

**10/09/2015**

# **Inland navigation and the Port of Antwerp: a strong team!**



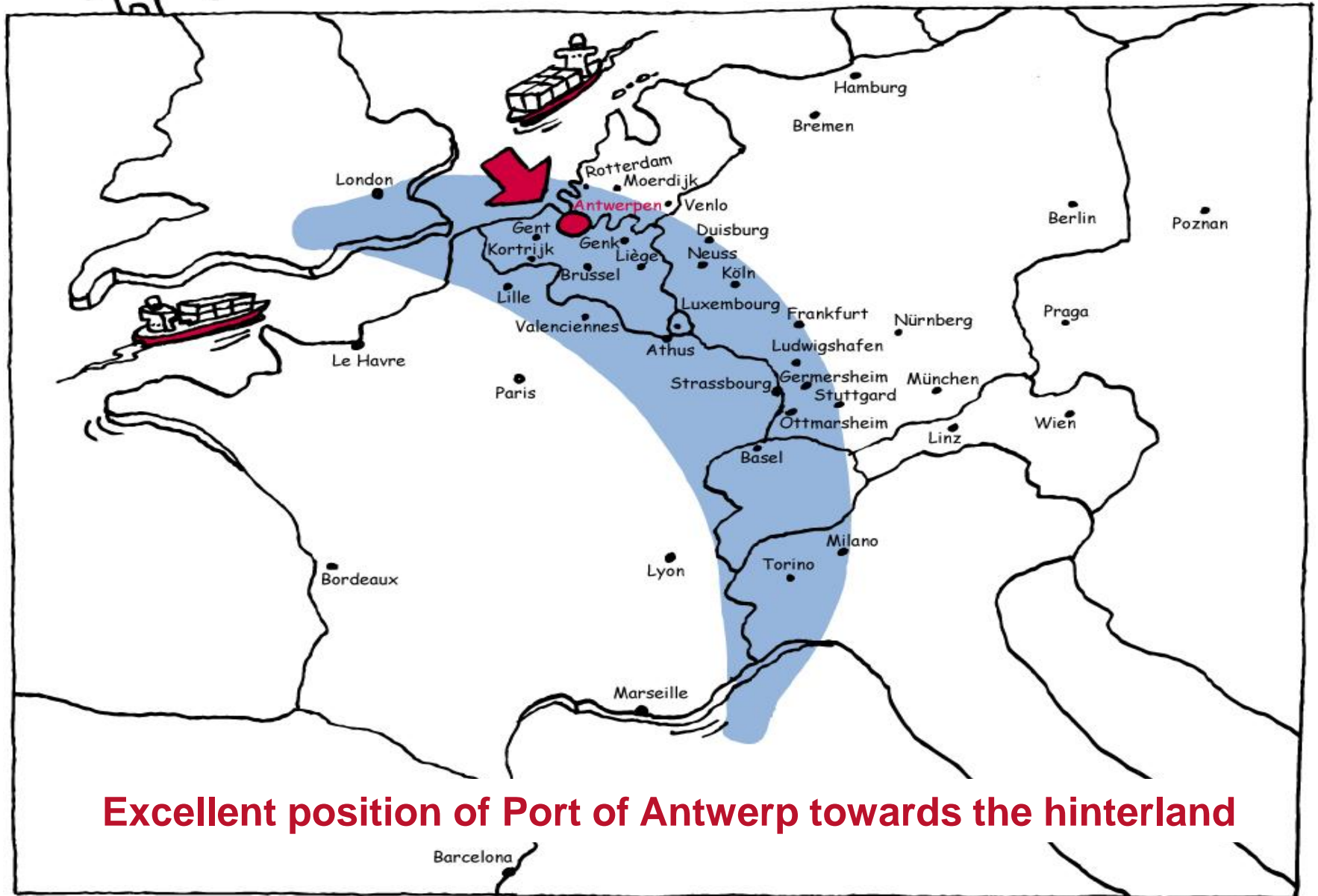
**Marjan Beelen - Advisor Strategy and Analysis**

# 1

## Positioning the port of Antwerp

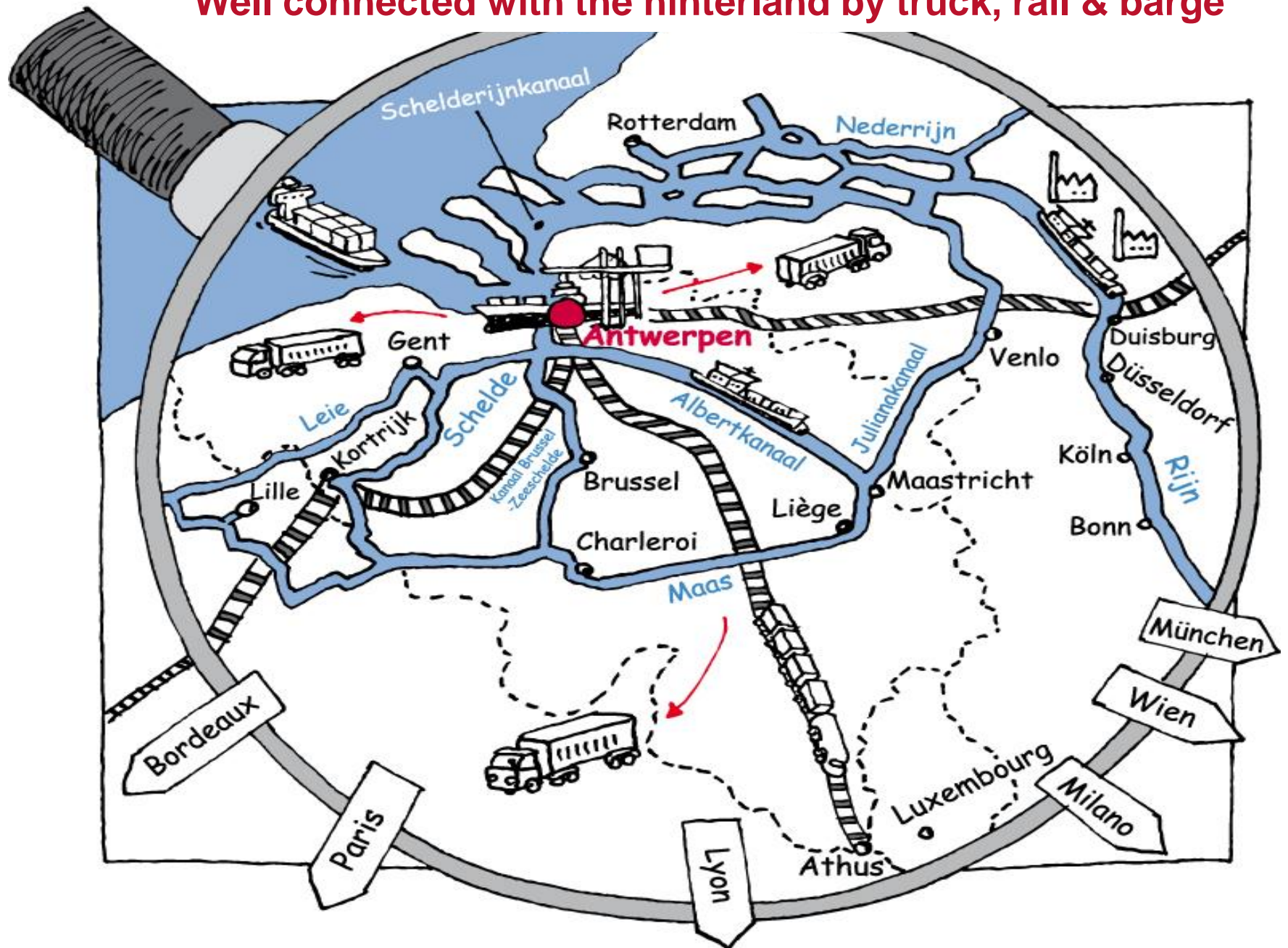


BIG BLUE BANANA...

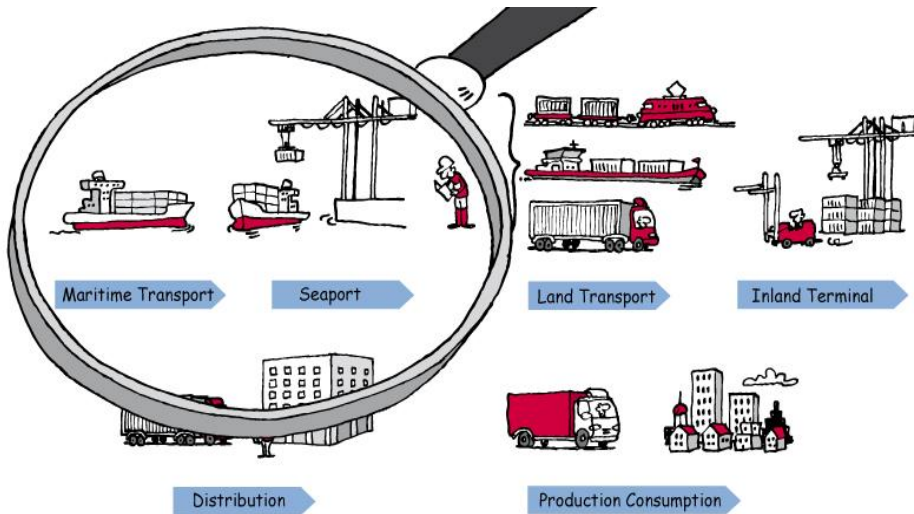


**Excellent position of Port of Antwerp towards the hinterland**

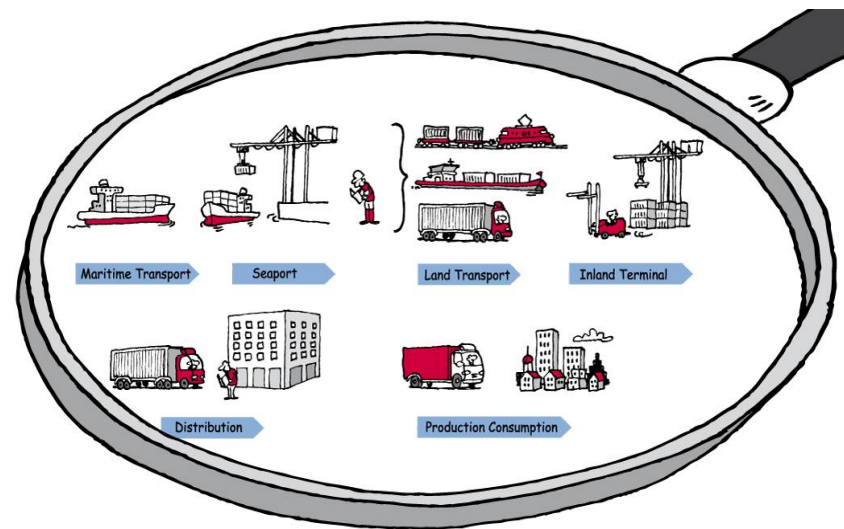
Well connected with the hinterland by truck, rail & barge



# From a port perspective...



## Towards a supply chain approach



# 2

## Importance of inland navigation in the port of Antwerp



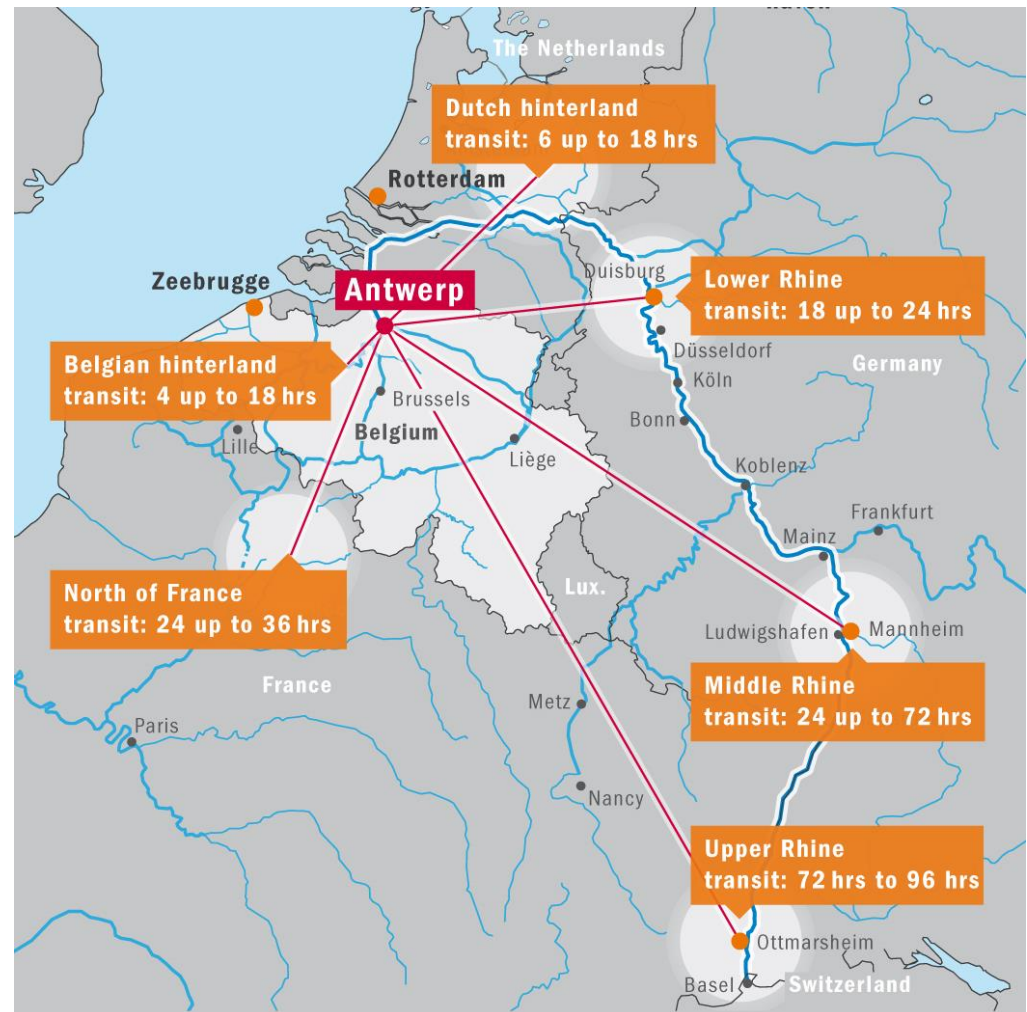
# Location of the Port of Antwerp in the European inland waterway network

- 2nd European barge hub
- Central position within Northern Europe
- Connected to inland terminals in Belgium, Netherlands, France, Germany and Austria
- Accessible by high capacity waterways
  - Scheldt
  - Scheldt-Rhine canal
  - Albert canal
  - Brussels-Sea canal
  - Canal Ghent Terneuzen



# Daily barge connections with the EU hinterland

- 48.200 handled barges yearly
- 925 barge calls per week
- 85 barge operators frequently connected to the port of Antwerp
- 210 container shuttles per week to 85 destinations in 7 countries
- All container barge sailings can be consulted on Inland Waterways Departure list:  
<http://www.portofantwerp.com/en/connectivity>

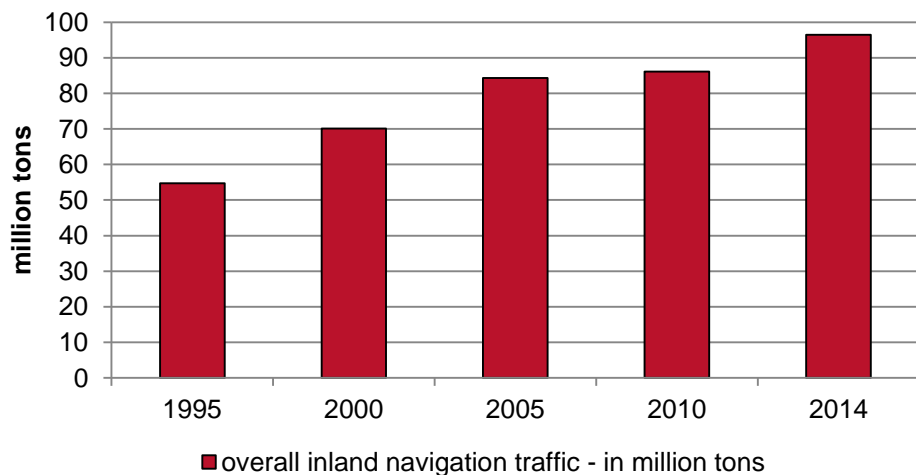




# Inland navigation in the Port of Antwerp: evolution

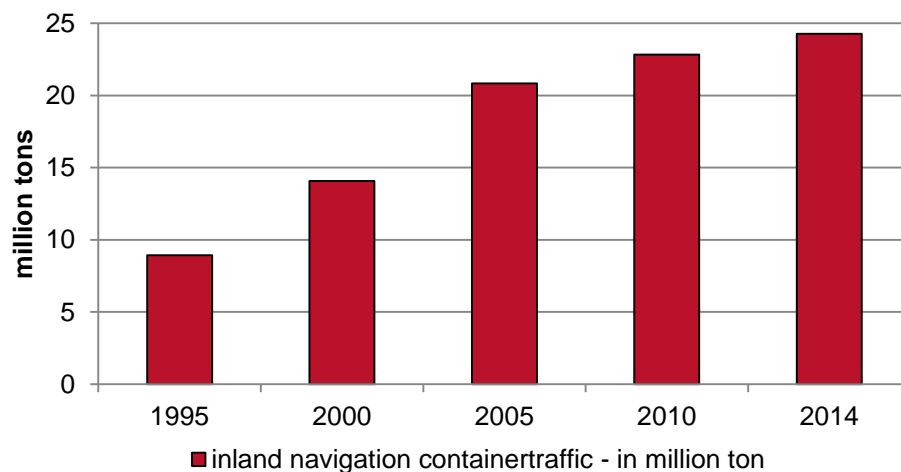
## Total

2014 = 96,5 million tons



## Containers

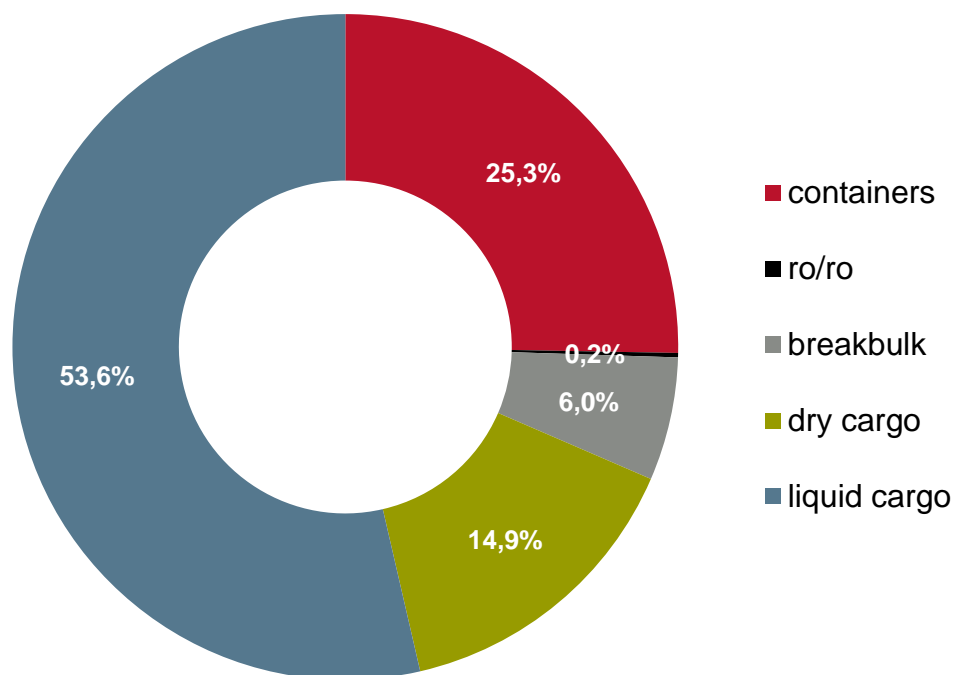
2014 = 24,3 million tons or 2,7 million TEU



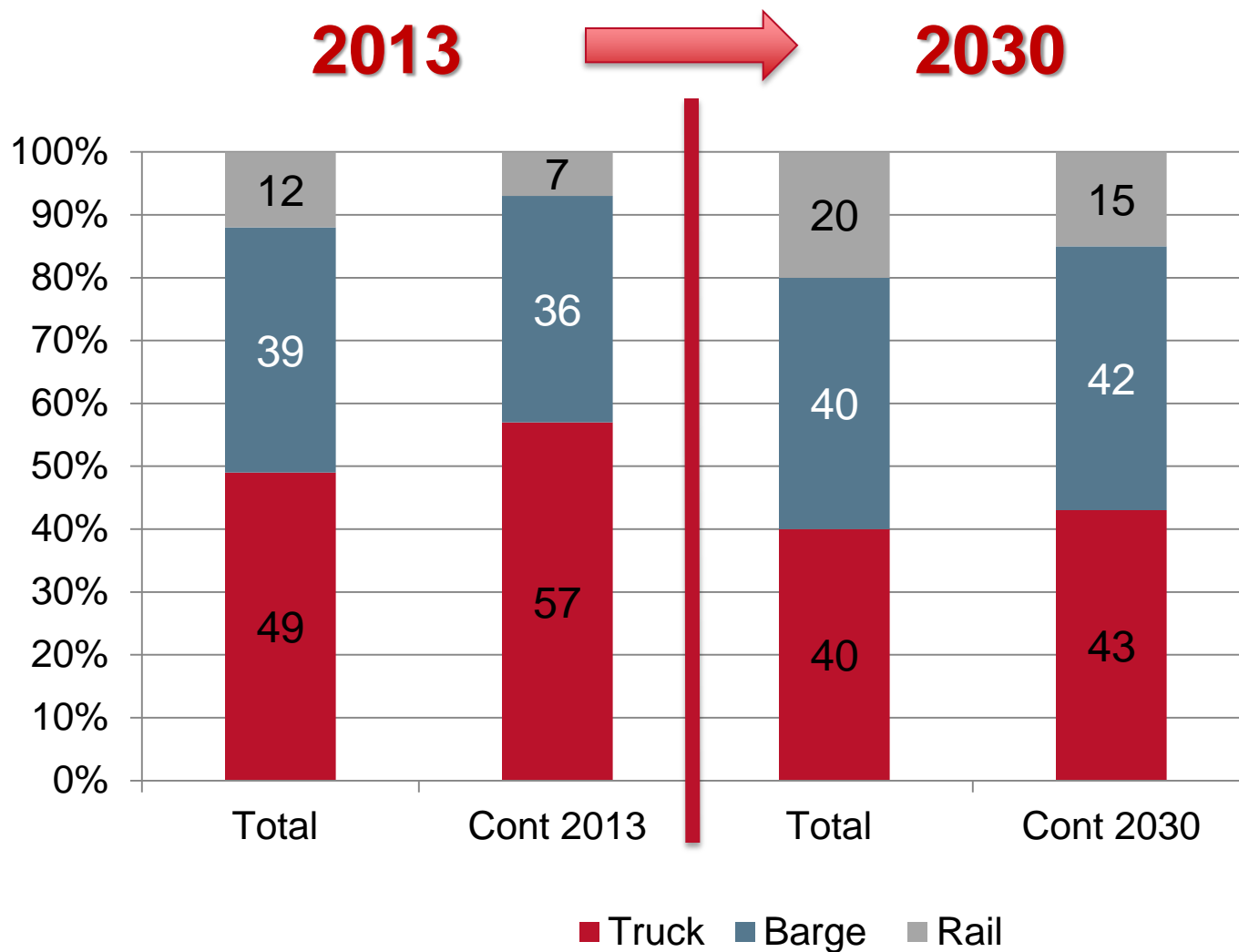
➔ **1995 – 2014:** Strong growth of inland navigation  
Total: **+76%** containers TEU: **+172%**

# Goods transported by inland waterway transport in the port of Antwerp

## Goods categories 2014



# Modal split ambition of the Port of Antwerp

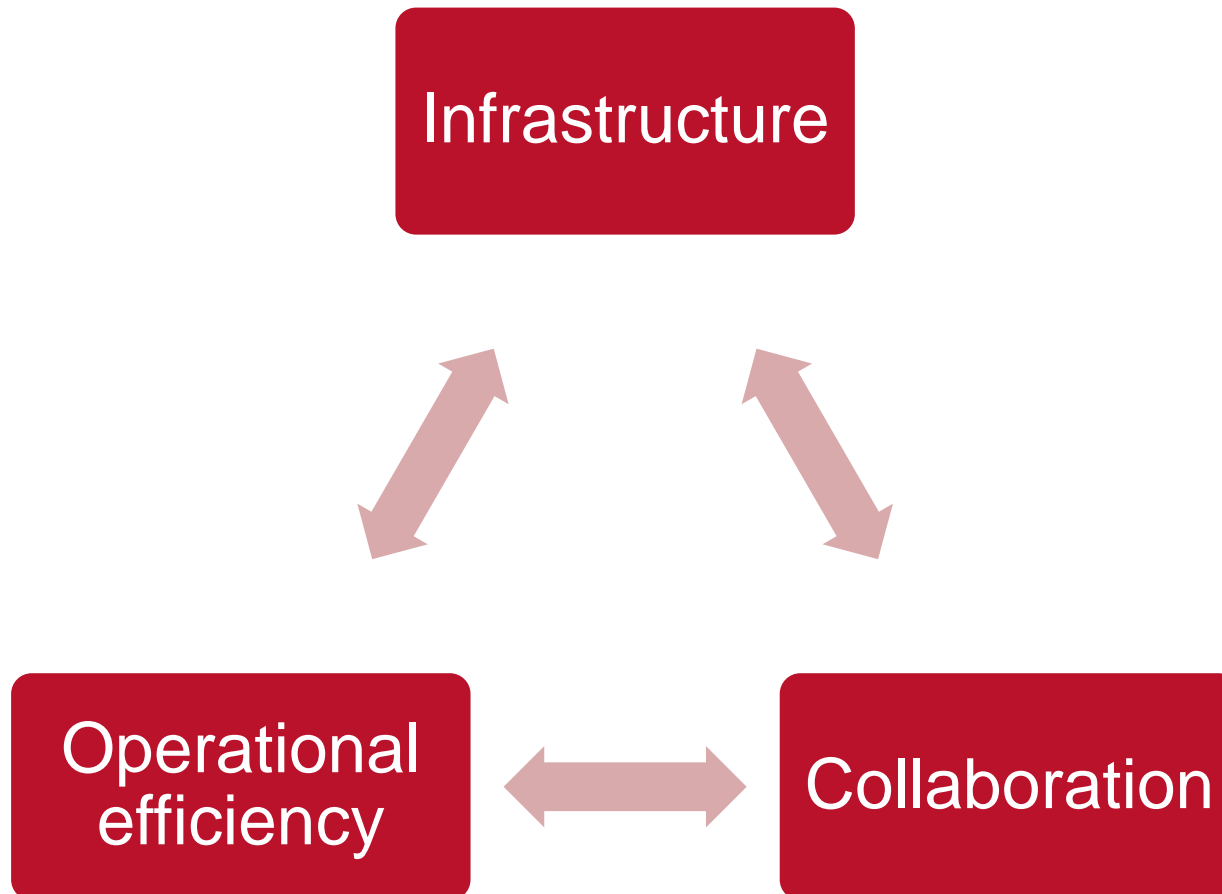


# 3

## Ambitious hinterland policy

# How to reach this projected modal split?

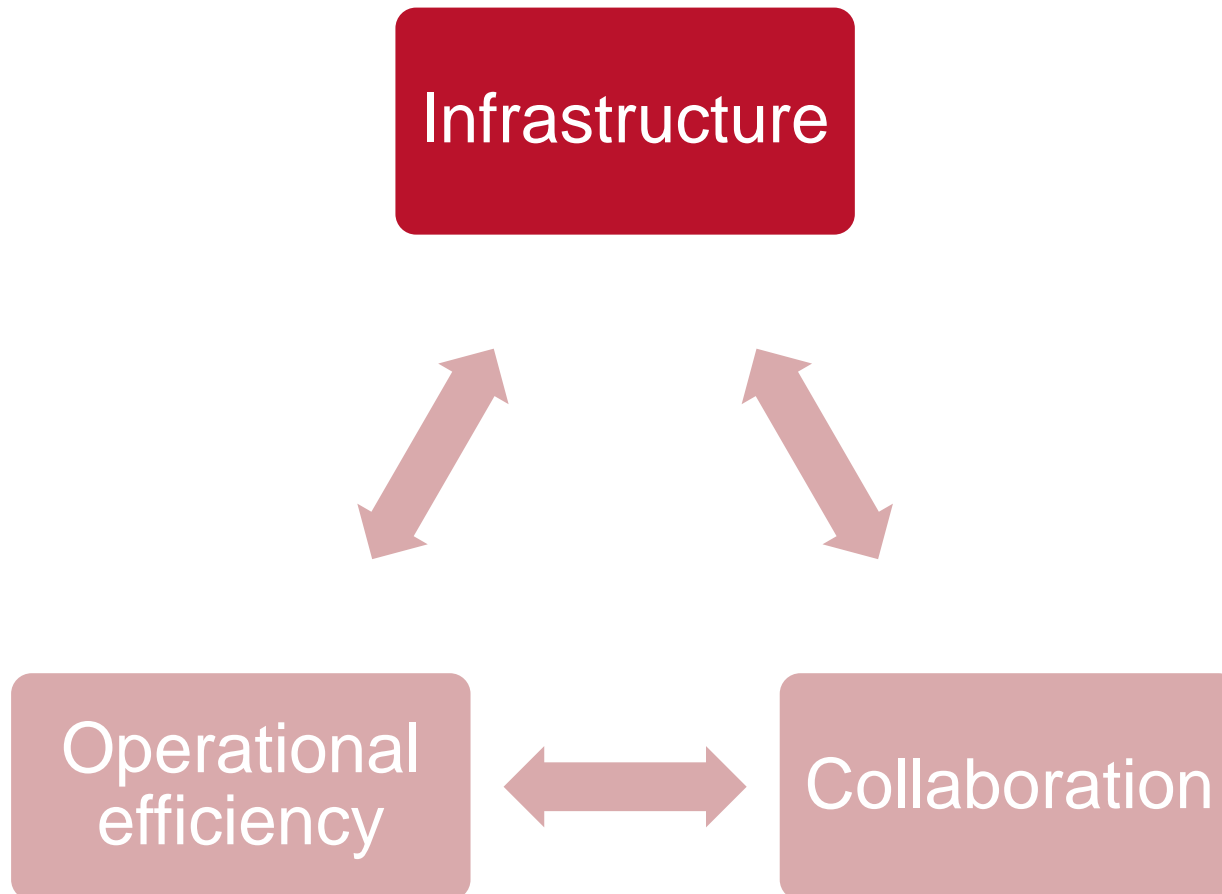
The Port of Antwerp hinterland strategy is based on 3 pillars





# How to reach this projected modal split?

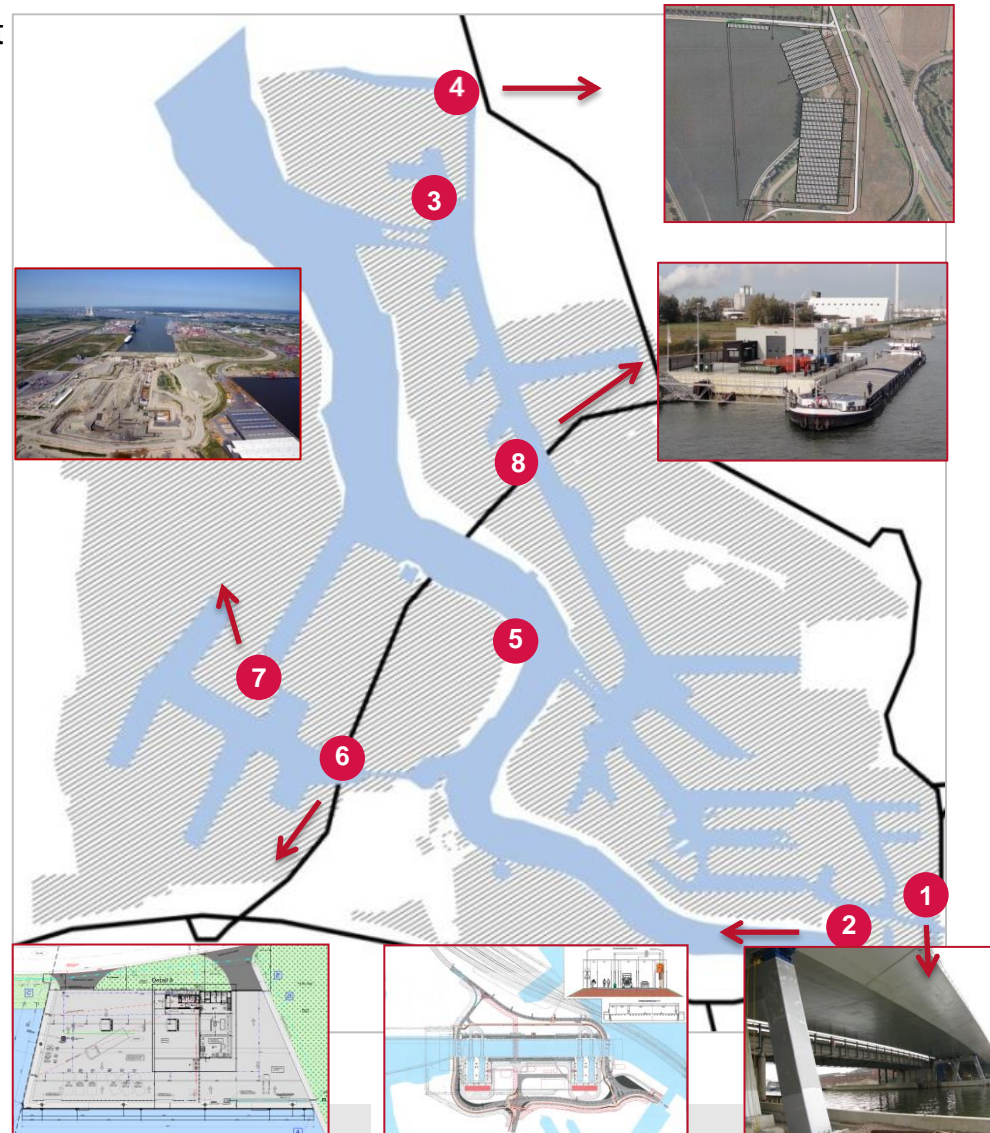
The Port of Antwerp hinterland strategy is based on 3 pillars



# Infrastructure – barge

## Different projects

- 1 Upgrading of the Albertcanal between the port and Wijnegem
- 2 Renovation of the Royerslock
- 3 Construction of 2 waiting berths in the Canaldock B3
- 4 Wachting dock for barges at Noordlandbridge
- 5 Construction of waiting berths on the river Scheldt
- 6 Development of service centre Kallo and creation of waiting berths
- 7 Construction of the second lock on the Left bank of the river Scheldt
- 8 Service centre Lillo (operational since March 2013)



# Infrastructure – barge

## Upgrading the Albertkanaal

### 1. Scope/concept

- Upgrading the Albertcanal – heightening the bridges and widening the canal
- Financed by the Flemish Government (NV De Scheepvaart) and the European Commission (TEN-T).
- PPS financing is developed for the rebuild of 15 bridges

### 2. Planning



### 3. Goal

- Free height of minimum 9,10m and width of 86m, allowing barges of 10.000 ton with 4 layers of containers to pass

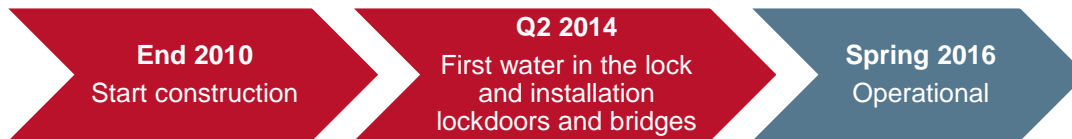


# Infrastructure – barge Deurganckdock-lock

## 1. Scope/concept

- Construction of a second lock on the left bank
- Dimensions: 500m long x 68m large
- Financed by the Flemish Government and the Port of Antwerp

## 2. Planning



## 3. Goal

- Second access to the Waaslandhaven.

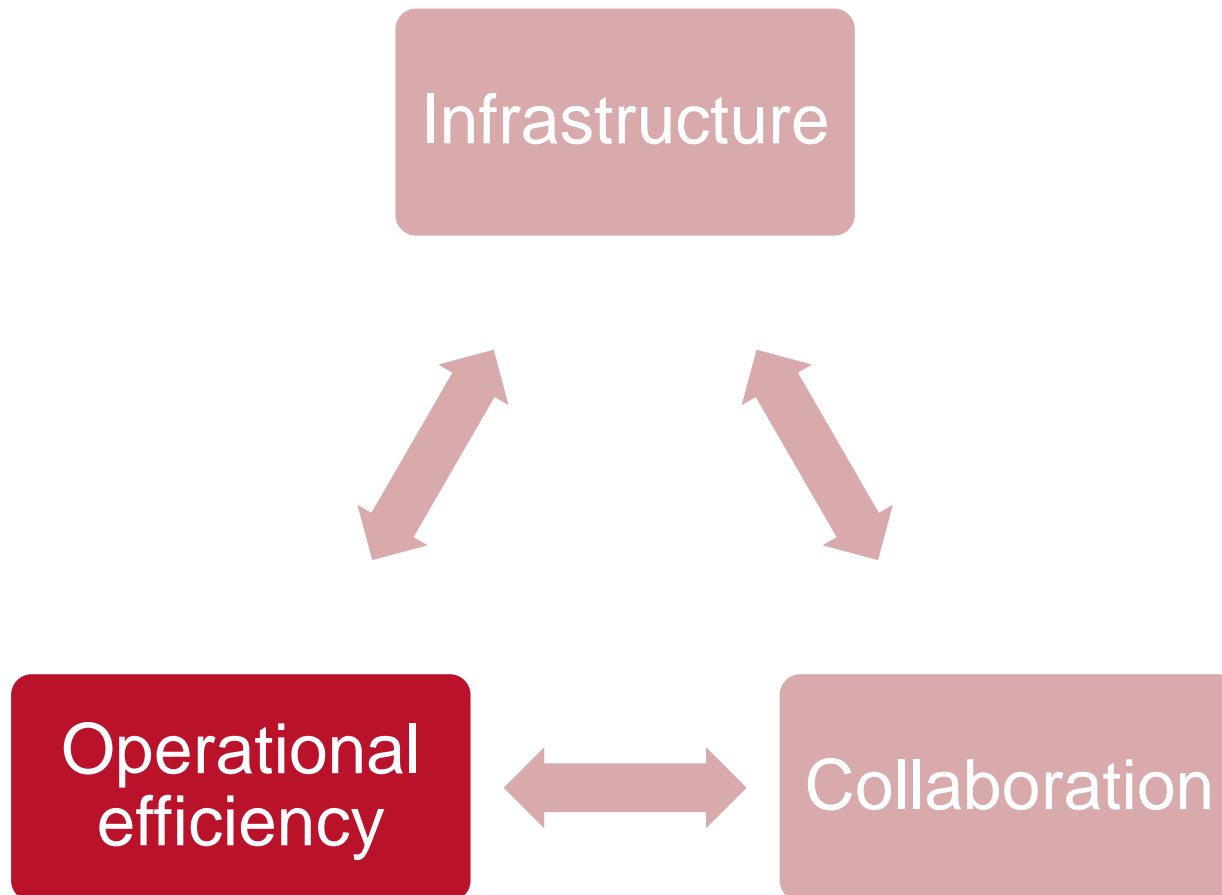
***“It is impossible to stand beside the lock’s massive 28 metre tall concrete walls without being blown away by the scale of it .”***

Mark Hansford, deputy editor of New Civil Engineering



# How to reach this projected modal split?

The Port of Antwerp hinterland strategy is based on 3 pillars







**Bringing the sea to  
the heart of Europe.**

# Efficiency - barge

## 3 domains of innovation

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**Nautical coordination**



**Efficient handling**



**Effective distribution**

# Efficiency - barge

## Instream - 6 barge projects in port of Antwerp

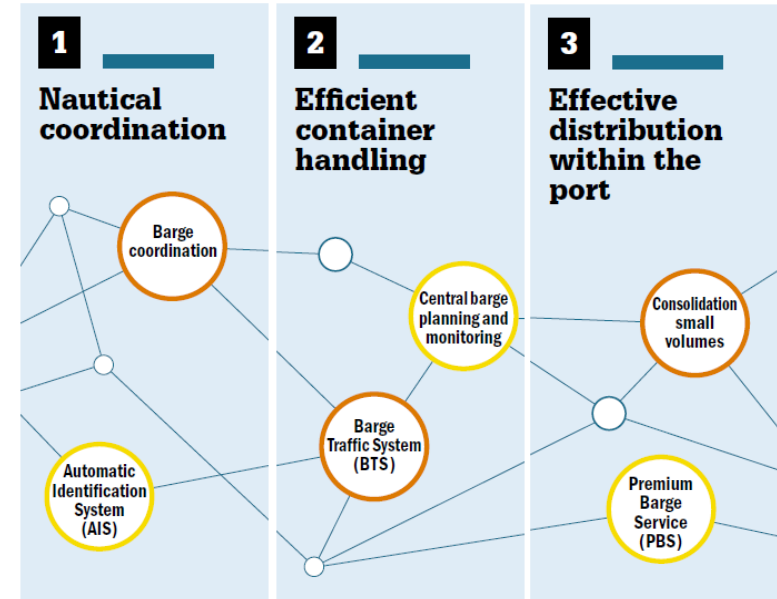
### What

- Innovative projects to raise the efficiency of inland navigation & promote the use of this mode
- In close cooperation with the different stakeholders



### Advantages

- Efficient container handling in the Port of Antwerp:
  - Short waiting & lead times in the port
  - Realistic, well-coordinated time slots
  - Increased competitiveness & costefficiency
  - Maximum use made of available resources and equipment
  - Rapid and reliable container handling and transit
  - Enhance safety & sustainability



<http://www.portofantwerp.com/en/instream-smart-and-efficient-inland-navigation>

# Efficiency - barge

## Campaign movie

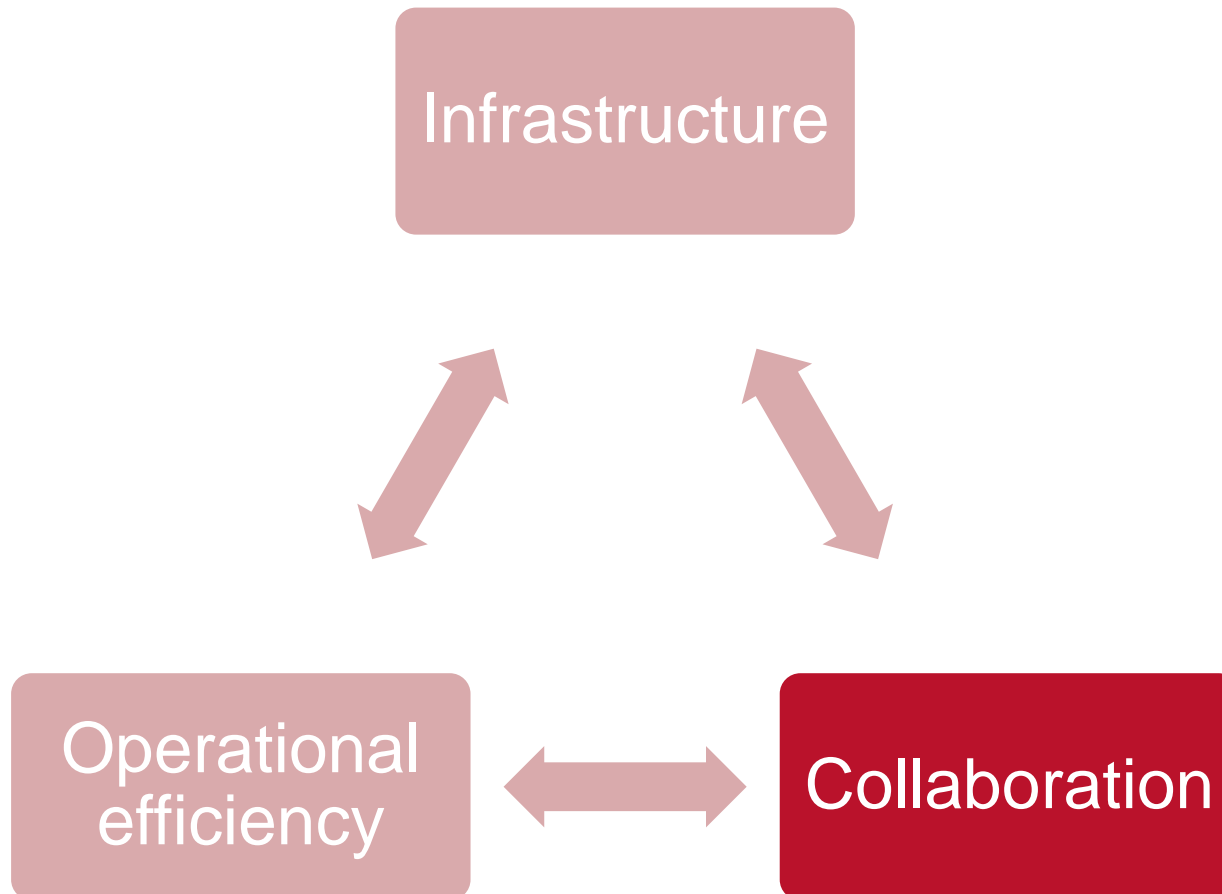
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Instream – campaign movie

# How to reach this projected modal split?

The Port of Antwerp hinterland strategy is based on 3 pillars







# Collaboration

## Collaboration with hubs in the hinterland



### 1. Scope/concept

- Close collaboration between the Port of Antwerp and the inland terminals / hubs in the hinterland .
- Inland hubs take over groupage and distribution functions.
- Optimisation of barge- and railnetwork in the natural hinterland of the Port of Antwerp.

### 2. Existing Projects

#### Logistiek Platform Limburg

Collaboration with the province of Limburg, POM Limburg, NV De Scheepvaart, NV LRM on land development promotion, joint efforts in infrastructure developments and exchange of know-how,...

#### Genk South

Joint efforts to attract potential investors.

#### MOU with Liège and nv De Scheepvaart

#### Trilogiport, Liège

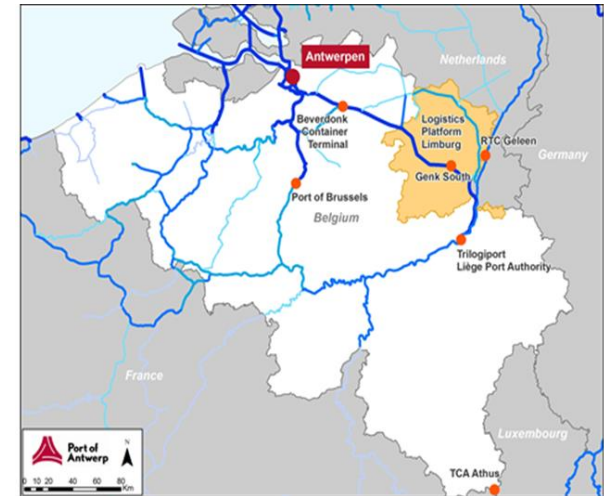
Economic collaboration with PALiège en SPI+.

#### Port of Brussels

Cooperation agreement : collaboration on land development promotion, joint efforts in infrastructure developments.

#### Athus

Represented in the Board of directors of Athus.





## 1. Scope/concept

- Participation in joint venture with global maritime stevedoring group DP World
- Port of Antwerp has taken a stake (1/5) but its role is limited to strategic input



## 2. Planning



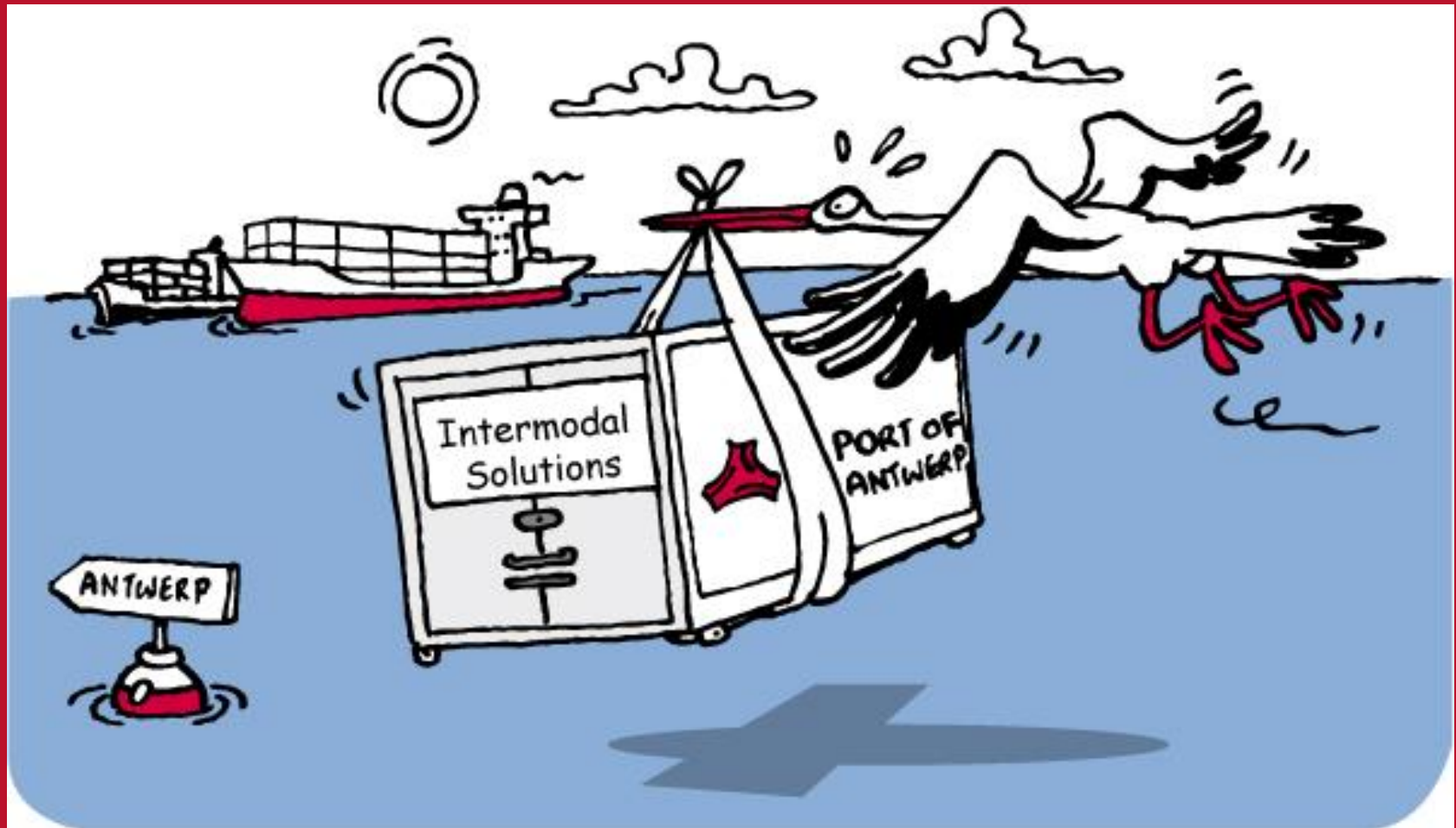
## 3. Goal

- Creation of a container transferium at a distance of 32 km from the Port of Antwerp
- Drop off/pick up point for truckers thus avoiding the congested ringroad around the city of Antwerp
- Consolidation of container volumes to be barged to/from the port of Antwerp
- Aim: to create a modal shift towards inland navigation
- Open-access terminal



# Intermodal Solutions

*"What can we do for you?"*

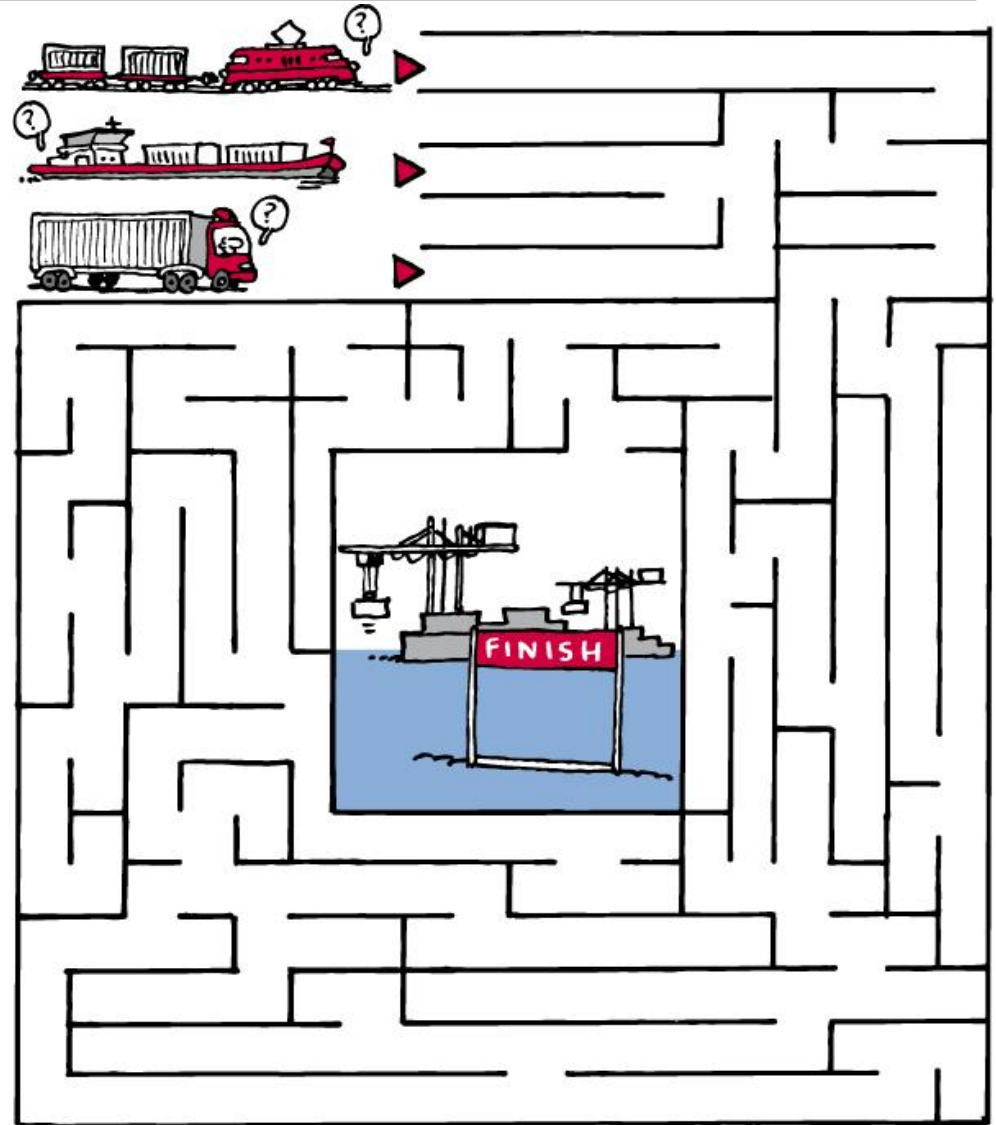


# Increasing complexity

- (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



## Collaboration Port of Antwerp & Alfaport

### **Benchmarking**

- Comparison connections, frequency and transport prices

### **Development intermodal products**

- Screening demand/supply freight flows Flanders
- “Interface” to companies and matching commodity flows (bundling)
- (Counseling) support

### **Information and communication**

- Offering accurate info
- Networking (“user group”, conferences, barge bar and rail café)



# Port of Antwerp Connectivity Platform



# Port of Antwerp Connectivity Platform



## Contains...

- General information about deepsea, shortsea and intermodal services
- 3 interactive tools:
  - ✓ *Maritime connection:*  
Antwerp arrival & departure list of sea-going vessels
  - ✓ *Terminal connection:*  
Interactive map with an overview of all the container terminals in the port and their services
  - ✓ *Intermodal connection:*  
Online search engine offering clear information regarding the intermodal connections & possibilities between the Port of Antwerp & the European inland terminals

<http://www.portofantwerp.com/en/connectivity>

The screenshot displays the Port of Antwerp Connectivity Platform website. At the top, there is a navigation bar with the Port of Antwerp logo, language options (NL, EN, FR), and links for News, Events, Publications, Media center, and Contact. Below this, a secondary navigation bar lists categories: BUSINESS, PORT ORGANISATION, PUBLIC INTEREST, SUSTAINABILITY, and SERVICES AND INFO. The main content area is titled 'Connectivity' and features a large banner for 'Accessible port' with a photo of a container ship. Below the banner are three interactive tool cards: 'Maritime connection' (showing vessel arrivals and departures), 'Port Terminal connection' (showing container terminals), and 'Intermodal connection' (a search engine for routes). A section titled 'Intermodal Solutions & Connectivity Platform' provides text about the platform's launch and purpose, with a link to read more. At the bottom, there are six smaller cards for different transport modes: Rail transport, Inland shipping, Road transport, Pipelines, Shortsea, and Overseas shipping, each with a brief description and links to further information.

# Port of Antwerp Connectivity Platform



## PRODUCT SHEET Port of Antwerp Connectivity Platform



### Benefits

Up-to-date information about maritime and intermodal transport possibilities to and from the Port of Antwerp

Transparency guaranteed: all data centralised in one place

User-friendly search engine with various search options

No registration required, free of charges

Interactive map and overview of the container terminals in the port

### For whom

Shippers

Freight forwarders and 3PL's

Shipping agents and carriers

Intermodal operators

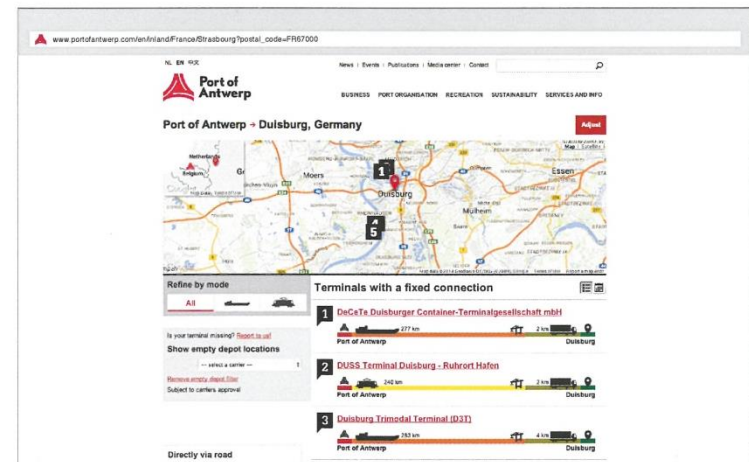
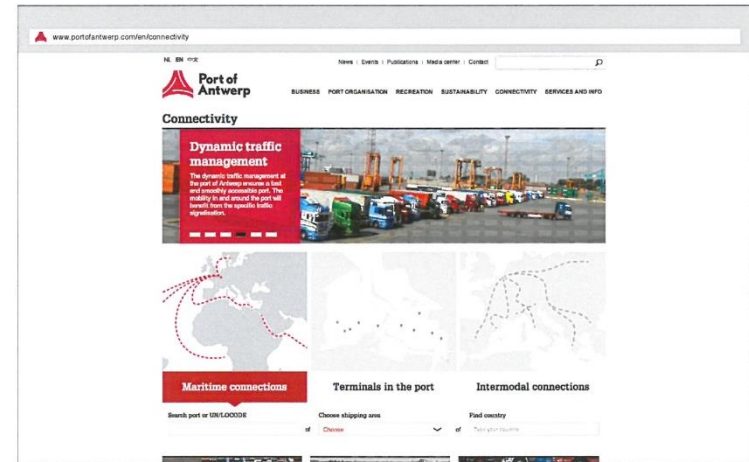
Terminal operators

## Easy access to maritime and intermodal options to and from the Port of Antwerp

Looking for an easy way for you to find out how to get your container cargo quickly, cost-efficiently and sustainably to and from the European hinterland via the Port of Antwerp? The Port of Antwerp Connectivity Platform is a user-friendly website offering clear information about the maritime and intermodal transport possibilities to and from the port, all centralised in one place.

“  
This platform creates transparency in the various intermodal options between our terminal and the Port of Antwerp

Philippe Govers,  
Chief Operating Officer,  
BCTN/BCTN MEERHOUT



▲ The platform contains information about 280 carriers, 200 container terminals and 70 transport operators from 15 European countries, which makes it a unique tool.



[Connectivity Platform](#)

**Question time!**

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