

Port Hinterland Development in the TEN-T

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- Head Shipping, Transport, and Intermodality -

AMRIE, APRI

EU TARGETS

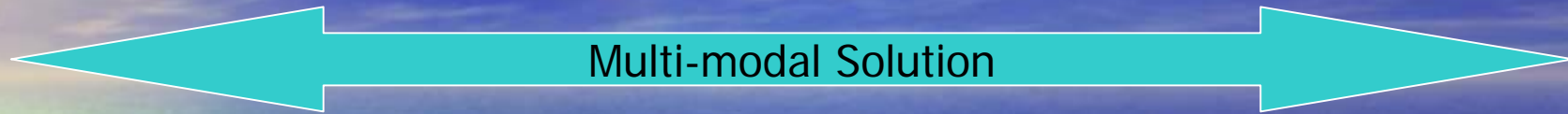
THE MODAL SHIFT



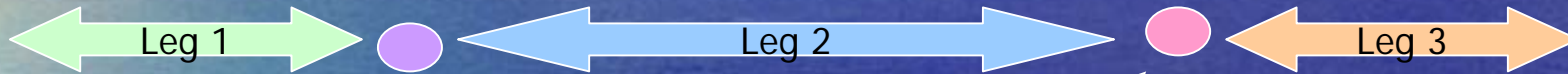
HOW TO INSERT A SSS LEG ?

*A Real and Practical Question which
needs Analyses in Real and Practical
Terms*

INSIGHT PERFORMANCE ACROSS MODES



Available Transport Modes Solutions



Quoted vs Contracted Prices

Waiting and Handling Times

Identification and Evaluation Total and Internal Costs

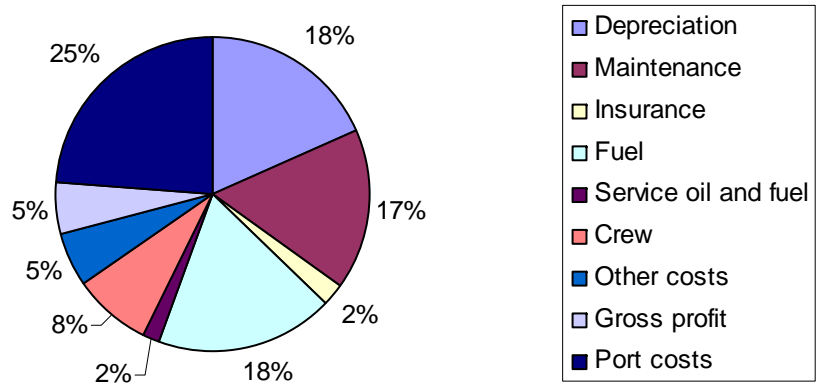
Pre-post Haulage

Time Window

% Reliability and Congestion

Journey Times

Other Modal Choice Drivers



KEY RESULT

Valuable and Transparent Insight of the Transport Market, Cost Structures, and Modal Drivers across Modes and along European Traffic Flows

IMPROVE OVERALL TRANSPORT SYSTEM ACROSS EU ?

Competitiveness vs Complementarities

Collection of Variables for a Modal Shift

Factors Influencing the Market Freight Level

Pre-Requirements for SSS to be Competitive



Port Hinterland Functions and Services

PORT HINTERLAND, TEN-T AND SEA-MOTORWAYS

Key Nodal Points for the Sea-Land
Transfer

Industrial and Commercial Nodes

Critical Paths to be taken into account

Inter-linkages, Accessibility and Cohesion

PORT HINTERLAND, TEN-T AND SEA-MOTORWAYS

Pre-selection of Well Defined Sea Routes

Ports Areas and Ports Specialisation

Link with Trade Flow and Socio-Economic
Impact Analyses

Concentration of Cargo Flows,
Infrastructure, Facilities, Quality

PORT HINTERLAND, TEN-T AND SEA-MOTORWAYS

Infrastructure Provision vs Services

TEN-T vs Marco Polo

Essence of the Sea Motorway Concept

Maritime Regional Economic Development