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Trans-European Transport Network (TEN-T)

# Studies on maritime ports

## Railway Advisory Group

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Rotterdam

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*Fast track your rail freight*

# 1. The statement

- **Transport market study:** better accessibility of the maritime ports is seen as prospects for the corridor by stakeholders
- **Ghent conference:** all ports have ambitious long term objectives for rail market share, but the main obstacle is rail competitiveness



- first/last mile costs are more expensive than the train run
- volumes are too low so there is a need for bundling
- parties involved cannot use contractual relationships to solve problems as 3 to 4 categories of parties are often involved in this organisation process

# Ghent conference 20 March 2014

## Ports and corridors

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NEED FOR VOLUME	BUNDLING TO REDUCE COSTS	SHORTING IN PORTS EXPENSIVE	TECHNICAL CAPACITY LAST MILE
GHEENT PORT 2026 9% → 25% MARKET SHARE	NO RELATIONSHIP RU <sub>1</sub> - TERMINALS	COORDINATION PORT TERMINALS WITH RU <sub>1</sub>	P400 CAUSE
TRAIN RUN IS NOT A MAJOR ISSUE	COOPERATION 4 PARTIES	BIG DIFFERENCES FROM PORT TO PORT	INVESTMENTS IN PORTS
COMMUNICATION MARKETING	LONG TERM CONTRACTS		
COMMERCIAL PLATFORM TO EASE CONTACT			



## Action plan <sup>(1)</sup>

An action plan to optimise rail freight transport in maritime ports was presented at the last TAG meeting (26 June 2014)

- Themes: supply chain management, first/last mile issue, traffic organisation, exchange of information between parties, diagnostic of the state of the infra, assessment of infra needs, etc.
- Within ports or in marshalling yards at the entrance of ports
- Studies could be done directly by the rail IM or by consultants steered by him
- With due regard to confidentiality, the main elements of these studies could be shared with the RFC 2 TAG as they may be relevant for other terminals

# Action plan (2)

Following the TAG meeting, **Flemish ports** (Ghent, Antwerp, Zeebrugge, Zeeland Seaports) organised a meeting with the EEIG + the BE ministry to inform that they are interested in such studies



- they wish to increase the rail market share for the haulage of goods in their hinterland
- they reiterated that the main obstacle is the inefficiency of rail operations in the ports themselves

# Studies which have been launched

- Infrabel is currently performing a study to assess possible improvement of operations in the **Port of Antwerp**
- RFF is finalising a study in Grande Synthe, the marshalling yard at the entrance of the **Port of Dunkirk**



# RAG's opinion on rail operations in ports

Other studies could be considered.

To help the Management board identify a prioritised list of studies to perform in ports, the RAG is welcome to give its opinion on rail operations in ports.

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ACF



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