Developing rail connections
A deepsea terminal perspective

24th September 2015, Hilton - Antwerp
PSA International – Facts & figures

- World’s largest port group based on equity-weighted throughput
  - 65.4 million TEUs in 2014 (declared Group throughput)
- World’s single largest container terminal in Singapore: 33.6 million TEUs
- Group revenue of S$3.8b in 2014
- 30,000 staff globally, with +20,000 direct employs
PSA International – Global coverage

- Zeebrugge, Belgium
- Antwerp, Belgium
- Sines, Portugal
- Genoa, Italy
- Venice, Italy
- Mersin, Turkey
- Guangzhou, China
- Dongguan, China
- Tianjin, China
- Dalian, China
- Lianyungang, China
- Fuzhou, China
- Incheon, South Korea
- Busan, South Korea
- Kitakyushu, Japan
- Panama, Panama
- Buenaventura, Colombia
- Buenos Aires, Argentina
- Dammam, Saudi Arabia
- Mumbai, India
- Tuticorin, India
- Chennai, India
- Kolkata, India
- Singapore, Singapore
- Laem Chabang, Thailand
- Vung Tau, Vietnam
- Jakarta, Indonesia
- Northeast Asia
- Southeast Asia
- Middle East
- South Asia
- Europe & Mediterranean
- Americas
- Northeast Asia
- Southeast Asia
- Middle East
- South Asia
PSA Antwerp – 5 terminal locations in Antwerp

- Noordze Terminal: # rail cranes: 1, # sidings: 4, Length: 430m
- Europa Terminal: # rail cranes: 1, # sidings: 4, Length: 400m
- Deurganck Terminal: # rail cranes: 2, # sidings: 5, Length: 750m
- MSC PSA European Terminal: # rail cranes: 2, # sidings: 4, Length: 785m
- Churchill Terminal: # rail cranes: 2, # sidings: 4, Length: 785m

On-terminal rail infrastructure

- Member of PSA International
- Acquired by PSA in March 2002
- Largest investment outside Singapore
- Merger of Hesse-Natie & Noord Natie (February 2002)

Terminal portfolio:
- 4 container terminals & 1 multipurpose terminal
- 8.9 M TEU in 2014 (vessel & barge)
- 80% market share of seagoing volume in Port of Antwerp (2014)

PSA locations in port of Antwerp

On-terminal rail infrastructure

www.psa-antwerp.be
PSA Antwerp – Inland CY network

- Q913

- CY Barge connections
  - Amsterdam: OT Vrede-Steinweg
  - Moerdijk: Delta Marine Terminal
  - Zaandam: OT Vrede-Steinweg
  - Brussels: Trimodal Terminal Brussels
  - Ghent: Ghent Container Terminal
  - Gent: Intermodal Platform Gent
  - Gorinchem: Logistik: Centrum Gor...
  - La Louvière: Garocentre Terminal
  - Rotterdam: Weelhaven Botlek Terminal
  - Meihout: BCTN Meihout

- CY Rail connections
  - Athus: Terminal Container Athus
  - Bordeaux: Naviland Cargo Bègles (...)
  - Cognac: Naviland Cargo Cognac (N...)
  - Fos: Eurofes/Seayard/Zone 2XL
  - Gevrey: Dijon Bourgogne Terminal
  - Lyon: Naviland Cargo Lyon-Vénissieux
  - Marseille: Med Europe terminal/Ca...
  - Paris: Naviland Cargo Valenton (NE...)
  - Strasbourg: Terminal Nord (NEW)

- CY Combined barge/rail connecti...
  - Frankfurt am Oder: PCC Intermodal...
  - Kutno: PCC Intermodal Terminal (N...)
  - Nuremberg: TriCon Container Term...
  - Munich: DUS Munch-Riem

http://www.psa-antwerp.be/CY/Map.htm
PSA Antwerp (excl. MPET) – Modal split figures

Source: PSA Antwerp 1H 2015 figures Q913/Q869/PSA DGD, expressed in function of # moves performed
Rail future of the port of Antwerp?

LEFT BANK
Deurganck dock complex

RIGHT BANK
Noordzee & Europa terminal

4.5 million TEU
Container capacity

12 million TEU
Container capacity

New rail products:
Combining maritime & continental container volumes

New rail products:
Will focus on maritime container volumes only
Developing rail connections – Terminal perspective

Meeting customer demand
- Price
- Frequency
- Transit time
- Service level

Rail ‘success’ factors
- Critical mass required
- Mid to long-haul distance
- Balanced flows
- Bundling concept
  - Role of PSAA

Rail set-up ‘pitfalls’
- Who is willing to commit?
- Volume shift inertia
- Fierce competition (barge & truck)
- Rail organization
Filip Merckx
Commercial Manager
filip.merckx@globalpsa.com

THANK YOU