

NORTH WEST CENTRAL CORRIDOR

MORE SUSTAINABLE TRANSPORT AND FEWER DELAYS THROUGH CARGO BUNDLING IN THE CORRIDOR

The handling of inland container shipping vessels at the Rotterdam deep-sea terminals has been under pressure for some years. Good handling of inland container shipping is, however, vital to the development of the Netherlands as Europe's most efficient and reliable logistics hub.

Various initiatives have now been taken to reduce the waiting times for inland container shipping vessels at the Rotterdam deep-sea terminals. A partnership was established between TMA Logistics (Amsterdam/Velsen), Container Terminal Utrecht (CTU) and Vero Container Logistics (VCL) in Velsen in early 2019. The inland terminals CTU in Lelystad, HOV Harlingen and Westerman Multimodal Logistics in Hasselt were added in June 2019. The initiative is supported by the deep-sea container terminals in Rotterdam, Port of Amsterdam, the Port of Rotterdam Authority and the sustainable logistics programme Lean & Green Europe.

Bundling cargo in this corridor achieves improved capacity utilisation of inland vessels and reduces waiting times at the terminals. A partnership such as this therefore results in a sustainable and reliable barge product and also contributes to the modal shift from transport by road to transport by vessel.



Cooperating terminals.

CURRENT SITUATION IN INLAND SHIPPING

Most inland terminals currently still sail with their own inland vessels to the terminals in Rotterdam. This means that the deep-sea terminals receive many vessels with relatively small call sizes. Moreover, the scheduling of calls in the port is complex, and there is a risk of delay when sailing to multiple terminals.



IMPACT OF INCREASED SCALE

A continuous increase in scale is underway in shipping: both vessels and call sizes are increasing in size. Currently, the largest vessels that arrive at the Port of Rotterdam are larger than 21,000 TEU, compared with 14,000 TEU a few years ago. Partly because of this, the peaks in deep-sea call sizes have increased enormously in recent years. Sea-going vessels also encounter delays increasingly often. Out-of-schedule situations of deep-sea vessels and vessels that arrive simultaneously only serve to intensify the existing peaks. The formation of alliances between shipping companies has resulted in new sailing schedules. This has increased transshipment volumes, which has again increased the number of peaks at the deep-sea terminals. Handling capacity for inland vessels comes under pressure during these peaks.



21.000 TEU CONTAINER SHIP

16m draught, size: 400m length x 59m beam.

COOPERATION IN THE CORRIDOR

In practice the partnership in the NWCC means that vessels will combine at least 150 to 200 TEU at the terminals in Amsterdam and Utrecht for one deep sea container terminal in Rotterdam (RWG, APMT I & II, ECT Delta, ECT Euromax) or vice versa. Eight inland vessels will transport some 6,500 TEU per week.



- LARGER CALL SIZES THROUGH BUNDLING
- FEWER DEVIATIONS FROM PORT CALL AGREEMENTS
- FEWER INLAND VESSELS AT DEEP-SEA TERMINAL
- LOWER TRUCKING VOLUMES
- REDUCED PORT STAY
- LOWER DEMURRAGE COSTS FOR THE SHIPPER

SOURCE – PORT OF ROTTERDAM



**CONTAINER SHIPPING
READY FOR THE FUTURE
MAKE IT HAPPEN.**