



PIANC - AIPCN, The World Association for Waterborne Transport Infrastructure

-PIANC InCom WG 216-

Deriving a Better Understanding and Best Practices for the Creation, Development and Deployment of Multimodal Inland Ports

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WG 216: Purpose



- Based on 6 detailed case studies of Multimodal Inland Ports in Europe, a better understanding is developed of:
 - Challenges faced by the Ports' developers in various domains
 - Solutions that can be used to address these challenges
 - Some Best Practices
- Methodology
 - Publicly available information regarding the location, situation, history, and development of the Ports is collected, analyzed, and presented in standardized fiches
 - The Management of the Port is interviewed by a small team of experts
 - The data from both efforts are synthesized and reported

Intended Users of the Report



- Any authority desiring to develop an inland port
- Private companies desiring to invest in the port

Information is obtained around 14 crucial Issues for the Development of the Ports



1. Classification,
size, tonnage

2. Unique
Geographical
Situation

3. Governance &
Stakeholders

4. Transport modes
in operation &
Markets

5. Space available,
expansion

6. Managing
capacity,
distribution over
different modes

7. Warehousing &
Added-value
services

8. Energy use and
production

9. Equipment

10. Staffing

11. Market studies
(determining
potential cargo
flows)

12. Financial
management
(Government
subsidies)

13. Partners

14. Marketing and
Promotion

Case studies

- Inland Port of Lille, France
- Inland ports located on the Albertkanaal/Canal Albert, Belgium
- Inland Port of Brussels
- Inland Port of Galati, Romania
- TriLogiPort of Liege, Belgium
- Haropa, Inland Port of Le Havre, France (HaRoPa)
- Platforms Seine Nord Europe Canal (4 projects)(France)



Planning

- 2022: Data Collection via Case Studies
- 2023: Presentation of the Report

Zoom on available space & expansion

- Industrial land = scarce resource
 - Renewable 30 years contracts
 - 93% occupancy rate
- => expansion is an issue

How is this tackled in the ports you've been studying and what can we learn from them ?



Zoom on energy

- Docks' electrification
- Shift from conventional to new energy sources
- Commercial, logistics' and technical challenges

How do other countries approach this issue and what measures are put in place at port level ?



Zoom on Governance

- Unique position to develop inland waterways logistics
- Possible state aids = issue
- Competition between neighbouring countries' ports

What difference in approaching & solving this problematic did you identify and how/what can we learn from it ?



Conclusion & questions

