU Maastricht Treaty for free transport of goods and common market

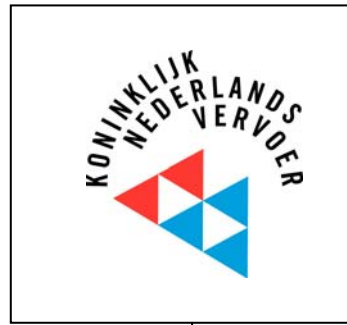
1881: Koninklijk Nederlands Vervoer

(Royal Dutch Transport association)

1860 Staatsspoorwegen

1872 Nieuwe Waterweg

1876 Noordzeekanaal



Freight transport

Public transport

Coach and
touringcar transport

Taxi

Rail and Road

Districhip



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Transport sector and government agree on package of **green** measures.



- **Target is 30% decrease in CO2 emission by 2020 (back to level of 1990), *but with doubling of freight volume between 1990 and 2020.***
- **All transport modes search for measures within their specific working area, *but largest potential is in modal shift.***
- **Road, rail and barge transport are actively searching for potential measures, *but maritime and air transport partners depend on worldwide measures.***

Road user charging for all (motorised) road users



- Introduction of road user charging for all motorised vehicles between 2012 and 2016.
- Variabilisation of tariffs for peak hour traffic and environmental parameters of vehicles
- Based on satellite tracking and multiple provider scheme (the challenge: how to track 7 million vehicles and collect the revenues?)

KNV:

'Road user charging leads to more economical use of road infrastructure.'

Expansion of Port of Rotterdam – Maasvlakte II

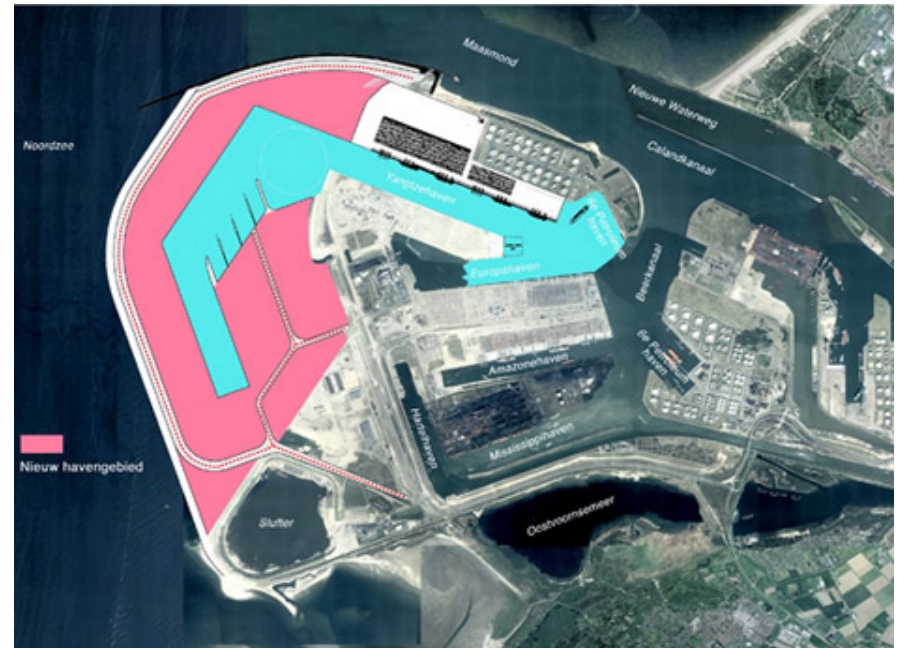


For building permissions:

- modal shift policy on hinterland connections
- environmental zone with restrictions on emission of pollutants from traffic

Hinterland transport for containers:

	2005	2033
road	47%	35%
rail	13%	20%
barge	40%	45%



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Conclusion 1:



- **Transport competes for a share of CO2 emission rights. We can no longer afford to think in terms of competition between transport modes.**

Conclusion 2:



- **The world needs a new international multimodal transport association** (which is not organised on the basis of technical characteristics/ transport modes)

Conclusion 3:



- For the customer to choose the most economical mix of transport modes, prices for **all** transport modes must reflect internal **and external** costs.
- The EC proposals for Eurovignet III should be based on a strategy aimed at optimal engagement of all transport modes, but are hijacked by lobby groups trying to influence intermodal competition.

*KNV supports internalisation of external costs, provided this is done for **all** forms of transport including **private automobiles**.*

***Thank you for your
attention.***



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