



Connecting Citizen Ports 21



ABOUT THE PROJECT

Connecting Citizen Ports 21 was initiated in 2010 by 7 European inland ports, who realised that they were facing the same challenges while offering the same potential and opportunities. This 4-year project aims at fostering connectivity and sustainable transport by optimising freight logistics and promoting the sustainable spatial development of inland ports.

Sustainable, reliable & safe

Water transport is the most sustainable, reliable and safe means of transport for freight, and CCP21 Partners want to make this transport mode even more sustainable by optimising the organisation of freight logistics and strengthening the position of inland ports.

Unused Potential

Inland ports are the nodes in the transport chain, where freight and passengers are being transferred and economic added value takes place. Strengthening and enlarging the capacity of these nodes will increase the efficient use of the existing network. North West Europe's dense and well developed network of inland waterways has a large unused potential because the current capacity and use of inland ports are limited.

Common opportunities & challenges

The location of inland ports in cities offers opportunities for new logistic and spatial concepts, such as city distribution, regional container shipment and multipurpose land use. Nevertheless, inland ports are under pressure. Connecting them to the EU waterway network and competing in the global logistic market demands an increase of ports' scale. Also, inland ports receive fierce competition from other urban functions for the limited space available at the waterside.

THE TRANSNATIONAL APPROACH

Finding solutions to common challenges asks for transnational cooperation. For the implementation of new concepts, a transnational learning process is also key. Efficient hinterland connections, cooperation between ports, the implementation of new logistic concepts, cohabitation and city distribution have become important topics in which transnational cooperation is needed. It reduces external costs and makes ports more competitive and effective in their future strategy. Therefore, CCP21 partners decided to pool their valuable experiences and knowledge into the project, in order to contribute to the growth of inland waterway transport by linking the transnational network to the local situation.



Together, CCP21 partners will develop a shared long term vision for inland ports. This vision will be based on a analysis of the current environmental and economic performances of inland ports, in which Partners commit to further improve their performances, thereby enhancing multimodality and bringing added-value to cities and citizens.

ISSUES ADRESSED

Through this project, Partners intend to jointly develop, implement and evaluate a series of tools and infrastructures that will contribute to the development of inland ports and help them act as sustainable actors in the logistic chain. The global strategy was sub-divided into in 4 themes (Work Packages), which in turn contain different actions and investments.

Awareness & acceptability

Partners want to make citizens more aware of inland ports. Too often, Ports have grown physically and mentally disconnected from cities, which limits economic benefits for the city. To reconnect them, ports need to raise awareness and improve their acceptability. The project target citizens, as well as local, regional and European authorities, and show them the economic and environmental performance of inland ports. Strategies will also be jointly developed, for the sustainable development of inland ports.

Cohabitation through innovative multipurpose land use

Partners will promote the combination of leisure and freight activities, through and innovative and multipurpose use of the land. As typical urban ports, inland ports compete with other urban stakeholders for the limited space available at the waterside. Therefore, ports and freight logistics need to be integrated in the urban fabric, in a multi-purpose approach. The idea is to combine port activities with (semi-)public spaces, which legitimizes port activities in urban areas and improves economic benefits for the city.

Optimisation of freight logistics

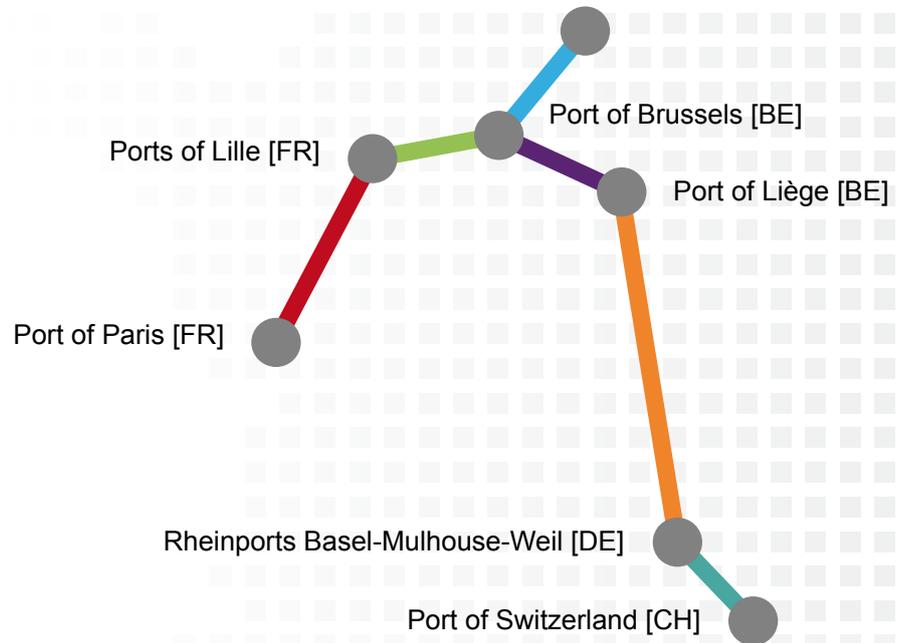
The current organisation of freight logistics needs to be optimised, through a better co-operation between ports and by means of innovative logistic concepts, such as regional container transport, navigation on small waterways and self-unloading vessels. Cooperation will allow growth in scale, offer better services and lead to a greater efficiency. CCP21 also wants to facilitate the successful implementation of the new logistic concepts.

Sustainable city distribution

City distribution is a promising logistic concept and applying it to inland ports has several advantages: less traffic, cleaner air, improved safety, less noise and better living conditions. Shops and businesses will be served from the city distribution centre which will be supplied by water, road and rail. The project will study the conditions that make city distribution a success.

CCP21 PROJECT PARTNERS

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INVESTMENTS

Together, CCP21 Partners aim at designing, implementing and evaluating 6 investments in total. Transnational cooperation will be key in overcoming the expected technical challenges and ensuring that, as early as possible in the conception of projects, all necessary knowledge and expertise are mobilised.

Innovative communication strategy in Liège

Among other objectives, the Port of Liège will focus on designing a welcome zone for its upcoming logistic platform Trilogiport. Unlike previous examples, it will not be designed as a screen to hide port activities, but rather as a place of interaction between the port and citizens.



3D image of the buffer zone, Port of Liège

Multipurpose platform in the heart of Paris

The Port of Paris will develop a multipurpose transshipment platform, at the foot of the Eiffel Tower. Thanks to state-of-the-art machinery and innovative time-sharing processes, the platform will be used to supply supermarkets in the city centre, and for leisure activities.



La Bourdonnais platform, Port of Paris - created by Vectuel

Ecoboot in Utrecht

Among other things, the Municipality of Utrecht will work on improving of its logistics by means of an innovative 100% electric, self-unloading vessel that will be used to collect waste in the city centre but that can also be used to transship other goods, including by private persons.



Ecoboot in action on the canals in Utrecht

Multimodal distribution centre in Lille

The Port of Lille will develop a distribution center supplied by water, rail and road. Located less than 3 km from the heart of the city, the centre will allow a more sustainable and efficient supply of about 4000 stores in Lille, thanks to innovative ICT and eco-friendly vehicles.



Location of the upcoming multimodal distribution centre in Lille

Innovative city distribution along the water

The Port of Brussels, Lead Partner of the project, will aim at developing several multipurpose transshipment platforms through the city. These polyvalent platforms will be supplied by an innovative self-unloading catamaran. They will cohabit with other urban functions, make existing sites multimodal, and should form the backbone of multimodal and innovative city distribution in Brussels.



TIR Centre in Brussels, soon connected to the waterway through an innovative platform.

Improved container management through ICT in Rheinports

Rheinports is a European project in itself, as it is the alliance of the ports of Mulhouse, Basel and Weil-am-Rhein. As such, their objective will be to reinforce the cooperation between the 3 ports, by putting a new collaboration model into place and developing an ICT application for the management of container traffic.



Containers waiting to be transferred to another location in Rheinports



For further information, please visit our website
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