



## EDITORIAL

Can you believe it ? Another year is just about over. CCP21 project had a great year and every Partner has been an important part of it all. I would like to thank them for their cooperation and support ! The project is well on track and certain objectives have been reached already. Cooperation within the partnership and with other inland navigation-related organisation and projects keeps on growing and outputs keep on being delivered. Still, many other challenges await us in 2014!



I hope that 2014 will bring us even more success than 2013 and contribute to fostering connectivity and sustainable transport by optimising freight logistics and promoting the sustainable spatial development of inland port.

## TRILOGIPOINT: START OF THE WORKS

Development work on the Liege Trilogiport multimodal platform, one of the 32 port areas managed by Liege Port Authority and located along the Albert Canal, started on **28 June 2013**. The operations such as topographical surveys of the sites and clearance of the brush and undergrowth in the area were completed

this summer. The following operations will be completed in the forthcoming months:

- earthworks for the preparation of the container terminal;
- development of the area for the natterjack toads;
- start of the sewerage works
- roundabouts, new link road and new bridge.

Liege Trilogiport multimodal platform (120 ha) will be operational in the second half of 2015. The works on the actual logistic part of the platform are the second phase of the development as the Port of Liège had agreed with neighbouring inhabitants that the green park around the platform, the so-called “Welcome zone” would be developed first, with a view to reduce nuisances.

Here under a picture of the ongoing works.



## SUSTAINABLE WASTE

For inland waterway transport to be cost-effective, experts usually agree that several criteria have to be met. You need a long distance, in order to be competitive with road transport, you need large quantities, and you

need high added value goods, for the additional cost of transshipment to be covered by the total cost of the goods. This is the usual preconceptions about inland waterway transport. And the Port of Utrecht intends to prove them all wrong.

Indeed, on a distance of 45 km only, very low added-value goods, i.e. waste, will be shipped from Utrecht to Amsterdam, in order to be incinerated. The Port of Utrecht will make use of small push barges (500 t) that will remain ashore for 2 days before travelling to Amsterdam. Based on the first calculations, this fairly simple process, the cost-effectiveness of which contradicts all three basic principles of IWT, will save about 100.000 litres of petrol yearly and more than 300.000 km of road transport.

The process can be cost-effective because both the loading point and the destination are located along the waterway and will soon have their own transshipment platform and because of the use of push barges, which allows to temporarily store the waste directly in the barge, thereby avoiding a double transshipment from truck to the quay and then into the barge. Within CCP21, the Port of Utrecht will develop the storage area, which will be covered with a view to store the perishable household waste.

## LONG TERM VISION OF INLAND PORTS



On **22 November 2013**, the CCP21 Partners gathered at the Inland Terminal Conference in Liège, officially signed the document “Long term vision of inland ports : a toolbox for sustainable and connected port

development”. This study was elaborated jointly by CCP21 Partners and observers, based on recommendations of the study on inland ports’ economic and environmental performances, carried out in CCP21. This long term vision also takes into account relevant EU policy documents, among which the White Paper ‘Roadmap to a Single European Transport Area’, the future ports policy, the NAIADES I and its forthcoming review, as well as the new TEN-T policy, the guidelines and the Connecting Europe Facility (CEF).

The aim of this strategic document is to outline the long-term vision that CCP21 Partners set themselves as inland ports. Partners in this project have two characteristics in common :

They are urban ports, which means that they are in a ideal position to best facilitate urban freight logistics, while at the same time facing heavy constraints (high competition for limited space along the waterway, urban integration, etc.).

They are located in the hinterland of major sea ports between Hamburg and Le Havre.



The long-term vision outlined in this vision is based on these two main characteristics. This vision for inland ports takes into account the current developments in transport and logistics and their applicability in urban agglomerations.

The timeframe set to reach the objectives is 2020, to be in accordance with the major policy documents that have 2030 as final

deadline. It speaks for itself that transforming transport and logistic patterns in urban areas requires important structural reforms and investments, as well as political will to pursue this goal. Therefore, the horizon might well go beyond 2030 for certain long term objectives.



PRESENTING AND MEASURING PORT PERFORMANCE



BECOMING A LOGISTIC PARTNER FOR THE SUPPLY CHAIN



GREENING PORT ACTIVITIES AND REDUCING PORTS' CARBON FOOTPRINT



STRATEGIC COLLABORATION BETWEEN INLAND PORTS AND WITH SEA PORTS

## STAFF EXCHANGES

On **November 28th**, CCP21 partners were invited to take part to the Platform meeting organized by Port of Utrecht at Paviljoen en Atelier Waterwerken. The platform is the contact for issues that affect logistics developments in the Utrecht region. For the development of Port Of Utrecht, industry and government are working together in the Platform Port Of Utrecht. The parties are committed to introducing innovative and efficient logistics concepts for road, water, rail, and combinations.

Following an opening speech by Theo van Oijen (chairman the Port of Utrecht) and Erwin van der Weide (coordinator for Port of Utrecht), the guests had the opportunity to listen to Rickert de Kort (Buck Consultants) for a presentation about logistics decoupling and Hans Kraaij (Province Utrecht) for a presentation about 't Klooster.



Working groups gathering Port of Utrecht, various stakeholders (logistics industry,

businesses,...) and CCP21 partners were then organised on the basis of concrete case in order to tackle the following issues:

- What do companies need in order to excel in the Port of Utrecht?
- As a company, what do you need in order to (in the future) link modalities together on an optimal basis ?
- What contribution can you deliver and what do you expect from the other organizations?

A really fruitful debate followed surrounding these three questions. The Platform meeting ended with a presentation by Anthony Callens (Port of Brussels) about city distribution via multi-purpose transshipment points in Brussels.



On **November 29th**, CCP21 partners embarked for a tour through the Ports and canals of Utrecht with a vessel from Schuttevaer. For this very specific occasion, two VIP tour guides had taken care of the ship's crew during that day: Theo van Oijen (Chairman Port of Utrecht) and Willem Addink (Portmaster).

In addition to visiting the navigable are of the port of Utrecht, Partners also visited Oskam's infrastructures at Lage Weide. Oksam is a company that offers sustainable complete solutions in the fields of dismantling and demolition job, soil remediation, asbestos abatement, infrastructure, landscaping, recycling, detecting and removing conventional explosives, transport by road

and water. After the visit, in the centre of Utrecht's canals, CCP21 partners had the opportunity to see two operational investments in action: the Ecoboot and the Stroomboot.

#### **UPCOMING EVENTS**

**28-29/01/14:** Cockpit Team meeting in Mulhouse

**5/02/14:** Cockpit Team meeting in Liège

#### **CONTACTS**

For further information on CCP21, please contact the Project Coordinator:

[jbeclard@port.irisnet.be](mailto:jbeclard@port.irisnet.be)