

# Position Paper

## Platform for Multimodality and Logistics in Inland Ports



Recommendations by participants of the Platform in order to reduce barriers and to benefit from opportunities of increased use of inland waterways and railways within the multimodal logistics chain

### The platform

Within the period of November 2014 to August 2015 the Platform for Multimodality and Logistics in Inland Ports (the Platform) brought together major stakeholders and experts from inland ports, logistics and transportation companies, operators, as well as shippers.

The Platform defined the role that inland ports shall play in an integrated multimodal logistics chain, as drivers of economic growth. The objective was to identify barriers, good practices and to give policy recommendations in order to reap the full potential of inland ports.

A key recommendation is that adequate co-funding needs to be ensured on European level through the Connecting Europe Facility (CEF), a European mean to support the development of a high-performance, sustainable and efficient interconnected trans-European network in fields as diverse as energy, telecommunications and transport.

A higher level of priority should be given in future CEF Transport calls to the development of multimodal infrastructure such as inland hubs. Inland ports must get a stronger role in the Core Network Corridor development.

# BARRIERS FOR MULTIMODAL TRANSPORT



The recommendations and requested interventions provide solutions to solve identified barriers for the development of multimodal transport. The Platform highlights that inland ports play a crucial role in multimodal transport. Inland Ports provide transfer points to other modes and are closely connected with logistics centres, industrial areas, agricultural areas, or large consumer markets.

**The possibility to bundle cargo flows as much as possible** is key in the development of efficient multimodal transport. A higher level of economies of scale needs to be obtained in order to reduce costs to be competitive with direct road haulage.

In summary, the Platform identified the following main bottlenecks and barriers:

## **Barriers related to the market: high barriers for cooperation and consolidation**

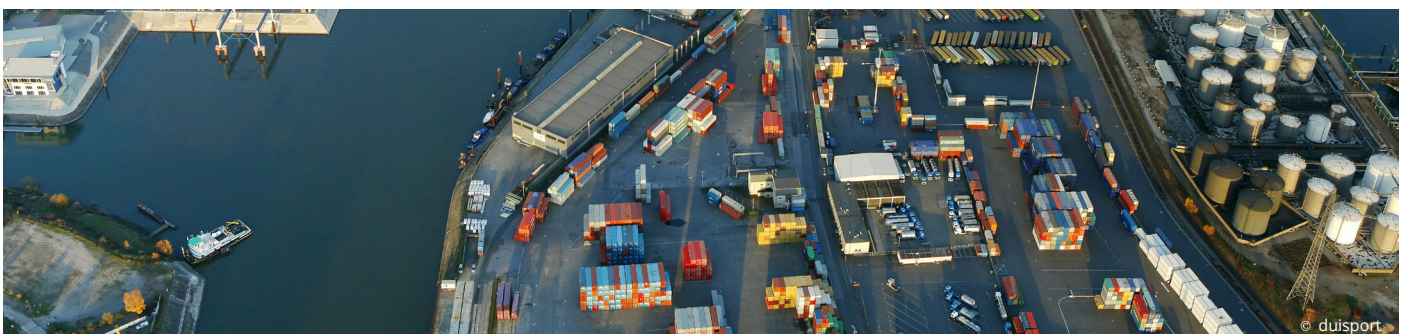
- ◆ **Lack of critical mass** to develop and apply multimodal transport services due to fierce competition between logistics operators, data protection and confidentiality concerns as well as uncertainty related to the competition regulation and a lack of common standards for multilateral information and communication systems
- ◆ **Lack of data** sharing and collaborative planning in the global (container) transport chain, resulting in inefficient transportation set-ups, e.g. long waiting times in seaports for barges

## **Barriers related to the infrastructure: lack of quality infrastructure and lack of consideration of the interests of ports in land use planning**

- ◆ **Lack of quality infrastructure and services;** terminal equipment, storage facilities and value added services for containerised transport - amongst others - are needed to enable smooth transshipment within and between modes. This includes addressing spatial planning limitations, too, that occur in particular in the ports and terminals that are surrounded by residential areas
- ◆ **High pre- and end-haulage costs due to geographically fragmented infrastructure** (e.g. lack of clustering of industrial and logistic sites along waterways with terminals in the direct vicinity) and fragmented origin/destination of cargo flows
- ◆ **Lack of real-time traffic information and related forecasts** on multimodal transport traffic

## **Barriers related to governance: lack of attention to inland ports in governance and legislation**

- ◆ **High transshipment and storage costs,** including port charges, e.g. when port dues are levied based upon the gross load capacity of the barge without taking into account fairway constraints
- ◆ **Lack of statistics and information** on inland ports and inland waterway transport. All operators collect data, but this data is not available for wider use, neither are these data standardised



# RECOMMENDATIONS

The Platform made the following specific **recommendations** addressing legislation, funding, development of standards and the building up of knowledge and expertise.



## ICT and process optimisation to be addressed by the Digital Transport and Logistics Forum

### **BARRIER**

**Market:** lack of critical mass

**Market:** high pre-and end-haulage costs

**Infrastructure:** lack of real-time traffic information and forecasts

### **INTERVENTION**

- ◆ Develop standards for information exchange within intermodal transport and supply chains
- ◆ Public bodies should play a role to initiate, develop and support independent platforms that share cargo information in order to facilitate bundling of cargo
- ◆ Provide financing support to develop information systems enabling higher efficiency in the operational planning of all actors
- ◆ Provide legislative framework and funding for real-time traffic and infrastructure related information in order to enable better planning and execution of transport services

## Spatial planning to be addressed mainly through CEF and TEN-T policies

### **BARRIER**

**Infrastructure:** lack of quality infrastructure and services and high pre-and end-haulage costs due to geographically fragmented infrastructure

### **INTERVENTION**

- ◆ Reduce - by means of European legislation - the time needed to process permitting requests for construction and operation of terminals & ports and transport infrastructure
- ◆ Address – through the TEN-T corridor implementation - terminal capacity problems due to land use planning and focus on development of demand-oriented infrastructure

## Data gathering and information (Digital Inland Waterway Area)

### **BARRIER**

**Governance:** lack of statistics and information on intermodal transport and inland ports

### **INTERVENTION**

- ◆ A publicly funded standardised statistics and information system initiated by means of Eurostat legislation and EC funding. Data to be collected from various sources and it shall be presented and disseminated in standardised and anonymised format and updated continuously. The statistical data thus generated can also be used by private stakeholders and by policy makers
- ◆ More funding from EC is requested for the current market observation system for inland waterway transport to also enable the stronger coverage of key data and trends for inland ports

## Stimulation and incentives to promote multimodal transport

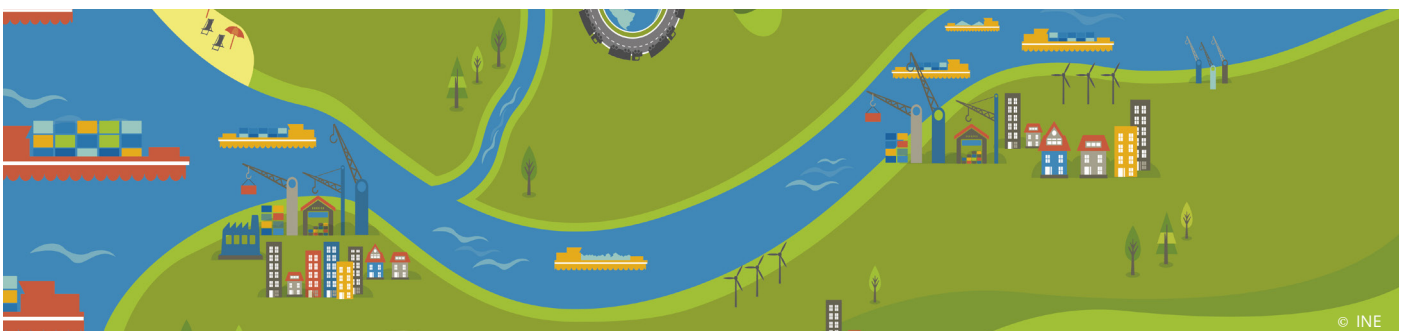
### **BARRIER**

**Market:** lack of critical mass

**Governance:** high transshipment and storage costs

### **INTERVENTION**

- ◆ Provide financial support through work programmes such as Horizon 2020 and CEF for actions to create more awareness, promote horizontal and vertical integration and cooperation to increase bundling possibilities, taking into account the legal framework
- ◆ Promote efficient pricing and publication of tariffs for multimodal transshipment. Ensure by means of legislation and funding requirements open access rules for barge operators to inland ports. To be addressed in the TEN-T Core Network Corridor implementation
- ◆ Provide standards and support through Research & Development work programmes for development and deployment of incentives linked to greening and more sustainable solutions specifically for inland ports (e.g. emission standards and labels)



# GOOD PRACTICES AND NEW CONCEPTS

Various actors are involved or have influence on the logistics chain. As bundling of cargo requires enhanced collaboration between actors, different actors can contribute in different ways to the increase of the share of multimodal transport. Actors have a different role in addressing the barriers and bottlenecks. Initiatives to bundle cargo can come from the logistics service providers and from the shippers themselves. Facilitators, such as infrastructure managers and policy makers can play a stimulating and initiating role.



The Platform members identified numerous good practices, principles and interesting, promising concepts.

Some **examples**:

## Examples of cooperation and consolidation in the market:

- ◆ Cooperation and application of **hub & spoke concept** between container terminal operator BCTN and barge operator Danser to increase modal share
- ◆ Creating a **network of multimodal terminals** with seamless connection among different modes, e.g. ECT extended gate
- ◆ **Cooperative planning of terminal slots**: Nextlogic/BREIN project in the Port of Rotterdam
- ◆ **Pooling of cargo flows** of multiple shippers in Belgium, TRI-VISOR
- ◆ **Marketing cooperation between ports**, Le Havre – Rouen - Paris
- ◆ Flora Holland **cooperation in multimodal logistics**
- ◆ Vertical cooperation between shippers and inland ports, e.g. Duisport acting as logistics service provider for the automotive and the chemical industry

## Examples of quality infrastructure and land use planning:

- ◆ SOGARIS **platform planning** for urban freight and multimodal logistics in Paris
- ◆ **Locating clusters** of European distribution centres, production plants, commercial zones, assembly points and industrial complexes **close to inland ports**, e.g. new Basel trimodal terminal and customized terminals for specific industries (e.g. logport III Duisburg for the chemical industry)
- ◆ Masterplan 'Maasvlakte II' in the Port of Rotterdam with **modal split targets for rail and barge hinterland transport**

## Attention to inland ports in governance and legislation:

- ◆ **Application of ICT systems** to increase the efficiency and sustainability of the use of infrastructures, by supplying both static and dynamic information about the actual infrastructure conditions and traffic forecast, e.g. Rhine Ports
- ◆ **Development of key performance indicators** also for inland ports

