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transport management tool

AMSbarge: **Daily service between your company and the deepsea, shortsea and hinterland services in the Amsterdam seaport and airport region**

AMSbarge

Logistic Concept

for

Goods transport

in

Congested Regions

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Port of Amsterdam

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Presentation

1. **The Case**
    1. Accessability industry in Amsterdam Air / Seaport Region
    2. Governmental Goals and Policy
2. Solution: AMSbarge Logistic Concept
3. Launching the concept
4. Conclusion

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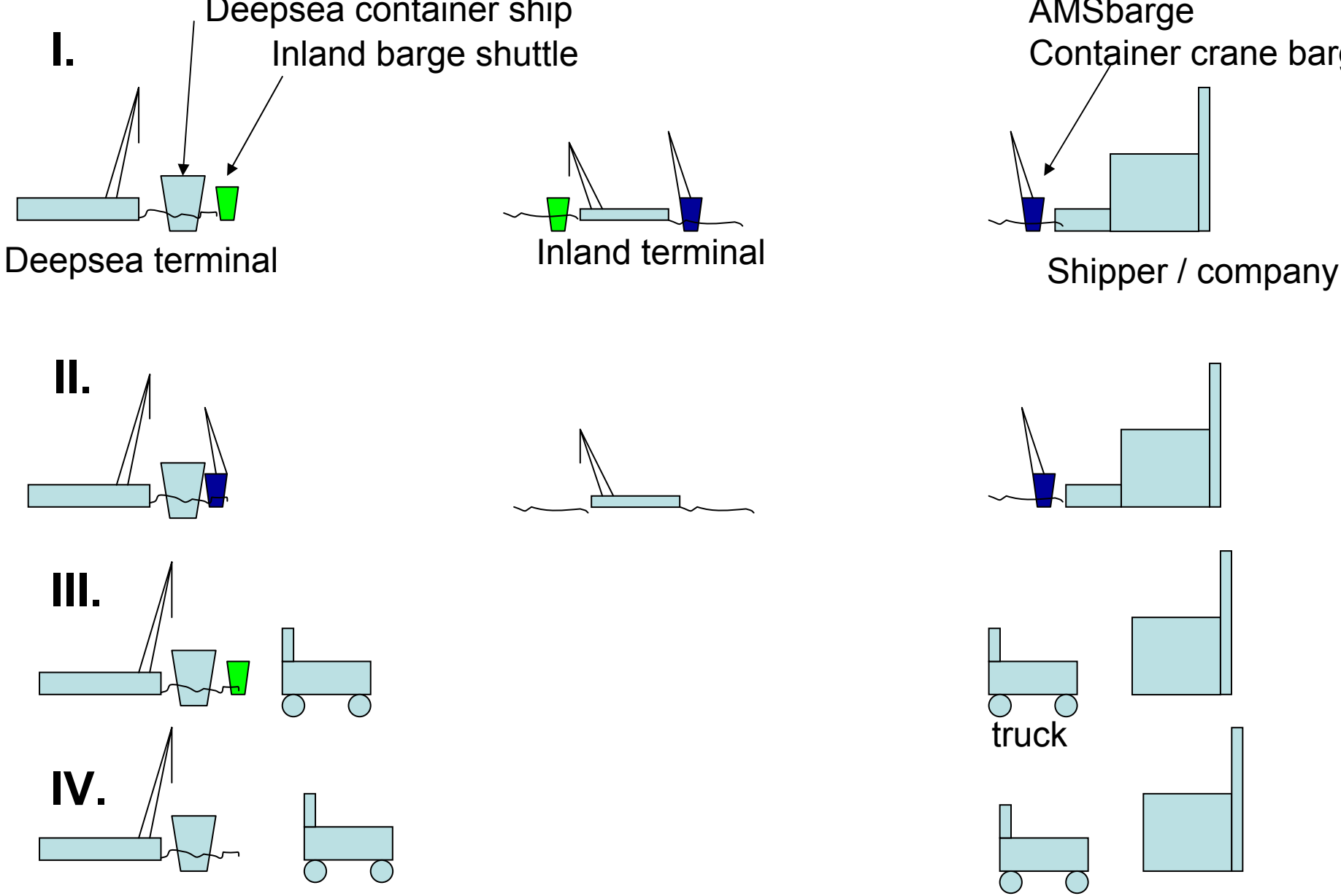

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From Road to Water Transport

PROBLEM: Accessability industry in Amsterdam Air / Seaport Region

1. Many companies alongside waterways only use trucks for goods transport
2. Congestion exists every day
3. Acess to companies is chance instead of certain
4. Planning production process more expansive
5. Companies consider to move to more transport friendly regions

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Transport Costs

transport costs within regions start rising due to congestion

Example

Truck tariff transport within region *(around 20 km)*

from fixed tariff (door to door)

(say €60 for 1,5 hour)

to tariff per hour *(say €40 per hour)*

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The Case

Governmental Policy

Policy Papers

1. EUROPE (Whitebook Transport)
2. National Government
3. Regional Government

4. City Government
5. Environmental Authority City

Uses environmental laws to switch goods transport from roads to waterways

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Governmental Goals

Reduction of negative influence of road congestion on economy

Sustainable Transport

The Case

Governmental Policy

Less use of roads (with limited transport capacity)

More use of waterways (with high transport capacity)

Increased use of ships and trains

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Impact Environmental Rules

Example: expansion of certain company

Environmental permits decrees:
expansion only allowed if
goods transport
on roads
is reduced
or shows no growth anymore (stand still)

(Rules: air quality directive, noise directive)

Congestion: Reasons to move from Truck to Ship
within an industrial region

Average speed of trucks in peak time
In 4 large cities

- **Within 3 km transport distance from center 14 km/h**
  (no time guarantee)

- **Within 10 km transport distance from center 24 km/h**
  (no time guarantee)

- ***Speed inland ships directly into the center: 20 km/h***
  (plus time guarantee)

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WHY NOT EASY for companies to SWITCH to water transport

Some reasons

1. No container crane available

2. Risks expected
   a.o in case of urgent transports

3. Extra costs expected
   due to extra handling and
   extra intern transport in the company area

Presentation

1. The Case

2. Answer: AMSbarge Logistic Concept

   1. Logistic Concept
   2. Ship
   3. Infrastructure
   4. Organization

3. Launching the concept

4. Conclusion

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An Answer

- AMSbarge concept
  - door to door transport to / from companies and industrial areas via water and rail
- Same costs as road transport
  - Far less environmental damage
  - Increase in trusted access ability of companies
- AMSbarge concept: 4 *strongly connected* focus points

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AMSbarge LOGISTIC CONCEPT

In the Seaport Airport Region Amsterdam
4 *strongly connected* focus points

1. Logistic Concept
2. Innovative Inland Barge with heavy Container crane
3. Pick up and Delivery points
4. Organization

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1. Logistic Concept

Concept

- *daily connection between Company and departure point of international Deepsea, Short Sea and Hinterland connections by inland barge and rail*

Requirements

formulated by the shippers (the users)

- *Concept should be integrated in an intermodal door to door supply chain*
- *Costs must be similar to costs of Road transport*
- *Road transport must stay connected: for urgencies and some pre- and end haulage*

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2. Innovative Inland Barge with heavy Container crane

Can pick up and deliver containers to / from company sites or industrial areas at or near waterways where no crane is available

Fulfills requirements of shippers: costs per TEU similar to road transport

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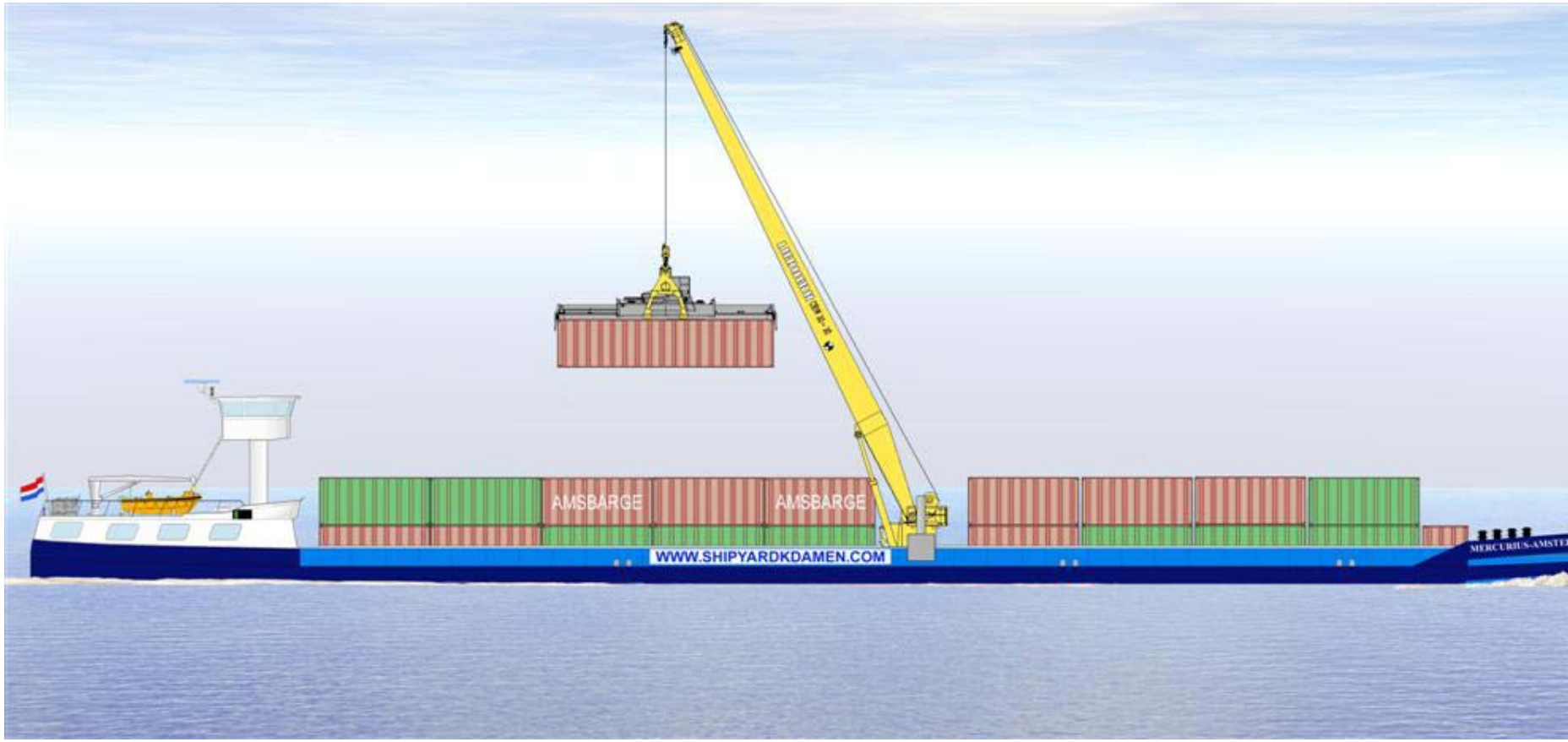

Initiated by Port of Amsterdam
Developed in co-operation Mercurius Group
Draft: min 2 m, max 2.80
Length: 86 m
Width: 11.55
Cargo: containers (45ft), big bags, pallets
Now operated by: BCA BV Amsterdam
Contact: Port of Amsterdam +31205234510
www.AMSbarge.com

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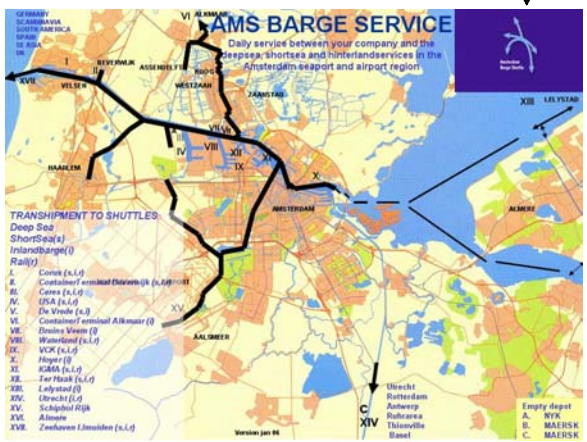
AMSbarge containerkraanschip

COMPANY / INDUSTRIAL AREA
REGION AMSTERDAM

AMSbarge



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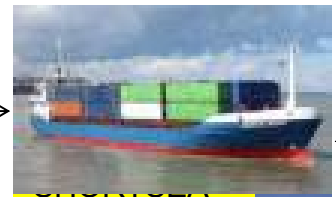
PORT

DEEPSEA



SHORTSEA

RAIL

INLAND SHIPPING

COMPANY
INDUSTRIAL AREA
OVERSEAS

COMPANY
INDUSTRIAL AREA
HINTERLAND

Presentation

1. The Case
2. Answer: AMSbarge Logistic Concept
3. **Launching the concept**
    1. Permits
    2. Finance
    3. Market
    4. Contracts
    5. First experiences
4. Conclusion

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Permits

- legal requirements to build and use pick up and delivery points
  - *Regional development plan*
  - *City development plan*

- Permits needed, a.o.
  - *Building permit*
  - *Environmental permits*
    - Industrial noise
    - Air quality
    - Transhipment activity

Finance: costs

- **Logistic concept**
  - Development costs
  - Execution costs: cost covering tariff must be the same as that of road transport
  - Total costs: door to door concept
- **Ship**
  - Building and exploitation costs
- **Infrastructure:pick up and delivery points**
  - 5 standard models: from “step in model” to full fledged
    - Elements: jetty / quay wall, quay area, connection with main road, transport system between jetty and company building
- **Organisation**
    - AMSbarge steering team, AMSbarge booking and planning office
    - Logistics Platform = platform for industrial companies (users /shippers)

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Finance: income

Requirement of shippers:

tariff equal to road transport tariff

THEREFORE

Tariff for road transport = base for income

Market

Shippers

In Port and Airport region Amsterdam

Situated on own sites or on industrial area

Tonnage

Yearly transport on roads to / from Amsterdam Region: more then 60 million ton

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Organization

Approach: *do not mix responsibilities but keep them separate*

who has to deliver what

1. AMSbarge organization
2. Shippers
3. Logistical service providers
4. Governmental bodies

1. *continuity of the concept*
2. *transport contract*
3. *intermodality and a win win situation to let the system function*
4. *Legal basis (in regional and in city development plan)*
   Permits
   Public support
   Subsidy(?)

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First Experiences

The theoretical model

that is developed together with shippers

for all 4 parts of the AMSbarge concept

has proven to be viable in practice and

Is accepted by the market

Presentation

1. Problem
2. Governmental Policy
3. Solution: AMSbarge Logistic concept
4. Launcing the concept

5. Conclusion

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CONCLUSION

THE AMSBARGE CONCEPT

1. fulfills the criteria
   - Reduction of trucks on roads within a congested region
   - At the same or lower costs as road transport in the required quality
   - Delivers environmental improvements

2. Leads to logistic chain innovations and unforeseen cost reductions

3. Delivers a breakthrough

   in switching cargo from road to water in a congested region

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Interest in AMSbarge system in your region?

Needed

1. Investor
2. Cargo owner / shipper
3. Government willing to provide permits
4. Sponsor for environmental friendly transport

Interest?

Let this know on:

herman.journee@portofamsterdam.nl

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