ZKR-Kongress Rheinschifffahrt und Klimawandel
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WORKSHOP 3 – Market and logistic chain

Open access and reliability – success key for inland ports

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Inland ports as „Hinterlandhubs“ resp. extended gateways

Ausgelöst durch wachsende Kapazitätsengpässe in den Seehäfen:
-> Trends zur Bildung von Hinterlandhubs als „extended gateways“ der Seehäfen
PORT TERMINAL FACILITIES

UNIVERSAL PLATFORM:

Container Terminals (incl. dangerous goods)

Distribution Center (contract logistics)

Platforms for dry bulk (incl. humidity sensitive products)

Silo facilities for basic food products

► co-modality (water – rail – road)
The open „rhine regime“ should be extended via the inland ports to the landside (especially for rail transport) -> balanced access conditions
Port access levels:

- loading / unloading
- transport infrastructure
- transport market (-> rail transport)
- safety regulations

► positiv impact on reliability
waterside
rail
road
"Hub" Port of Switzerland: Modal-split and Hinterland

Modal-split 2008:
- Water: 7,2 mio t = 48 %
- Rail: 5,7 mio t = 38 %
- Road: 2,2 mio t = 14 %

Shiploading 2008:
- to / from
- 70% Switzerland
- 20% Northern Italy
- 10% Basel Region