Creating Intermodal Solutions

A case study of the Port of Antwerp
Common global focal point: port connectivity
From a port perspective to a supply chain approach
Port of Antwerp
The port in numbers

Million tons of maritime traffic

- Break bulk: 14 mio ton
- Containers: 118 mio ton
- Liquid bulk: 69 mio ton
- Dry bulk: 13 mio ton

New growth record +2.7%

Balanced import and export flows
The port in numbers

- **12,068** Total area (ha)
- **172** Quay length (km)
- **1,061** Railway (km)
- **430** Roads (km)
Hinterland
Hinterland connections: barge

- **97.3 million tonnes** of freight via Antwerp by barge in 2016
- **49.300 barge calls** handled in 2016
- **950 barge calls** on average per week
- **222 container shuttles** per week to 85 European destinations in 7 countries
- **85 barge operators** with regular barge calls, including 45 container barge operators
Hinterland connection: rail

- 20 million tonnes of freight per year by rail
- 130 loaded trains per day
- 180 container shuttles per week to 28 European destinations (direct) in 11 countries
- 23 rail fans
- 7 intermodal terminals
Goods transported by barge and rail

**Total barge volumes - million tons**

**Total rail traffic - million tons**

**Goods categories 2016**

- Containers: 64%
- Breakbulk: 20%
- Liquid bulk: 10%
- Dry bulk: 8%
Ambitious hinterland strategy

**Modal split today**
- Total: 52% (Road), 40% (Barge), 8% (Rail)
- Containers: 58% (Road), 35% (Barge), 7% (Rail)

**Modal split Ambition 2030**
- Total: 15% (Road), 42% (Barge), 15% (Rail)
- Containers: 43% (Road), 40% (Barge), 17% (Rail)
3 pillars of the hinterland strategy

- Intermodal Solutions
- Efficiency
- Infrastructure
Infrastructure: in search for bottlenecks

KIELDRECHTLOCK

LIEFKENSHOEK RAIL TUNNEL
In search for efficiency

1. Nautical coordination
2. Efficient container handling
3. Effective distribution within the port

RAILPORT

Port of Antwerp
essencia
Kamer van Koophandel Antwerpen-Witseeland Alfaport
MAATSCHAPPIJ LINKERSCHELDEOEVER

INSTREAM
In search for intermodal solutions
Conclusion: Port of Antwerp as a facilitator

- Ad hoc, re-active, competitive approach
- Services & tools port
- Landlord port
- Pro-active landlord port
- New sustainable growth path
  - Integrated, pro-active, collaborative approach

Port of Antwerp