

# State aid and investment in rail infrastructure in ports

Koen Cuypers

Mobility expert  
Antwerp Port Authority



Port of  
Antwerp

# Port of Antwerp DNA

2nd largest port in Europe



**238**

Million tonnes of  
maritime freight



**12,068**

hectares



**20.7**

billion €  
added value



**144,000**

jobs



**1,000**

companies



**4.8%**

GDP

# ECA - project

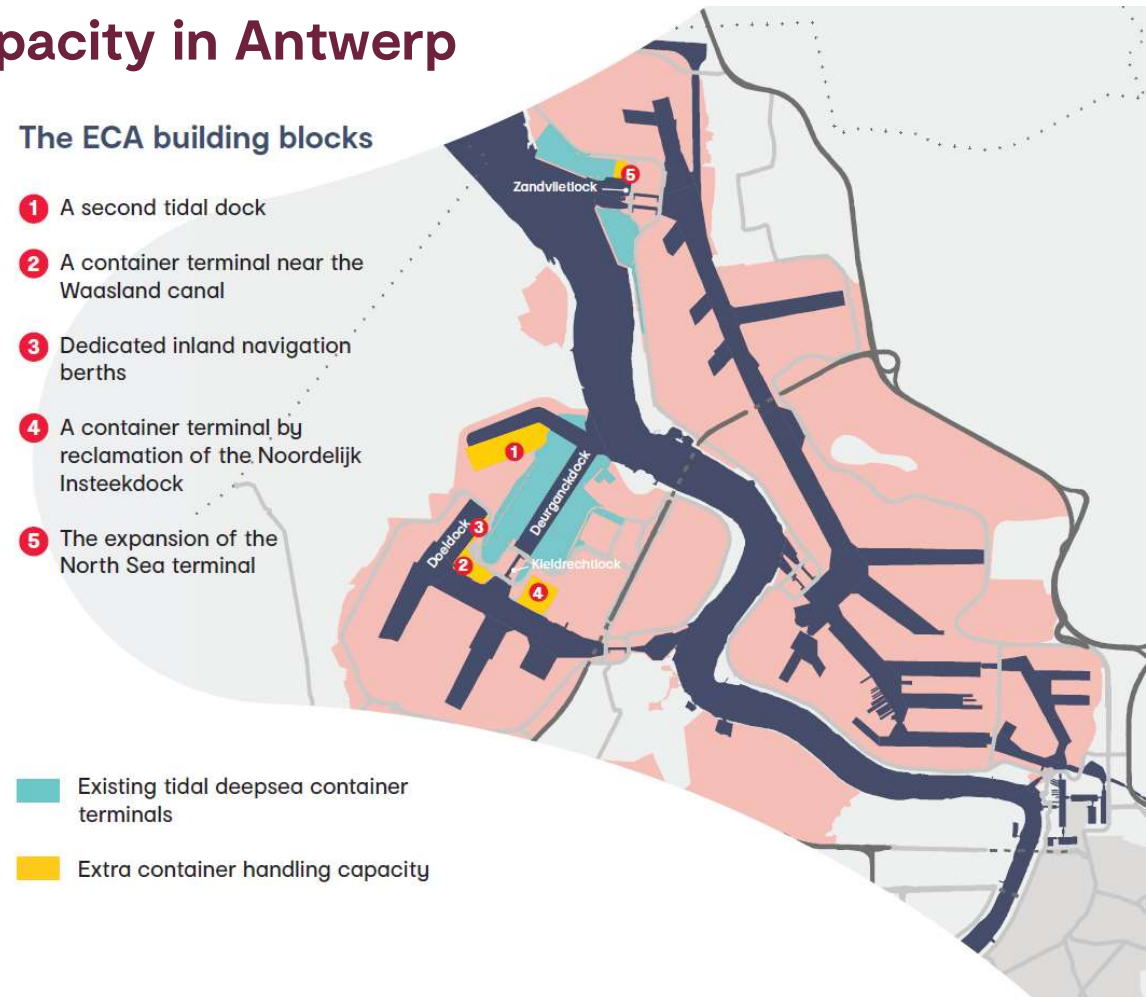
## Expansion of container handling capacity in Antwerp

### Extra container handling capacity

	1	2	3	4	5
	A second tidal dock	Container terminal near the Waasland canal	Dedicated inland navigation berths	Reclamation of the Noordelijk Insteekdock	Expansion of the North Sea terminal
 Maritime shipping	+1800 m	+660 m	-	+500 m	+500 m
 Inland navigation	+600 m	-	+300 m	+150 m	-
 Surface	ca. 81 ha	ca. 23 ha		ca. 40 ha	ca. 13 ha
 Capacity	+4,0 mio TEU	+0,7 mio TEU	+0,6 mio TEU	+0,9 mio TEU	+0,9 mio TEU

### The ECA building blocks

- 1 A second tidal dock
- 2 A container terminal near the Waasland canal
- 3 Dedicated inland navigation berths
- 4 A container terminal by reclamation of the Noordelijk Insteekdock
- 5 The expansion of the North Sea terminal



# Mobility : freight transport (containers)

Ambitious modal shift targets 2030: more rail and inland shipping



# Mobility: rail transport

## Focus on optimisation

- Focus on optimization of **infrastructure management**
- Improvement of **operational efficiency** of the last/first mile
- Development of new **high frequency shuttles** to/from European hubs
- Development of **performant local infrastructure and terminals** (ECA: 350 million €)



## ***Statement 1***

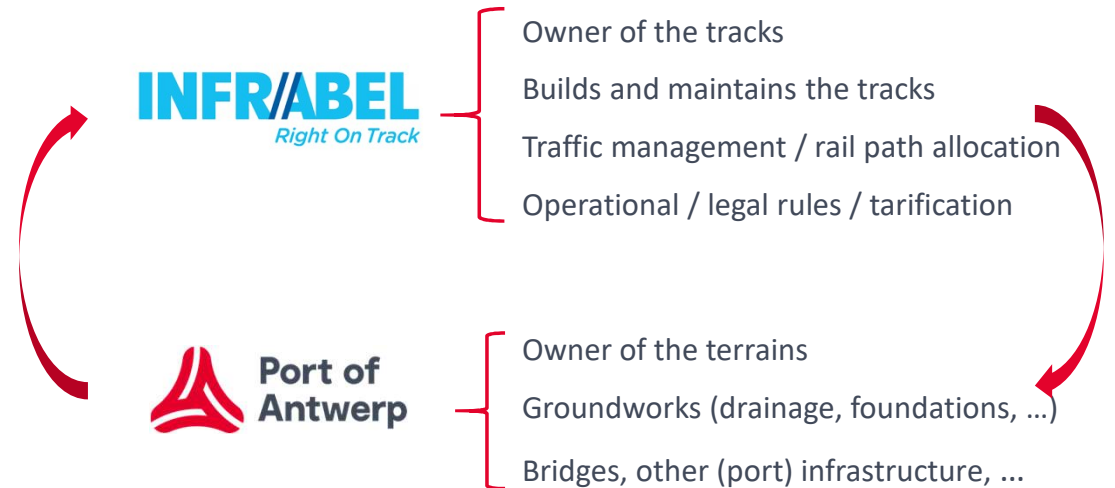
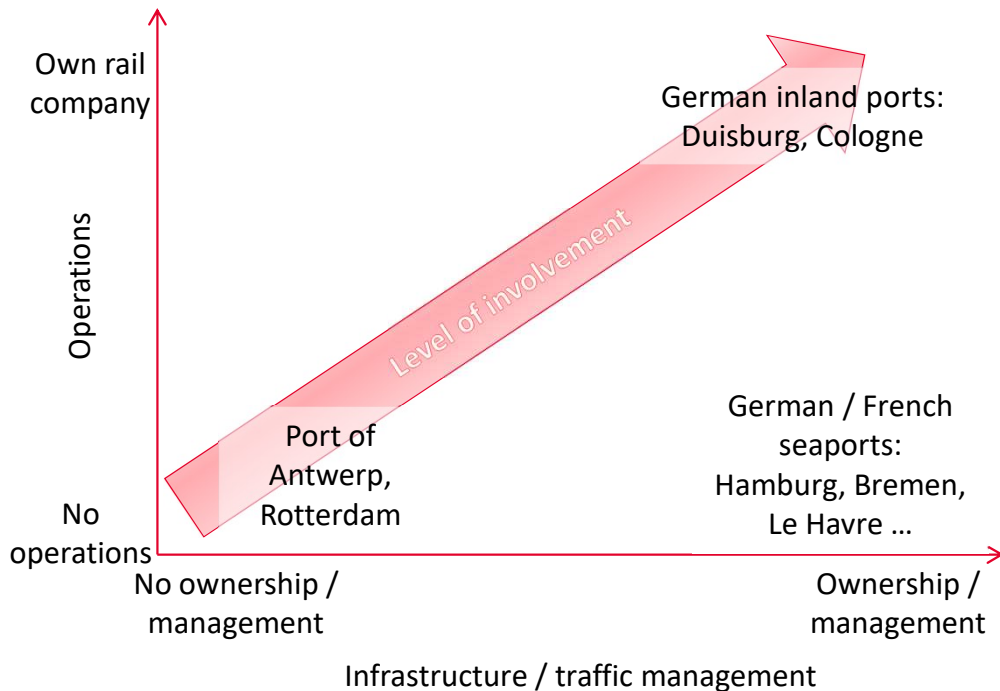
**Every financing scheme should focus on cost reduction, especially in ports**

**“Disproportionately high last-mile costs” are a mayor bottleneck for the development of intermodal rail services**

*European Commission (2015), Analysis of the EU Combined Transport, Contract N° FV355/2012/MOVE/D1/ETU/SI2.659386 (p161)*

## Statement 2

# Ports throughout Europe have different rail infrastructure management and financing schemes



### ***Statement 3***

## **The commercial relationship between maritime TO's and RU's is ambiguous**

**There is (in most cases) NO commercial contract / relation between RU's and maritime TO's:**

- Loading / unloading of trains at maritime terminals is part of the contract between the shipper/shipping company and maritime TO;
- Only operational / technical “contract” between TO and RU;
- Cost often included in a general Terminal Handling Charge (THC) per unit (container) which also includes the loading/unloading of the ship and an “average” handling cost rail/road/truck



## ***Statement 4***

# **The (EU) legal framework does not take into account enough the specifics of a port environment**

- See Statements 1, 2 and 3
- 2012/34/EU “Service facilities” <> Port planning procedures are focused on maritime transport flows;
- Data sharing much more difficult in the rail sector.

# Thank you for your attention

Antwerp Port Authority

[www.portofantwerp.com](http://www.portofantwerp.com)

