

Extension to the Port of Ghent (+ Terneuzen) and to the Port of Zeebrugge

ExBo and RAG meetings
RFC North Sea – Baltic
26 & 27/03/2019



Federal Public Service
Mobility and Transport

Extension criteria

- Article 6 Regulation (EU) 913/2010
 - Consistency of the freight corridor with the TEN-T, the ERTMS corridors and/or the corridors defined by RNE;
 - Balance between the socio-economic costs and benefits stemming from the establishment of the freight corridor;
 - Consistency of all of the freight corridors proposed by the Member States in order to set up a European rail network for competitive freight;
 - Development of rail freight traffic and major trade flows and goods traffic along the freight corridor;
 - If appropriate, better interconnections between Member States and European third countries;
 - Interest of the applicants in the freight corridor;
 - Existence of good interconnections with other modes of transport, in particular due to an adequate network of terminals, including in maritime and inland ports.

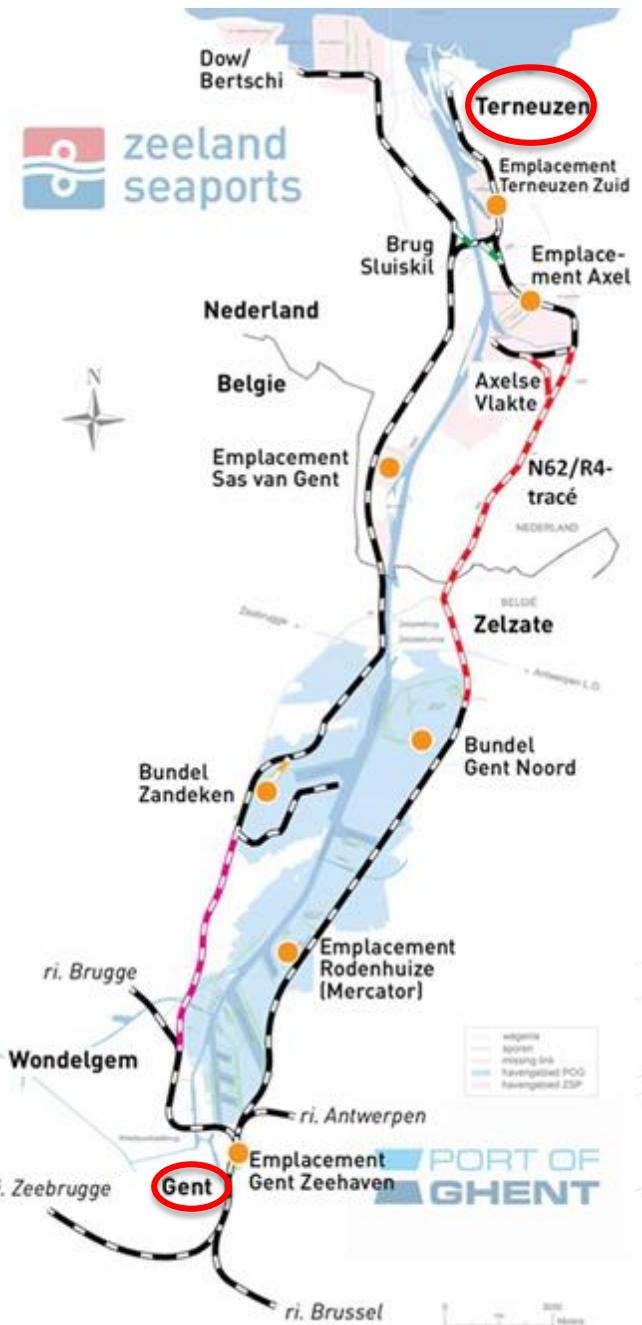
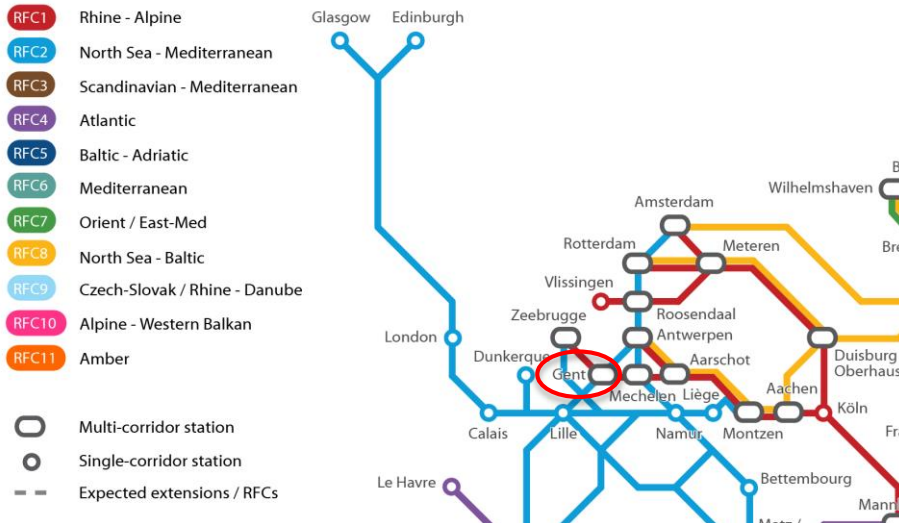
What?

- North Sea Port
 - Ghent
 - Terneuzen
 - Vlissingen



Rail Freight Corridors (RFCs) map 2018

Including extensions expected in 2020 as indicated by the RFCs



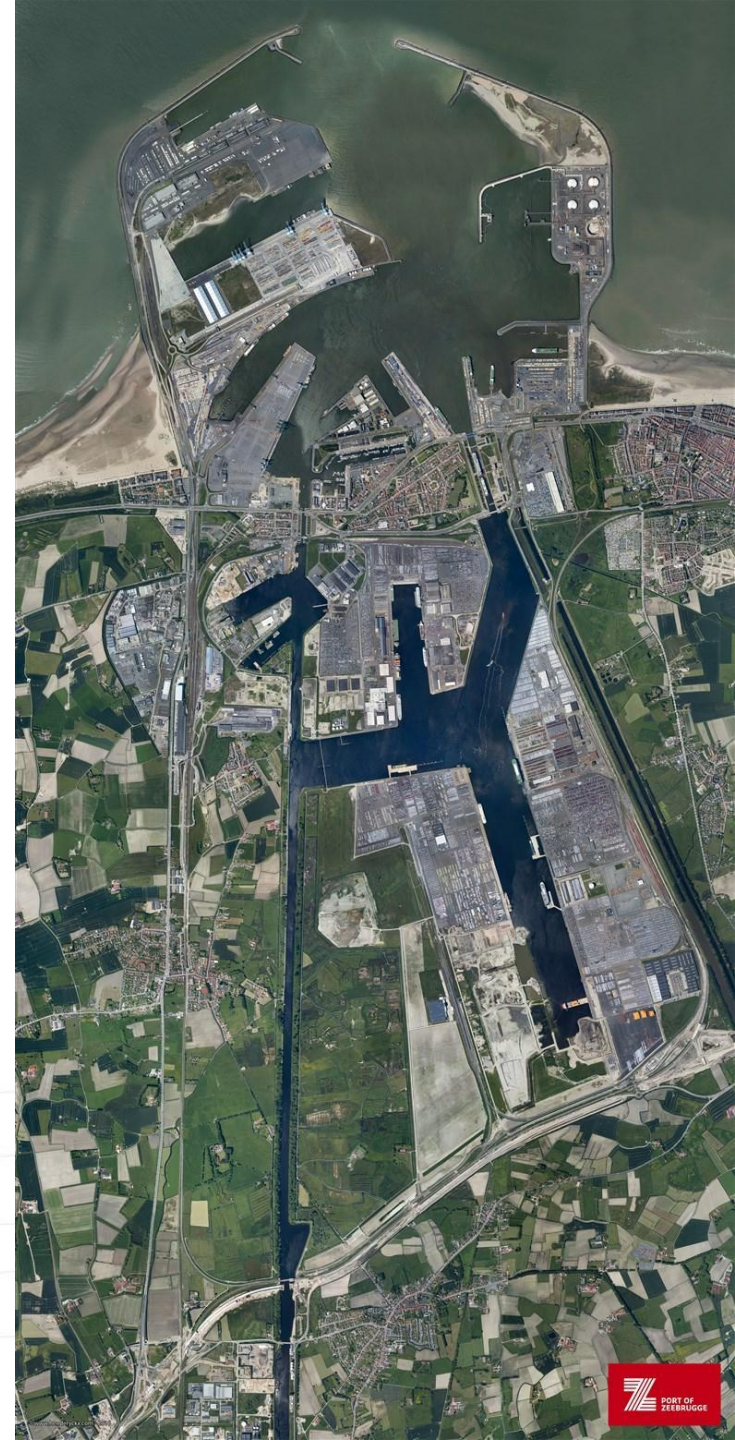
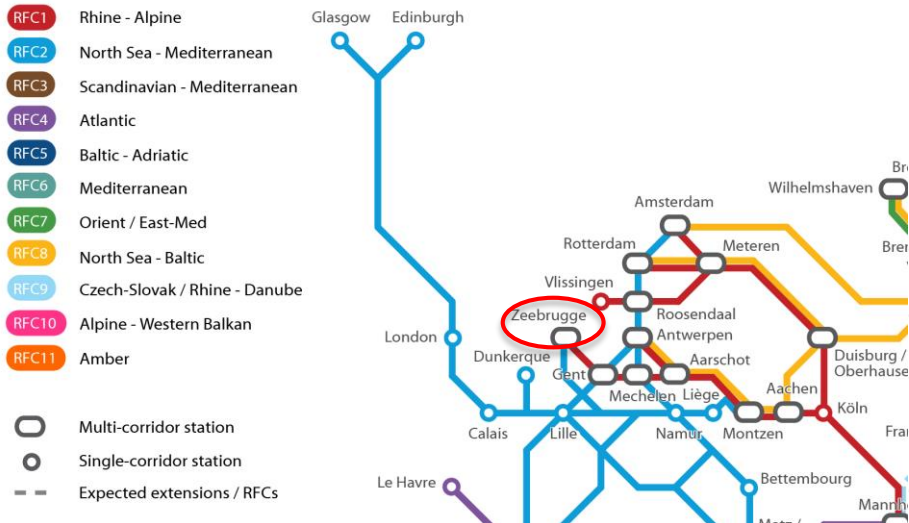
What?

- Port of Zeebrugge



Rail Freight Corridors (RFCs) map 2018


Including extensions expected in 2020 as indicated by the RFCs



What?

- Extension to Ghent and Terneuzen
 - Principal line from Antwerp to Ghent
 - Connecting line from Ghent to Terneuzen
 - No connection to Vlissingen (not included in the extension request)
 - Extension to the Port of Zeebrugge
 - Principal line from Antwerp to Zeebrugge
- Main route: Wilhelmshaven / Bremerhaven / Hamburg / Amsterdam / Rotterdam / **Zeebrugge-Ghent(-Terneuzen)**-Antwerp-Aachen – Hannover / Berlin-Warsaw-Terespol (Poland-Belarus border) / Kaunas-Riga -Tallinn / Falkenberg – Prague.

Why?

- Economic interests
 - Market evolution
 - Investments
 - One Belt One Road Initiative
- 
- The bottom of the slide features several thin, light gray, wavy lines that curve across the width of the page, creating a decorative, flowing effect.

Why?

- Economic interests

- Existing traffic

- On the RFC North Sea – Baltic (Germany, Poland, ...)
 - Beyond RFC North Sea – Baltic (Scandinavia, China, ...)

- New traffic expectation

- On the RFC North Sea – Baltic
 - Beyond RFC North Sea – Baltic

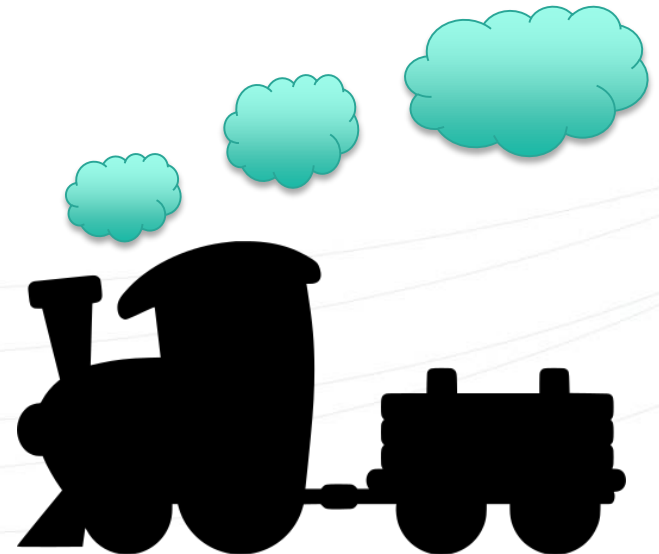
→ Both new and existing traffic would be facilitated by the accession to the RFC NSB

Why?

- Market evolution
 - Ghent: from 10 to 15% rail share by 2020
 - Terneuzen area: up to 50% more trains by 2020
 - Zeebrugge: from 10,7 to 20% rail share by 2020
- Investments
 - 750m in Ghent
 - New hub of 24 tracks in Zeebrugge
 - Various extension works in both areas
- One Belt One Road Initiative
 - Competitiveness and expected growth of volume transported

Added value?

- Added volume
- New potential outlet for inland market.



Extension criteria

- ✓ Routes compliant with TEN-T requirements
- ✓ Support modal shift
- ✓ Direct access to Ghent and Zeebrugge
- ✓ Support consistency with the objective of setting up a European rail network for competitive freight.
 - High ranking ports in Europe in terms of creation of added value and tons transported.
- ✓ Reinforce traffic (EU-EU, EU-China)
- ✓ Supported by terminals and partners
- ✓ Better interconnection of RFC (NSM, RALP, NSB)