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SESSION FIVE

INLAND LOGISTICS,
MULTIMODAL SOLUTIONS
AND TRAFFIC MANAGEMENT
Inland ports looking seaward and towards the hinterland for sustainable development

Look both ways when using the corridor!

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Abstract

Inland ports (IP) act as strategic nodes in the whole complex of global trade. Their status as significant centres in the Logistic Chain has been recognized by the focus of the European Commission on the corridors of commerce (TEN-T project).

Inland waterways have been identified as eco-friendly alternatives for freight distribution that increase the land value, decrease the congestion near maritime terminals and encourage more efficient management of the supply chain.

Although IP face the same environmental challenges as seaports in terms of reducing impacts and costs, and improving efficiency, it may be suggested that they often have to operate under special circumstances in terms of dedicated resources.

Seaports and IP are under increasing pressure to demonstrate their environmental credentials by proving progress and reporting performance against a range of key indicators. IPs are not exempt from the requirements to show evidence of compliance and sustainability.

Focusing on IP, the paper illustrates practicable tools for identifying the significant activities of the port that require control, and the options for reporting of performance. As well as being directly useful for the port authorities’ Environmental Management System, such benchmark measures can be collated at European and National levels to influence decision-making.

1. Introduction

An inland port, in the broadest sense, may be defined as a port located in an inland waterway such as a river, lake or canal. However, its actual definition is in reality more complex. According to Roso (2005), an inland port supplies regions with an intermodal terminal or a merging point for traffic modes (rail, air, and truck routes) involved in distributing merchandise that comes from water ports. An inland port usually provides international logistics and distribution services, including freight forwarding, customs brokerages, integrated logistics, and information systems.

Inland ports, located in strategic locations, facilitate the global trade towards the hinterland. In the recent years, they have gained importance due to several reasons. On one hand, the complexity of modern freight distribution and the increased focus on intermodal transport solutions have influenced the gradual shifting to inland (Rodrigue and Notteboom, 2013). On the other hand, the interest placed by the European Commission on the commerce corridors also has contributed to further promote this transport system. An example of this is the
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