

Hinterland connections to seaports

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Study terms of reference

- To describe and analyse the available information on container and ferry freight transport trends and projections in UNECE region
- To describe and analyse the policy response to traffic congestion and other problems in hinterland connections of seaports

Revised report structure and link to study objectives

Study objectives	Section of report							
	2	3	4	5	6	7	8	9
To determine key issues in existing literature relating to performance of seaports and their hinterland connections	●	●		○	○			
To assess key trends in the container and ferry markets in the UNECE region, including port hinterland flows			○	●	○			
To identify good practice in achieving efficient and sustainable hinterland goods movements			○		○	●		
To consider ways in which the specific problems faced by landlocked emerging economies can be overcome					●	○	○	
To recommend ways in which the connectivity of seaports and their hinterlands can be improved							●	●

Key: ● – strong relationship; ○ – lesser relationship

Update: responses to UNECE questionnaire

Country	No. of responses	Ports included
Belgium	1	Zeebrugge
Bulgaria	1	Bourgas
Canada	1	Halifax
France	1	Marseille
Germany	1	Bremen-Bremerhaven
Latvia	1	Riga (Baltic Container Terminal)
Lithuania	1	Klaipeda
Netherlands	1	Rotterdam
Poland	3	Gdansk, Gdynia, Szczecin-Swinoujscie
Russian Federation	1	Novorossiysk
Spain	4	Algeciras, Bilbao, Las Palmas, Valencia
Switzerland	1	Basel
Turkey	13	Akdeniz, Bandirma, Borusan, Derince, Gemport, Haydarpasa, Iskenderun, Izmir, Mardas, Marport, Mersin, Samsun, Trabzon
Ukraine	1	Odessa
United Kingdom	2	Dover, Felixstowe
Total	33	-

Questionnaire survey representation

- 15 UNECE countries represented
- 45% of responses are from Turkey
- No respondents from:
 - USA
 - Scandinavia
 - Other key countries (e.g. Italy)
- 9 of the top 20 EU container ports included
- 2 of the top 10 EU ferry ports included
- Not all respondents answered all questions

Good practice in port hinterland flow efficiency and sustainability

- Initiatives to satisfy trade requirements while minimising transport distance
- Hinterland transport infrastructure provision and use initiatives
- Initiatives to make efficient and sustainable use of transport modes
- Cross-border transport initiatives and the development of partnerships
- Non-transport initiatives to reduce border crossing delays
- Data availability

The way forward: key principles

- Interrelationships with existing policies
- Evidence-led policy making
- An agreed set of policy objectives
- Adoption of policies and initiatives appropriate to the situation
- short-term: focus on measures to improve efficiency and reduce environmental impacts
- long-term: challenging the orthodoxy - a new hinterland model
- Policy recommendations developed to take forward

Feedback on draft report...

- Consensus approach?
 - Focus on study outcomes/recommendations?
- Timescale and resource issues