

ZKR-Kongress Rheinschifffahrt und Klimawandel
Bonn, 25. Juni 2009

WORKSHOP 3 – Market and logistic chain



Open access and reliability –
success key for inland ports

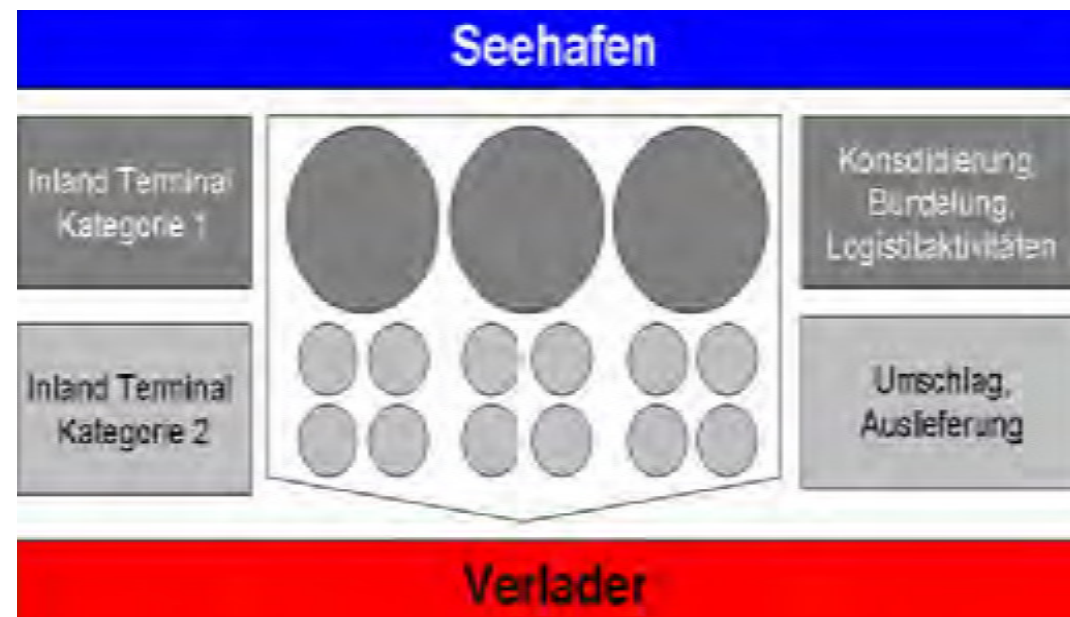
Hans-Peter Hadorn, CEO, Port of Switzerland, Basel

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

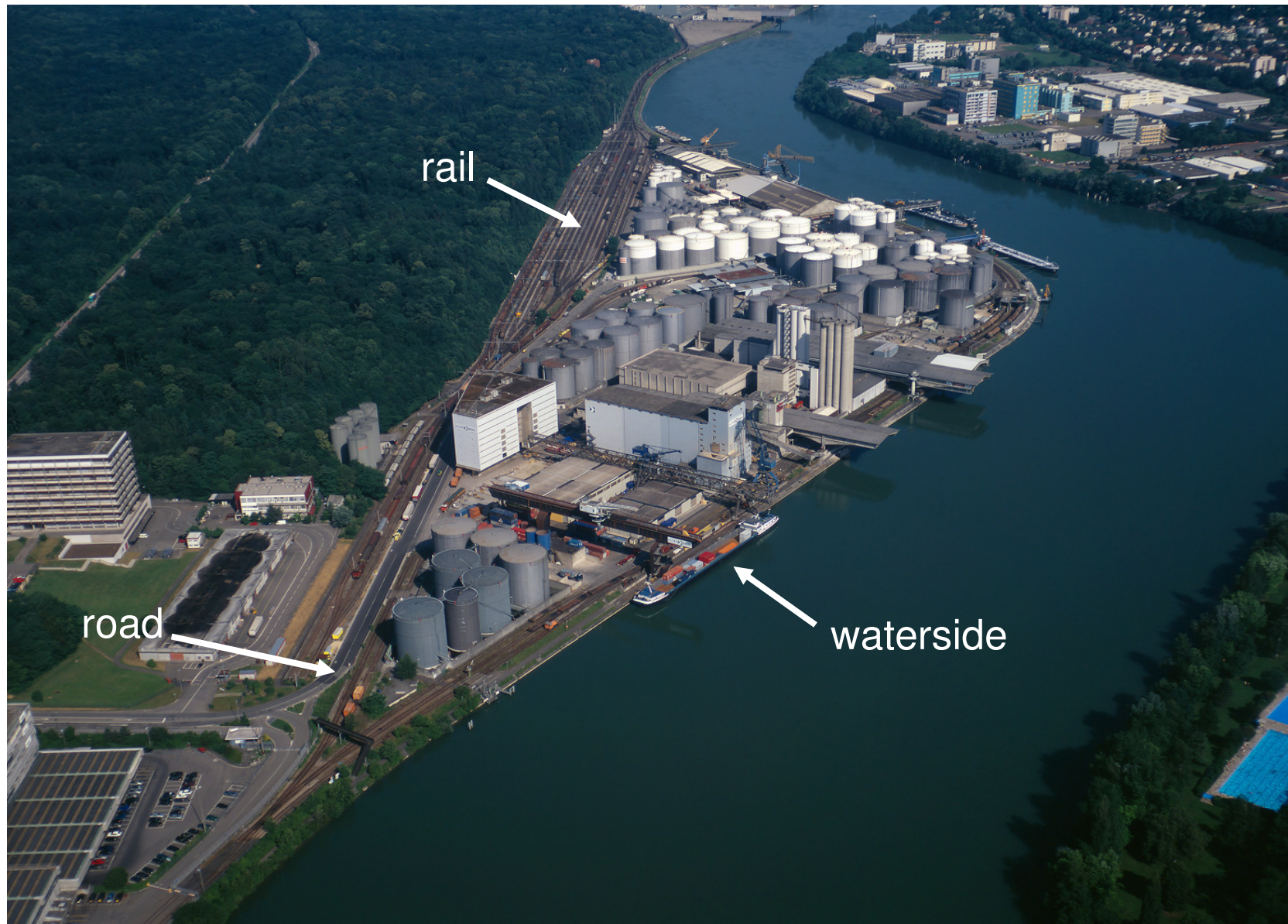
► co-modality (water – rail – road)

**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



„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

