

Efficient Interfaces between modes of Transport

Erik L. Schultz
Vice-chairman Kon. BLN-Schuttevaer
Secr. European IWT Platform



What interfaces exist for cargo transport

- Containers
- Bulk (dry and liquids)
- Project cargo

Main routes in Europe

- North Sea - Alpine
- North Sea - Mediterranean
- Rhine - Danube



Experiences of Today:

- Rasstadt Rail Accident in Southern Germany
- Drought in Europe
- Infrastructure connected?

How does logistics translates these experiences into short term solutions?

- Efficient interfaces (is there free capacity left)
- Multi modal/ Synchro modelling
- Barge > terminal > Truck or rail > terminal > barge
for all commodities?



Future:

- Hubs & interlinking freight booking systems
 - Truck-Barge-Train
 - Documentation-Freightdocs-Customs
- Facilitate (meaning pro-active) Shift from Road to Barge (and rail)
 - And the last mile Truck
- Facilitate terminal-terminal transport to optimize One Calls to Seaports
- Reduce local shifting by road >>> Improves mobility in communities/suburban regions



- Digitalisation and e-Docs
 - Reducing border paperwork (e.g. Danube related)
 - Reduce waiting time for papers
- Beneficiaries:
 - Mobility
 - Emission
 - Efficiency (= cost)
 - Free space for passenger transport



- Message: Ris-Comex
 - Cross linking other Industry platforms (container-liquids such as Chemicals)
 - Start with Infrastructure, don't wait for traffic jams
 - Infrastructure make it "Fit-for-Future"
 - Study climate changes and make scenario's and anticipate
 - All levels open "Chinese Walls": stop thinking in single modes, think and plan multi modes



Thank You for Your attention and always available for constructive dialogue

