Rail connectivity between hinterland and ports

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Trends Global Container Transport

- Asia – Europe trade continues to grow
  - Import of products (finished goods + semi finished goods)
  - Export: recycled product back to Asia

- Growing size scale of ocean carriers
  - Less calls, more feeders
  - Concentration on limited number of well equipped main ports

- P3 Network of 225 mega vessels in 5 loops

- Transportation to hinterland becomes crucial
  - Distribution activities in hinterland not in main ports
  - Use of modalities rail, road and water
Challenge of the hinterland

- How to deal with this development?
- What does this mean for users?
  - How to service my customer?
  - How to adapt hinterland logistics?
  - How to get access to the modalities?
  - How to use current/future infrastructure?
  - How to make this sustainable

- If vessels are getting longer, we need longer trains and trucks as well!
Increased complexities

(1) Within the port
(2) In the hinterland
(3) Through market fragmentation

Need to combine and coordinate efforts to bundle cargo throughout the total supply chain:

Synchromodality
The European Rail Network for Competitive Freight

This map is for information only and shows indicative main routes of the Rail Freight Corridors according to Regulation (EC) 015/2010. The designation of railway lines, including diversionary routes, is the responsibility of the corridor organizations. Further and/or other lines that those shown on the map may or may have to be designated to the corridors.
Political Challenges for Rail??

- Disappointing vote in Plenary of EP on the
  - No clear provisions for institutional separation in new cooperation agreements
  - Limitation of decision power of Infrastructure Managers (not for all functions)
  - Weakening the power of the regulator on control of financial relations between Infrastructure Managers and Railway Undertakings

- At the same time Council agrees on Shift2Rail EUR 450 million to 2014 - 2020
Rail Connectivity

- Support for Rail Freight Corridors; without them, **is there a future for Rail Freight in Europe?**
- However, intermodal services are not possible everywhere in the network
  - Determined by: volume, distance and infrastructure
- No single modality can support and facilitate expected growth
  - Multi modal networks support and strengthen each other
  - New innovations and initiatives will arise
Wrap up: How to increase efficient corridors/rail freight to/from inland destinations

And in addition:

- Synchromodality
- Development of logistics clusters/multimodal platforms
- use of e-seals, efreight, e-customs, e-security, track and trace technologies are pre-requisites for reducing transit time in hinterland transport