Geneva, 14 June 2017

Inland ports core nodes in the hinterland

Alexander van den Bosch, EFIP Director

European Federation of Inland Ports

- Was created in 1994
- Represents over 200 inland ports in 16 countries of the European Union, Switzerland, Serbia and Ukraine
- Types of membership: full member, observers and supporting member
- The unique voice of inland ports in Europe
- An important information network for and about inland ports
- A “promoter” of inland ports

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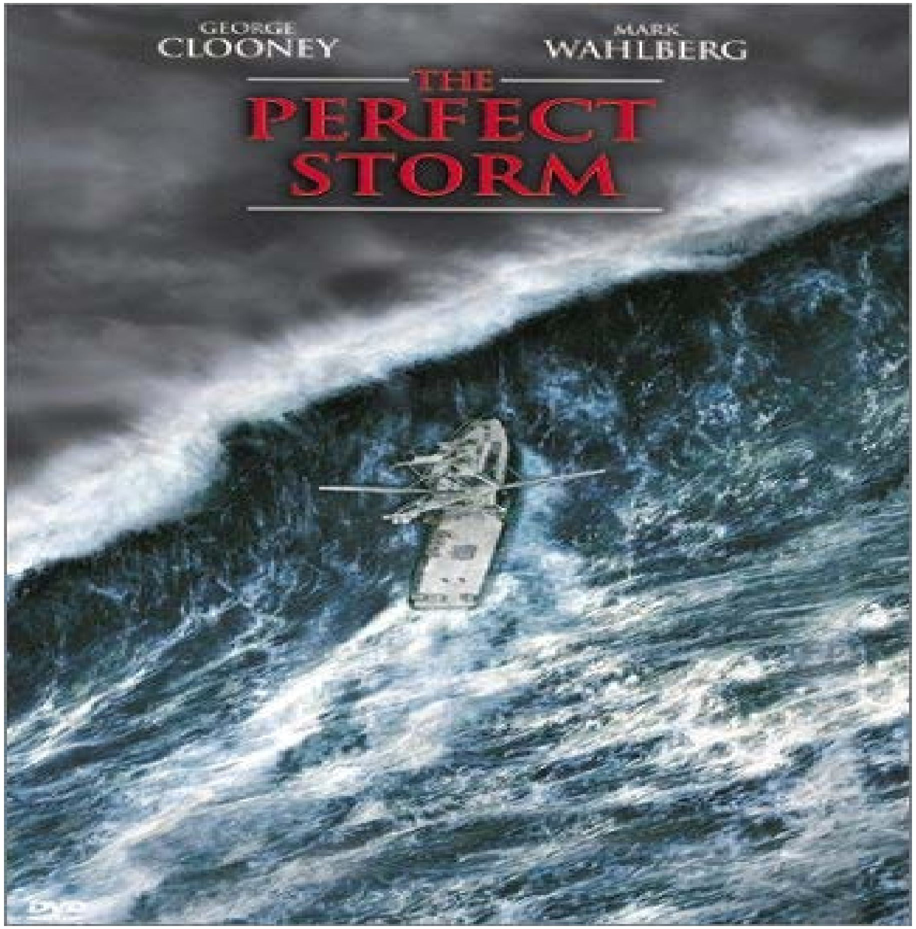
Inland ports in a storm?



Changing markets

TRENDS IN DEMAND FOR TRANSPORT IN 2017 IN RHINE COUNTRIES

Source: CCNR

	Main driver(s)	Trends in demand for transport in 2017
Agricultural products	Harvest results	Decrease (1st semester) & Increase (2nd semester)
Iron ores	Steel production	Stagnation
Metals	Steel production	Stagnation
Coal	Weather & energy policy, partly steel production	Decrease
Sand, soil & building materials	Construction activity	Increase
Containers	World trade	Increase
Mineral oil products	Oil prices & refinery output	Decrease
Chemicals	Chemical production	Increase


Waste = material

The future?


Adapting is surviving

Intermodality: a win-win situation

Bundle cargo

- Need to consolidate cargo and to match freight flows (revision of CTD – new opportunities)
- Linear economic perspective (TEN-T corridor approach)

Digitalisation of logistics

- Interconnectivity of inland port operating systems for data services and cargo bundling in sea and land transport modes and nodes
- Specialise and linking port community systems
  - -Between inland ports: Upper Rhine Ports, Saechsische Haefen
  - -With sea ports: HaRoPa, Ghent-Terneuzen, Venlo, Trilogiport…

Costs

- Transhipment costs: additional transhipment and pre-/ end haulage operations result in higher door-to-door costs compared to direct road haulage, <u>in particular on short distances</u>.
- Intermodal transport is in most cases more **environmentally friendly** than unimodal transport
- The **TEN-T policy** realising Europe's multi modal potential

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Key-role role for Ports?

- Multimodal hubs on the European Transport Corridors:
  - Interface between the maritime and land modes of transport
  - Located in the heart of urban nodes
  - Extended gates of the major seaports
- Platform for the regional economy
- Key in bringing the actors together along the transport value chain
- Interface between long distance transport and local logistics:
  - Sustainable city logistics and use of small waterways
  - Cargo bundling, innovation and smart solutions

"Inland ports play a crucial role in the multimodal logistical chain, as drivers of economic growth", Inland Ports Platform

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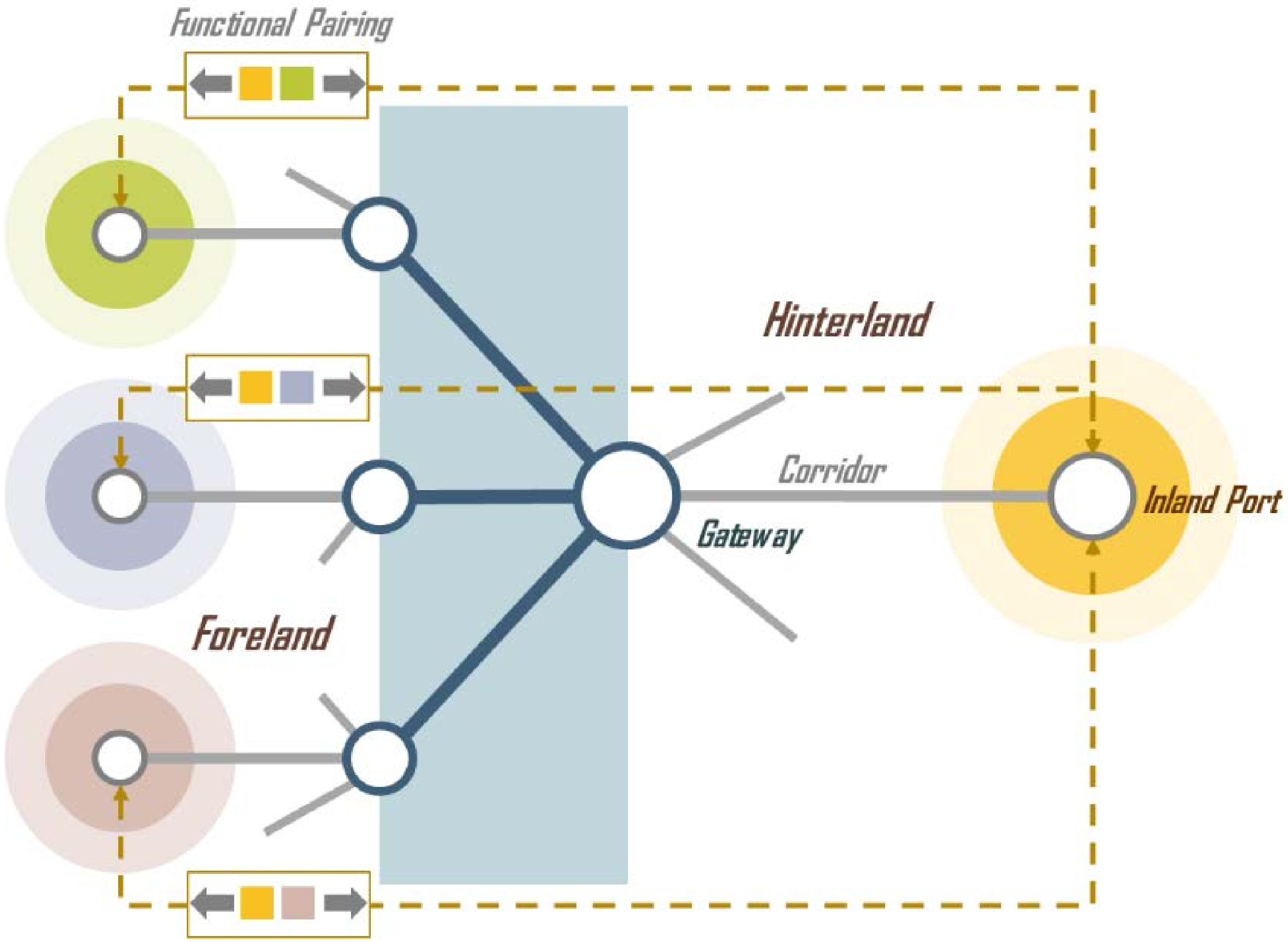
What's next?

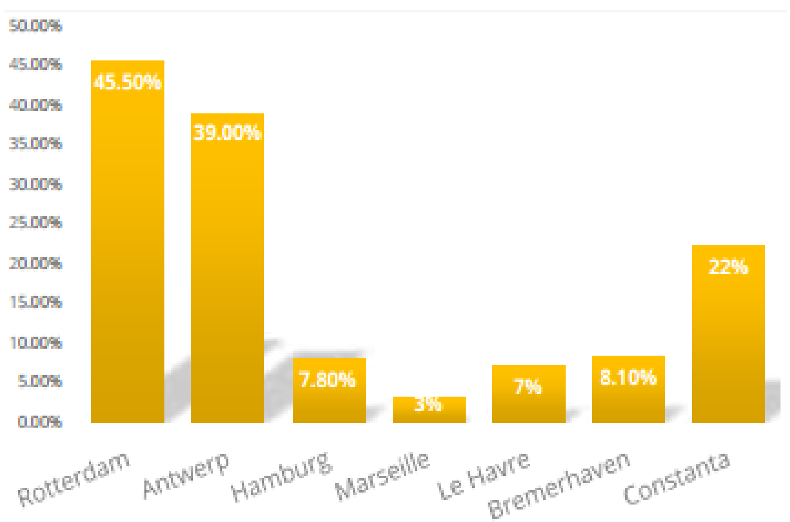
Crucial nodes in the hinterland



Maritime hinterland transport

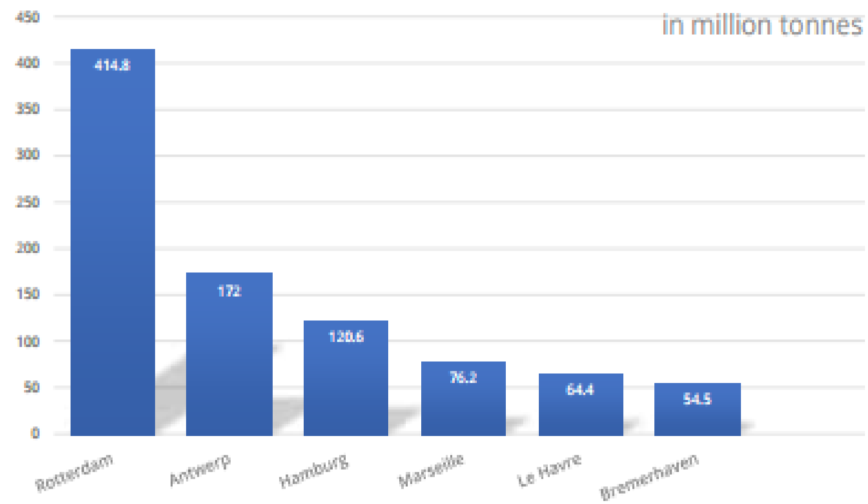
- 60% of IWT = maritime related

Inland waterways transport share in ports



Source : CCNR & Ports

Freight traffic in seaports



Source : Eurostat, 2014

Modal share
Ghent: 50%
Amsterdam 44%

Hinterland container transport

Rotterdam and Antwerp: seaborne

235 MT in 2013

400 MT expected in 2030 in Benelux scenario, 325MT in OECD scenario

Modal shift: 2013 - 2030

Mode	Antwerp	Rotterdam
Road	56% → 43%	55% → 35%
Rail	9% → 15%	11% → 20%
IWT	35% → 42%	35% → 45%

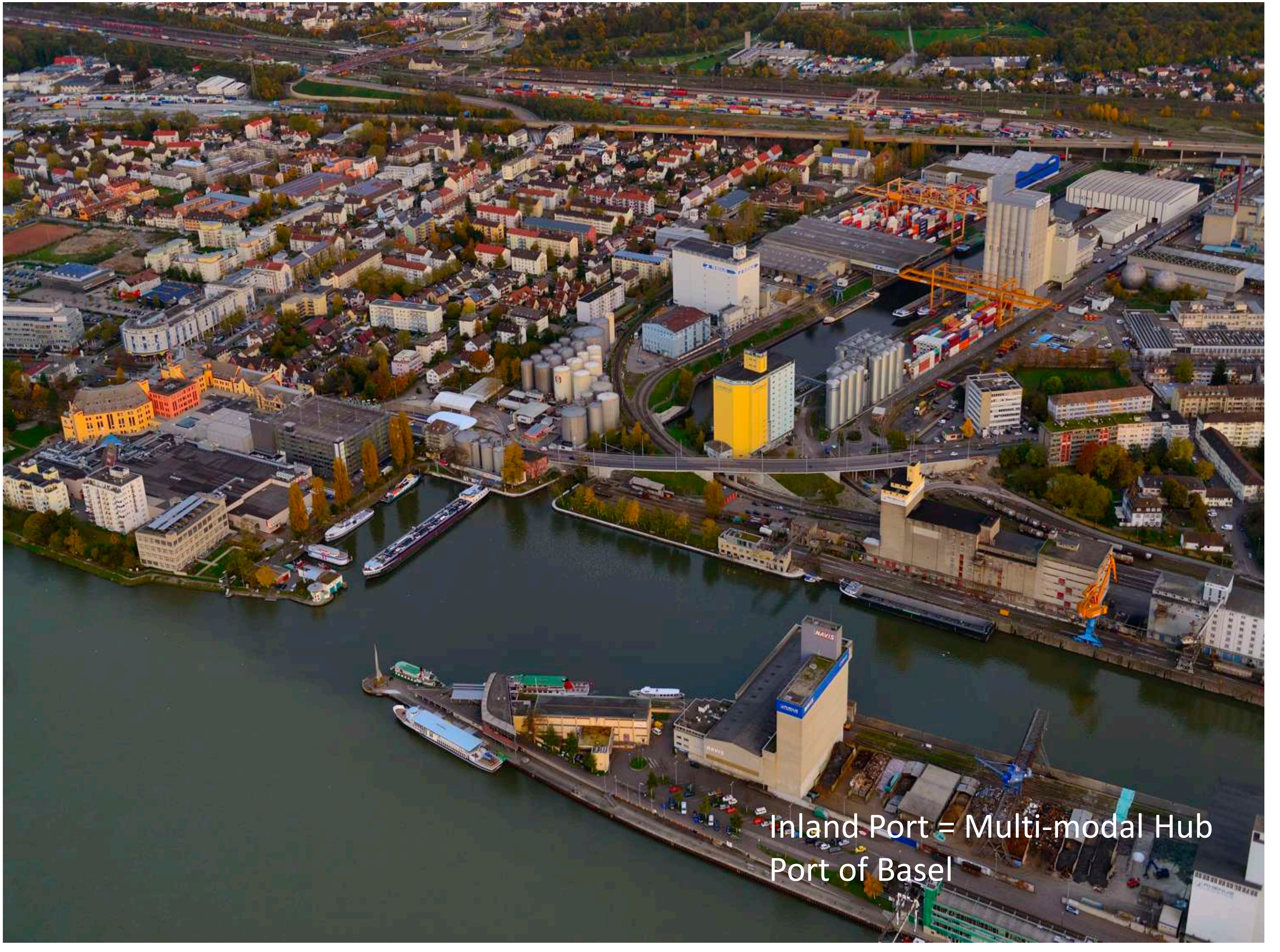
Rotterdam and Antwerp: IWT

82.25 MT in 2013

Source: Benelux and OECD , ECA

180 MT expected in 2030 in Benelux scenario, 142MT (OECD s


Inland Port = Multi-modal Hub
Port Autonome Strasbourg


Inland Port = Multi-modal Hub
Port of Basel

What is needed?

From the sector:

- Innovative ideas (barges, logistics concepts, tools for cooperation)
- Companies that are willing to implement innovative ideas and shift towards new economy
- Land-use planning that leaves room for interm. logistics and takes into account the needs of inland ports
- Availability of high quality infrastructure (rail, road, waterway, terminals)
- Good infrastructure, in particular good intermodal connections
- Active engagement with potential customers
- Strategic approach helping relevant industries settle in the port

From the EU:

- Appropriate financial framework to support the role of ports in TEN-T – Financing&funding
- Burdenless regulatory framework for the sector (e.g. NRMM, uniform manning skills, qualifications, single window)
- Policies supporting combined transport (rail connections, Single wagon load services, IWW-friendly access of seaports, etc.)
- Reliable framework conditions for investments/state aid (e.g. GBER)

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multimodal
Students
learn
texts
knowledge
ideas
language
develop
use
words
different
range
spoken
patterns
create
social
personal
historical
literary
particular
literature
features
authors used
audiences
selecting
ways
written


Thank you
K LINE
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