



# MODAL SHIFT







**SMART DIGITAL PORTS  
OF THE FUTURE  
EUROPE**



## **Smart, Efficient & Connected**

### **JOIN EUROPE'S LEADING EXPERTS IN PORTS AND TERMINALS**

Join us for a dynamic two-day conference that delves into the challenges and opportunities on the path to full port digitalization.

Featuring compelling keynote presentations and insightful panel discussions, this event is designed to foster connections between solution providers and end users.

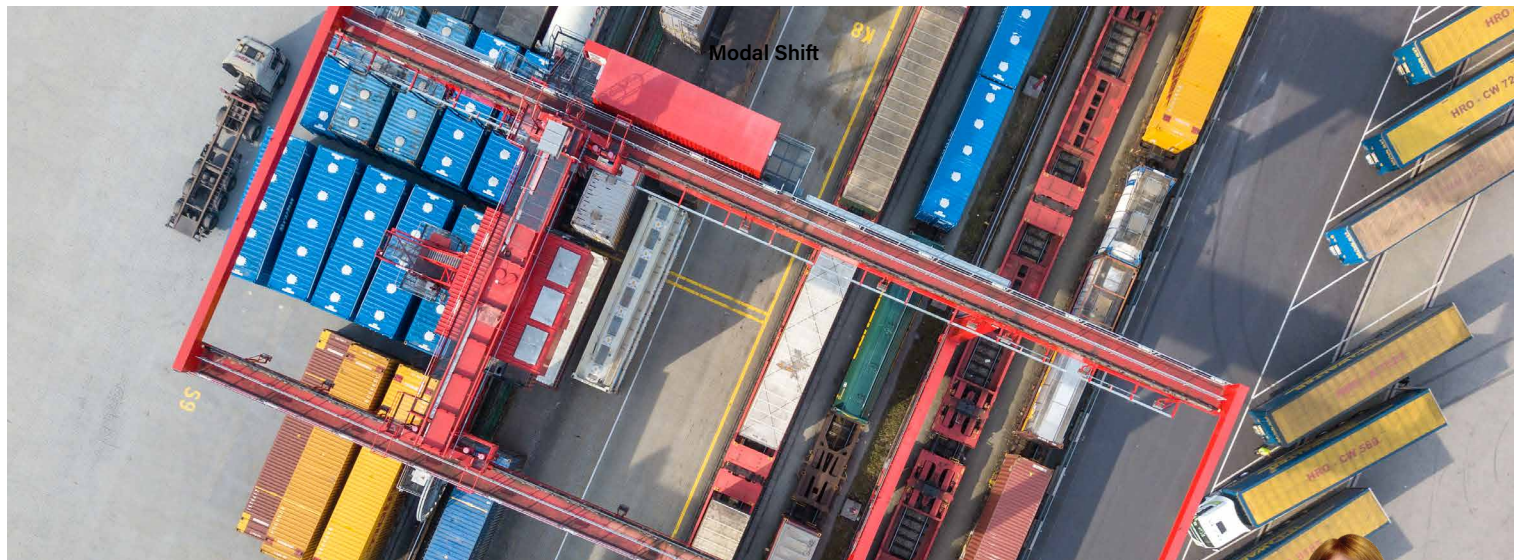
Attendees will have ample networking opportunities to forge powerful business partnerships, driving the maritime industry towards greater efficiency, sustainability, and profitability in an ever-evolving technological landscape.

**24 - 25  
SEPTEMBER 2024**

**HILTON ROTTERDAM,  
THE NETHERLANDS**

**[REGISTER NOW FOR 25% OFF](#)** ➔

**[SDP.PTIEVENTS.COM](https://sdp.ptievents.com)**



# FROM THE EDITOR

**Margherita Bruno,**  
Editor



Welcome aboard the 141st edition of PTI's e-journal, your go-to destination for all things maritime! In this issue, we're diving deep into the heart of intermodality and its profound impact on the global supply chain.

Imagine intermodality at ports as conducting a symphony of transportation modes – ships, trains, and trucks seamlessly harmonising to compose sustainable and efficient logistics. This approach not only enhances operational efficiency by streamlining cargo movements but also cuts costs and curtails resource consumption. In this context, our contributors have shared insights into the dynamic world of maritime operations, shedding light on the intermodal solutions orchestrating the constant flow of containers through terminals each day.

First up, we delve deep into the aspirations of the Port of Antwerp-Bruges, as it sets its sights on achieving climate neutrality by 2050. The port explains its focus on modal shift, transitioning to rail and inland navigation, to reduce congestion and emissions and this promotes greener transportation methods and eco-friendly trucking, especially during off-peak hours.

Turning our gaze to the Port of Hamburg, a pivotal player in Europe's quest for eco-friendly supply chains, we witness the seamless integration of ship and rail transport. With the Hamburg port railway facilitating the transit of approximately 210 freight trains daily, serving as a vital link to the European rail network, Germany's rail freight finds a significant portion of its origin or destination within the port's confines.

Our exploration extends to DP World's substantial investments in Romania's maritime sector, which have not only reshaped the country's container volumes but also contributed significantly to its tax revenues. Milestones such as the inauguration of a multimodal terminal in Aiud, backed by a €21 million (\$17.8 million) investment, and a €65 million (\$55.3 million) infusion into a Roll-on/Roll-off (RoRo) terminal and project cargo terminal in Constanta, underscore DP World's commitment to fostering growth and efficiency within the region's maritime infrastructure.

In the realm of technological innovation, AllRead's Optical Character Recognition (OCR) technology takes centre stage, offering a beacon of hope in reducing truck waiting times at ports and subsequently curtailing CO2 emissions. By optimising vehicle movements and prolonging machinery lifespan, AllRead's solution not only mitigates environmental impact but also promotes a modal shift from road to rail transport.

Another notable innovation emerges from AELER, whose smart containers present a sustainable solution for logistics by enhancing efficiency and minimising environmental footprint. With features such as superior payload capacity and integrated IoT technology for real-time tracking, AELER containers represent the perfect fusion between technological prowess and environmental consciousness in modern logistics.

Next, we welcome a paper from Advent eModal as they shed light on how intermodality revolutionises port operations by seamlessly integrating rail, ship, and truck transportation, thereby

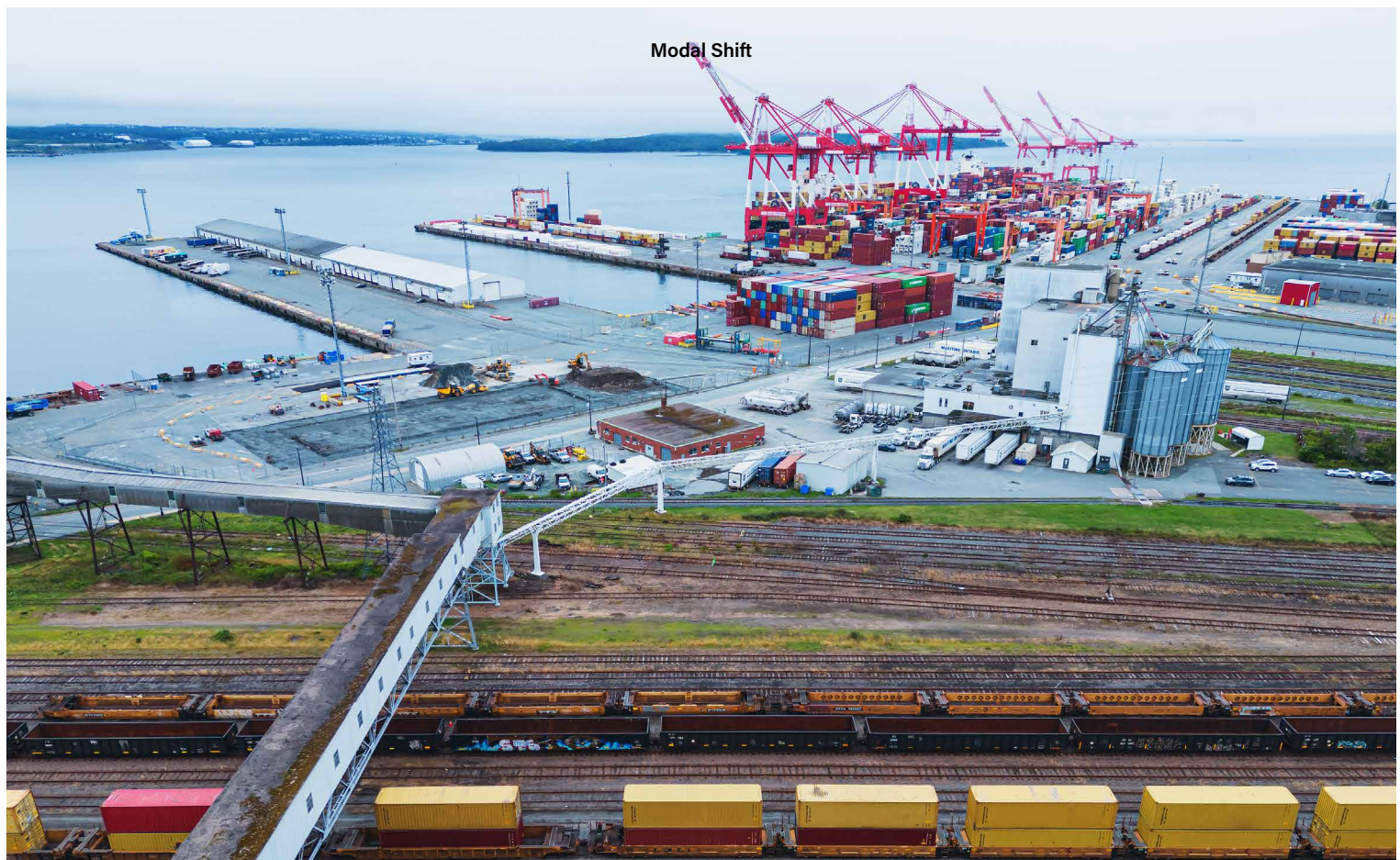
enhancing efficiency and mitigating bottlenecks. Advanced technologies such as automated gate systems and IoT-driven freight management systems play pivotal roles in streamlining operations and optimising cargo flows, underscoring the importance of embracing intermodality and technological innovation for ports to thrive in today's global logistics landscape.

We then turn to Mike Garratt from MDS Transmodal as we explore how European ports are diversifying amidst declining container traffic focusing on diversification, using renewable energy sources, and investing in large warehousing to offset economic changes. The European Commission's changing regulations now consider container terminals as integral parts of shipping consortia, impacting port competitiveness and influencing strategic decisions by container lines. The expansion of warehousing hence presents opportunities to co-locate distribution centres with terminals to facilitate decarbonisation efforts, support rail freight expansion, and improve overall supply chain efficiency.

Finally, FourKites provides insights into common challenges in the efficient management of facilities and yards, including congestion, operational inefficiencies, and the lack of real-time insights. Proposing technology-driven solutions such as digital gate environments, yard management systems, and automated scheduling systems, their paper advocates for long-term benefits derived from investing in technological advancements rather than simply adding more resources.

We trust that you'll find these discussions engaging and stay tuned for upcoming issues. Enjoy your read!





# CONTENTS

## 4. PORT OF ANTWERP-BRUGES: CHAMPIONING INTERMODAL SOLUTIONS FOR A SUSTAINABLE FUTURE

**William Demoor**, Chief Customer Relations Officer, Port of Antwerp-Bruges

## 9. AN UNBEATABLE COMBINATION

**Christian Lorenz**, Chief Editor, HHLA

## 14. EXPLORING DP WORLD'S INTERMODAL CONNECTIVITY IN ROMANIA

**Margherita Bruno**, Editor, PTL, in conversation with **DP World**

## 17. HOW ACCESS AUTOMATION CONTRIBUTES TO PORT SUSTAINABILITY

**Adriaan Landman**, COO and Co-founder, AllRead

## 22. TOWARDS SUSTAINABLE LOGISTICS: HOW SMART CONTAINERS OPTIMISE MULTIMODAL TRANSPORT

**AELER**

## 26. STREAMLINING PORT OPERATIONS WITH SMART SYSTEMS FOR INTERMODALITY

**William Corcoran**, Senior Vice President of Customer Success and Product Management, Advent eModal

## 31. OPPORTUNITIES FOR PORTS IN THE DISTRIBUTION SECTOR

**Mike Garratt**, Chairman, MDS Transmodal

## 36. THE HIDDEN COSTS OF IGNORING YOUR YARD AND FACILITY OPERATIONS

**John Maley**, Director of Strategic Solutions, Facilities, FourKites

@ info@porttechnology.org  
@PortTechnology

W www.porttechnology.org  
in linked.in/porttech



# PORT TECHNOLOGY SUMMIT NORTH AMERICA



POWERED BY  
**PORT**  
TECHNOLOGY  
INTERNATIONAL



## YOUR NEW HUB FOR KNOWLEDGE SHARING, TECHNOLOGY & NETWORKING IN THE NORTH AMERICAN PORT AND TERMINAL SECTOR

After two successful launches in North America last year, we are thrilled to announce the merger of the Container Terminal Automation Conference and Smart Digital Ports Conference into a brand-new, three-day flagship North America Summit for ports and terminals.

Join us as we return to Norfolk, Virginia, for an event that combines the best of both conferences, bringing together our North American audience like never before!

This exciting summit will feature CTAC's key topics such as equipment automation and optimization, alongside popular themes from the SDP conference including digitalization, sustainability, and collaboration.

We can't wait to see you this fall at the first of many Port Technology Summits, your new hub for knowledge sharing, technology, and networking in the North American port and terminal sector.

[REGISTER NOW FOR 25% OFF](https://pts-north-america.ptievents.com) ➔

[PTS-NORTH-AMERICA.PTIEVENTS.COM](https://pts-north-america.ptievents.com)

### Host Partner



### Gold Partner



### Silver Partner



### Bronze Partner



**FREE TO ATTEND FOR  
PORTS & TERMINALS!**





# **PORT OF ANTWERP-BRUGES:** CHAMPIONING INTERMODAL SOLUTIONS FOR A SUSTAINABLE FUTURE





**William Demoor**, Chief Customer Relations Officer,  
Port of Antwerp-Bruges

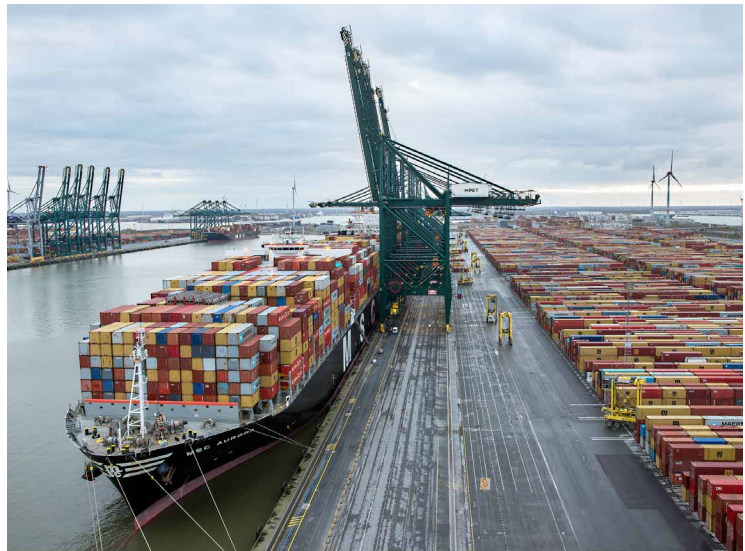
**The European Fit for 55 programme aims to reduce CO2 emissions from transport by at least 55 per cent by 2030. What role can and will the Port of Antwerp-Bruges play in this?**

Port of Antwerp-Bruges aims to be climate neutral by 2050.

Achieving this is a story of working together with many partners in lots of areas. To give an example: ensuring that ships can bunker (refuel) more **sustainable fuels** in the port must go hand in hand with commissioning ships that sail on them. Meanwhile, such ships have already bunkered LNG and methanol in our port.

**Shore power** is another example. Shore power ensures that a ship then moored at the quay can connect to a green power "socket" for the electricity it needs. Without shore power, the ship has to run generators to do so. Thanks to a collaboration with other major European ports, there is now a uniform regulation for Europe. On the one hand, this gives certainty to shipowners that shore power will be available and that their investments in suitable vessels are useful and necessary. On the other hand, it ensures a level playing field between ports.

In other cases, we are taking a pioneering role. The Port of Antwerp-Bruges has the first **hydrogen-powered tug**, the Hydrotug. We also recently



inaugurated the first methanol-powered tug, the Methatug. Being the first in the world, it was quite a challenge both technically and administratively. But anyone who wants to follow will benefit from our example.

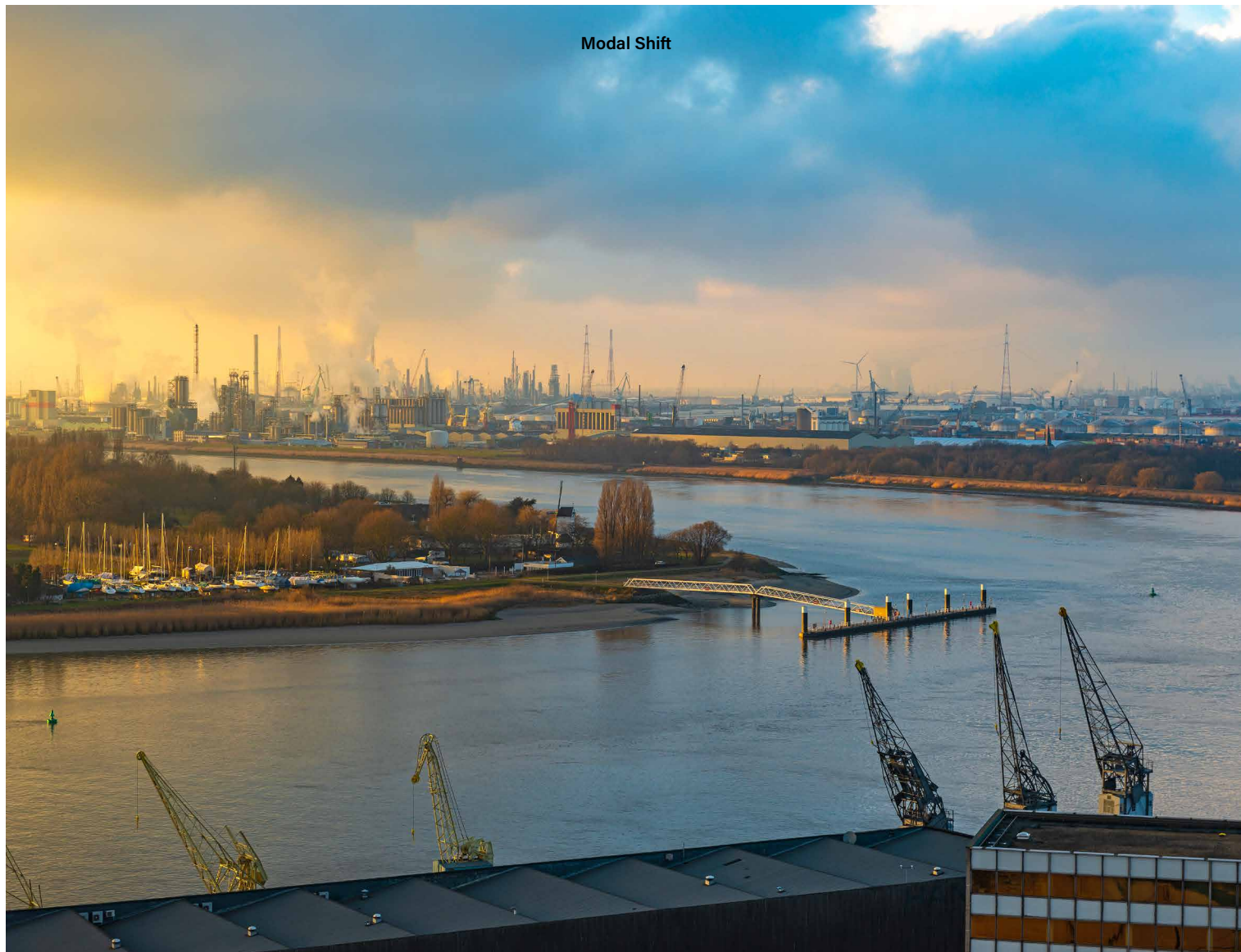
But we are also looking beyond transport. We have the ambition to become a very important player in greening the industry by **supplying green hydrogen**. But if we are going to replace fossil fuels with green energy, we need to ensure that the supply reaches the users, especially the industry. A pipeline between Zeebrugge, where the energy arrives, and the

major consumers in Ghent and Antwerp is a first step. But we have the ambition to also supply the industry further in the hinterland with green hydrogen. We need new pipelines for that and for that, we need corridors where pipelines can be built.

We also contribute to sustainable living around the port. The Heat Network Antwerp North in the port now supplies **residual heat** (heat that was previously unused) from Indaver to the Boortmalt malting plant. In the near future, the city of Antwerp will also use some of that heat to heat buildings.

**"WE HAVE THE AMBITION TO BECOME A VERY IMPORTANT PLAYER IN GREENING THE INDUSTRY BY SUPPLYING GREEN HYDROGEN."**





### CAN MODAL SHIFT CONTRIBUTE TO YOUR CLIMATE AMBITIONS?

Yes, very much. For example, if you look at the modal split of the entire port area in Antwerp, you will see that inland navigation accounts for almost half of all goods transported to and from the port. This means that barge transport delivers or picks up around 100 million tonnes of goods at our port every year.

#### Modal split port area Antwerpen

Inland navigation	48%
Road transport	32%
Pipelines	15%
Railway	6%

But more than the numbers, we look at the effects of cargo transport. Our aim is to improve mobility around the port areas, so that cargo flows to and from the

port can grow without negative effects on the environment. We do not want to exacerbate the congestion problem on Flemish motorways and, moreover, the impact of transport on the environment (such as noise and emissions) must be reduced.

All modes play a role in this. A modal shift to rail and inland navigation can help, but so can green (and quiet) trucks that drive at night when there is little other traffic.

### WHAT ARE THE MAJOR BOTTLENECKS IN MAKING FREIGHT TRANSPORT MORE SUSTAINABLE AND HOW CAN THEY BE SOLVED?

It is often a chicken-or-egg story. Are there few electric trucks because there are few charging stations or vice versa? We are trying to break through that and ensure that truck parking spaces

in the port areas in Antwerp and Zeebrugge have charging stations.

In addition, of course, it is also about costs. The European obligation to provide shore power at container terminals and cruise terminals requires huge investments. The same goes for the greening of inland navigation and emission-free trucks. Several European countries are choosing to accelerate these evolutions with extensive financial support.

Last but not least, the supply of sufficient green electricity must also be ensured.

### IF WE LOOK AT LAND TRANSPORT, SHOULDN'T ROAD TRUCKING SIMPLY BECOME MORE EXPENSIVE OR DISCOURAGED IN OTHER WAYS?

As the Port of Antwerp-Bruges, we are strongly committed to the modal shift of freight flows. A



number of our staff are constantly working on identifying cargo flows from different companies that can be bundled. With this, they enter into discussions with rail and barge transport providers to then provide transport services for these. Ultimately, it is then up to the companies themselves to make the decision to change means of transport. For companies, a whole range of factors come into play there: price, reliability, flexibility, speed, etc.

Moreover, one should not forget that not all companies can have their goods dropped off or picked up on the doorstep by barge or train. For the first or last leg, transport by truck is still needed. And any transfer of goods from one means of transport to another obviously has to be paid for.

There are also external factors that can disrupt reliability, such as the recent frequent railway strikes in Germany or low-water levels for inland shipping.

Nevertheless, there are opportunities for bundling, for example through inland shipping.

The truck deposits the goods at a barge terminal far enough outside the port and the goods go to the port by barge. This keeps the truck out of traffic jams. The Flemish government will soon launch subsidy programmes that could partly offset the additional costs of switching to multimodality.

Also very important is a smoother information flow. We need to ensure that a container going from one mode to another does not have to be registered in a different system each time.

For large volumes that have to travel a long distance, rail and inland waterways are fully-fledged alternatives. Just look at the dozens of container trains that leave Zeebrugge or Antwerp every day in the direction of Italy, Germany, Poland and so on. In inland navigation, there are both ships and trains that transport chemicals between our chemical cluster and the chemical companies on the Rhine.

And speaking of chemicals, pipelines are also a very important transport mode.

Finally, don't forget that more than half of the trucks on our highways simply pass through Belgium: from Germany and Eastern Europe to the Channel Tunnel and vice versa, or from Spain to Scandinavia and vice versa. So modal shift is not a story of Belgium, Flanders or the ports alone.

### **IN ROAD TRANSPORT, HOW MUCH BENEFIT CAN WE EXPECT FROM E-TRUCKS OR ALTERNATIVE FUELS SUCH AS HYDROGEN?**

Whether it becomes green electricity or green hydrogen, in terms of sustainability it is a big step forward.

For transport over relatively short distances, for example in urban distribution, electrification has begun.

For long-distance transport, we see a strong evolution in both technology and the network of charging stations. Electric trucks can drive further and further, and charging is getting faster and faster so that it can be done during the

**"OUR AIM IS TO IMPROVE MOBILITY AROUND THE PORT AREAS, SO THAT CARGO FLOWS TO AND FROM THE PORT CAN GROW WITHOUT NEGATIVE EFFECTS ON THE ENVIRONMENT."**



driver's mandatory rest periods.

But there is certainly a future for green hydrogen as a fuel.

#### ABOUT THE AUTHOR:

William Demoor started working for the Antwerp Port Authority in 2006 as consultant Port Real-Estate. He has worked in different departments of the Port Authority and has specialised in fore- and hinterland policy, concession policy and general port management.

In 2011, William started working for Port of Antwerp International (PAI) and focused on the port sector in South Asia, specifically India, resulting in an equity investment of Port of Antwerp International in the Indian port sector.

For a short period in 2013, he became Manager of the Investment Department of the Antwerp Port Authority after which he took the position of Senior Advisor to the President of the Antwerp Port Authority.

In 2017 William became responsible for Customer Relations, and therefore is in charge of the commercial development of the port platforms in Antwerp

and Zeebrugge, sustaining the intermodal accessibility of the port platforms, trade facilitation and the development of supply chain solutions through digitisation. Sustaining close relations with POAB's customers remains key in this approach.

#### ABOUT THE PORT:

With an overall throughput of 271 million tonnes per year, the Port of Antwerp-Bruges is a critical hub in worldwide trade and industry. The port is a crucial link for the handling of containers, breakbulk and the throughput of vehicles. The Port of Antwerp-Bruges is home to 1,400 companies and accommodates the largest integrated chemical cluster in Europe. The port provides, directly and indirectly, a total of around 164,000 jobs and generates an added value of €21 billion (\$22.7 billion).

The ambition for the Port of Antwerp-Bruges is clear: to become the world's first port that reconciles economy, people and climate. As well as growing sustainably, the port also aims to

focus on its unique position as a logistics, maritime and industrial centre and to take the lead in the transition to a circular and low-carbon economy. Together with the port community, customers and other partners, the Port of Antwerp-Bruges is actively seeking innovative solutions for a sustainable future. High on the agenda is its responsibility for the environment and the surrounding society.

The port sites of Antwerp and Zeebrugge are operated by the Antwerp-Bruges Port Authority, a limited liability company of public law with the City of Antwerp and the City of Bruges as its shareholders. The port employs 1,800 people. Vice-Mayor of Antwerp Annick De Ridder is President of the Board of Directors, and the Mayor of Bruges Dirk De fauw is the Vice-President. Jacques Vandermeiren is CEO and President of the Executive Committee, which is responsible for the port's day-to-day management.

[www.portofantwerpbruges.com](http://www.portofantwerpbruges.com)

**“WE’RE AIMING TO PROVIDE A SMOOTHER INFORMATION FLOW. WE NEED TO ENSURE THAT A CONTAINER GOING FROM ONE MODE TO ANOTHER DOES NOT HAVE TO BE REGISTERED IN A DIFFERENT SYSTEM EACH TIME.”**



# AN UNBEATABLE COMBINATION

**"WHEN IT COMES TO THE NUMBER OF CONTAINERS MOVED BETWEEN SHIP AND RAIL – THE KEY INDICATOR FOR SEAPORTS – HAMBURG IS UNQUESTIONABLY AMONG THE GLOBAL LEADERS."**







**Christian Lorenz**, Chief Editor, HHLA

Europe can only achieve its climate goals with eco-friendly supply chains. The Port of Hamburg plays an important role in this by combining ship and rail transport in a unique way.

### IS HAMBURG REALLY THE WORLD'S LARGEST RAIL PORT?

That cannot be said with the absolute certainty required by official statisticians. The data is inconclusive, as there is no clearly defined, internationally accepted parameter for port rail throughput. However, when it comes to the number of containers moved between ship and rail – the key indicator for seaports – Hamburg is unquestionably among the global leaders. In Europe, Germany's largest seaport is the undisputed number one.

The Hamburg port railway, operated by the Hamburg Port Authority (HPA), is the link between the port's many terminals and the European rail network. It provides 290 kilometres of track for the handling of around 210 freight trains comprising more than 5,500 wagons every day. No other port offers its customers nearly as many rail connections throughout Germany and Europe. Hamburg has 1,891 connections. An impressive 13 per cent of all of Germany's rail freight transport begins or ends in the Port of Hamburg. In terms of national container traffic, a full 32 per cent of boxes transported by rail in Germany pass through Hamburg. If the Port of Hamburg were solely a rail terminal, it would rank among the biggest rail freight stations in the world.

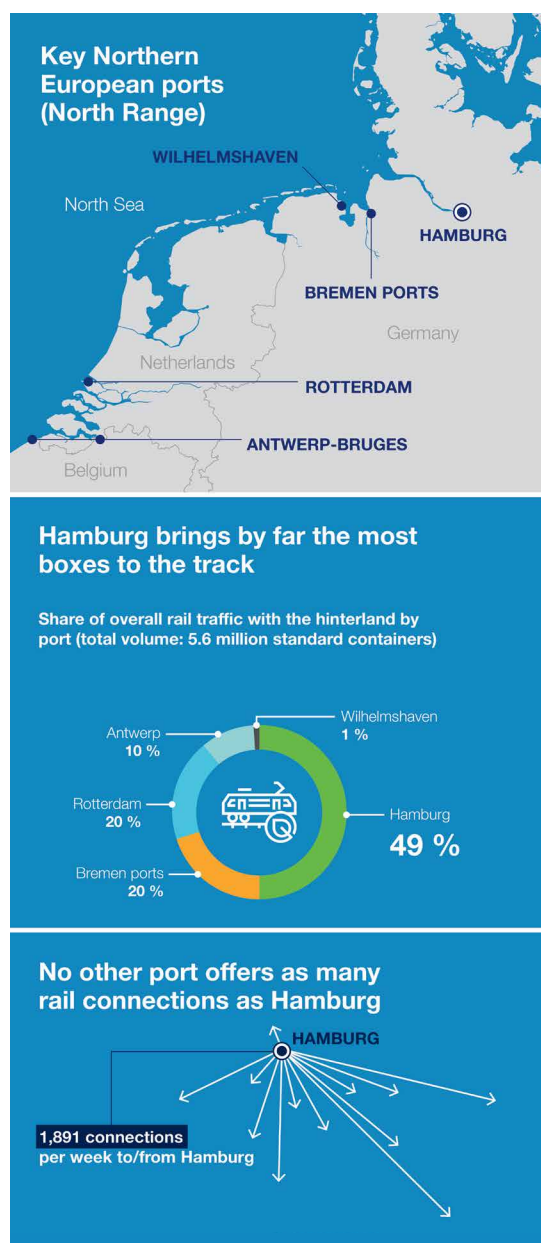
First of all, trains are much more energy-efficient than heavy goods vehicles and emit fewer harmful substances. Converted to tonne-kilometres (the number of kilometres travelled multiplied by the quantity of goods transported in tonnes), a truck emits 110 times more CO<sub>2</sub> than a train. Additionally, rail requires only 1.2 hectares of land for 1 kilometre of route, while road freight requires 3.6 hectares – three times as much land use!

### WHY IS A RAIL PORT ESPECIALLY ENVIRONMENTALLY FRIENDLY?

Rail, already an eco-friendly mode of transport, is combined with large vessels at the Port of Hamburg. Container mega-ships, massive ore carriers and supertankers bring their cargo almost 110 kilometres inland along the river Elbe. Such "channel navigation" is beneficial from an overall environmental perspective. Why? There are various interrelated reasons for this.

Firstly, no other form of transport manages to keep its energy consumption and carbon footprint per tonne of cargo carried even remotely as low as mega-ships. Moreover, container (and other) ships bring their cargo directly to one of Europe's most important economic regions, as the Port of Hamburg is Germany's largest contiguous industrial area, covering 4,226 hectares of land. Lastly, a disproportionately high level of the goods destined for (or coming from) other regions are moved by rail.

In 2023, almost 46 million tonnes of goods were transported via the Hamburg port railway's







tracks. In particular, the containers transported by rail covered significantly longer distances than those carried by road. Container mega-ships with a capacity of 20,000 TEU ensure plenty of activity. In Hamburg, an average of around 9,000 TEU are lifted from ships (unloaded) and loaded. Of these, 6,000 come from or head to the hinterland, while the remaining 3,000 or so containers are transshipments. Transshipments are transfers between the container mega-ships and smaller feeders, which are used to transport the boxes onwards by sea, primarily to the Baltic region. All of the trucks, trains and ships needed for this would have to cover much greater distances if the Port of Hamburg did not serve as a hub.

### NOT ONLY COLOURFUL BOXES

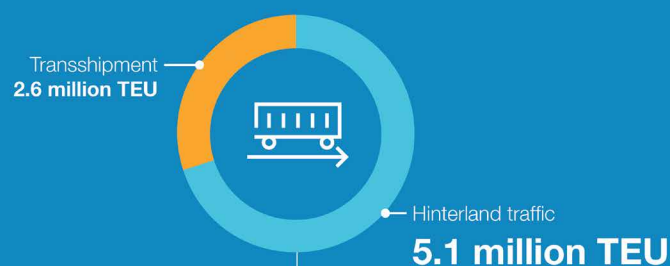
Rail is also indispensable for many bulk goods. Trains loaded with potash arrive at the K+S AG Kalikai site from the Werratal region, to be shipped from here to all around the

#### ABOVE

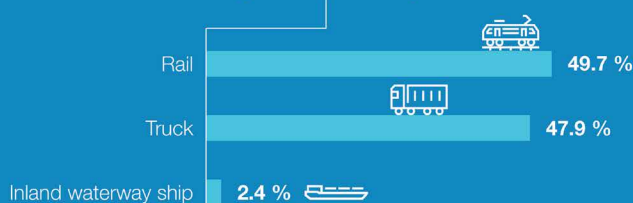
The Port of Hamburg is Germany's largest contiguous industrial area, covering 4,226 hectares of land.

### Container volumes by carrier (modal split)

7.7 million TEU (2023) were handled in the Port of Hamburg



#### Hinterland traffic by mode of transport





**RIGHT**

Metrans runs mainline locomotives in Germany with green electricity.



## **“WITHOUT SMART RAIL OPERATORS LIKE HHLA’S INTERMODAL COMPANY METRANS, THERE WOULD BE NO HIGH-FREQUENCY CONNECTIONS BETWEEN THE PORT AND THE HINTERLAND.”**

world. And in the Port of Hamburg’s fuel depots, tens of thousands of tank wagons are processed every year. Travelling by rail, they ensure the supply of a wide range of mineral oil products and chemicals.

The block trains that carry up to 6,000 tonnes of iron ore and coal to the Salzgitter and Eisenhüttenstadt steelworks are the heaviest trains operating in Germany. They are loaded by HHLA subsidiary Hansaport by means of an automated process. Quantities that could only be transported by rail are handled at the Hamburg terminal. Nobody could countenance having heavy goods vehicles transport up to 15 million tonnes of ore and coal on Germany’s roads each year.

Almost everything apart from bulk goods (such as coal and mineral oils) is transported in containers. The colourful boxes are mainly handled in the west of the port at the HHLA and Eurogate container terminals. The rail terminal at HHLA Container Terminal Altenwerder (CTA) holds

the record with around 900,000 TEU per year, making it Germany’s largest rail terminal and Europe’s biggest container terminal.

Such quantities mean that every hour of operation and every square metre of space must be optimally used. Everything runs extremely smoothly here and the four rail gantry trains are constantly in motion. The nine tracks, each 720 metres in length, are occupied around the clock. The annual track capacity is divided into slots of equal duration that are assigned to the trains of the rail operators. Each slot is five and a half hours long, during which time the CTA employees must unload and load the entire train.

### **MAKING RAIL TRANSPORT ATTRACTIVE**

Without smart rail operators like HHLA’s intermodal company Metrans, there would be no high-frequency connections between the port and the hinterland. Metrans runs modern electric locomotives that move

the company’s own block trains throughout large parts of Europe, while its environmentally friendly hybrid locomotives perform shunting work at the Port of Hamburg. But the company is more than just an operator of technology.

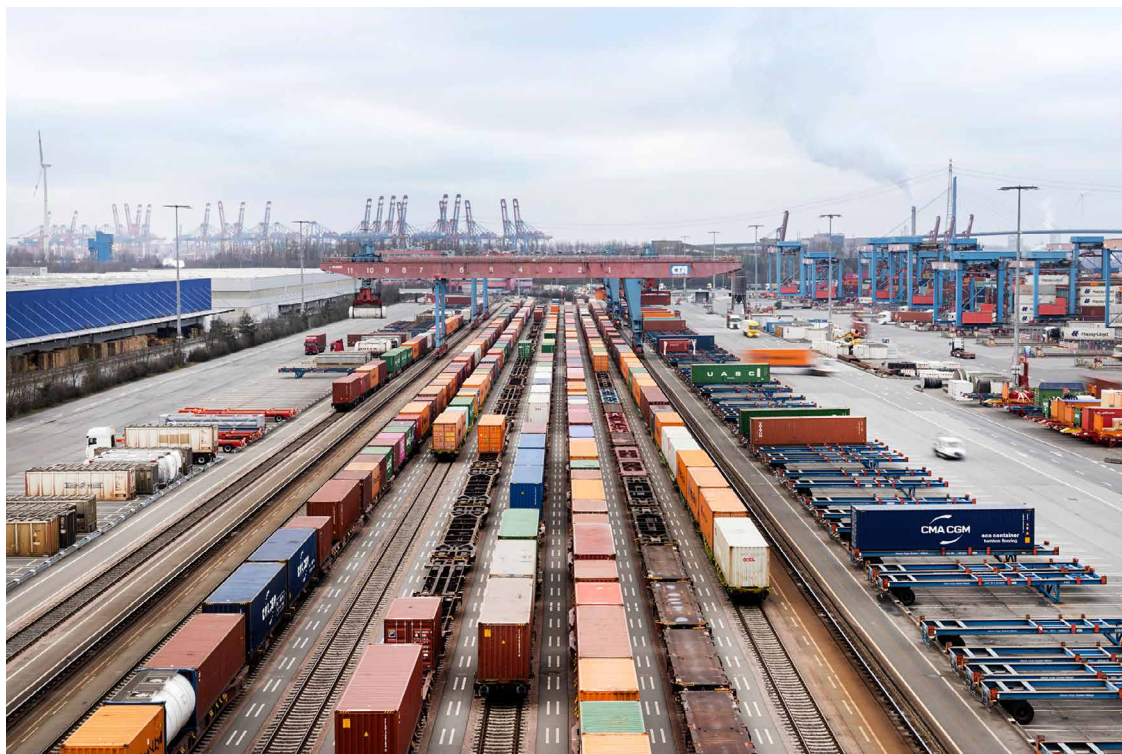
Metrans has developed a well-organised hub and shuttle system that works in a similar way to large airports, where passengers on their way from Leipzig to New York, for example, change planes in Frankfurt. Such pooling of intermodal traffic, just as in air transport, connects smaller and medium-sized locations to the efficient Metrans network. Regular shuttle services reliably move the containers in a carbon-neutral way between Hamburg and the hub terminals.

The HHLA terminals at the seaport load the import containers from the vessels onto the Metrans block trains in any order. Sorting only takes place then in Prague, Ceska Trebova or Dunajska Streda. The reverse is the case for export containers. However, this system is



**RIGHT**

The rail terminal at HHLA Container Terminal Altenwerder (CTA) holds the record with around 900,000 TEU per year, making it Germany's largest rail terminal and Europe's biggest container terminal.



not suitable for every connection. Flexibility is therefore a must. Metrans must try to coordinate the volumes at the individual terminals, which vary daily, with the respective destination and the imbalance in import and export.

To this end, so-called multi-group trains are used. Metrans puts together block trains from wagon groups of varying strength that are loaded at the individual terminals

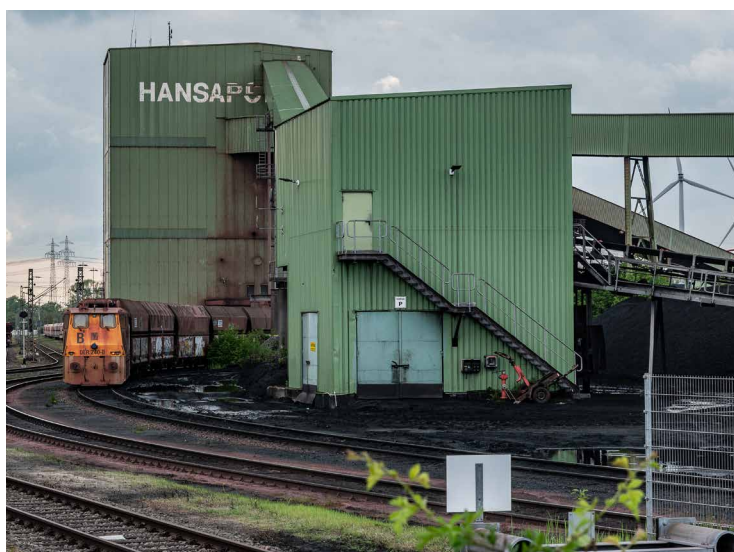
and then travel to Munich, for instance. Such logistically and economically viable logistics solutions make rail transport an option for a large group of customers. This in turn has a positive effect on transport prices. The benefits of rail as a mode of transport already mentioned can only be fully exploited through this kind of optimised interplay exemplified at Hamburg's rail port.

**ABOUT THE AUTHOR:**

Christian Lorenz is a trained journalist who studied political science in Hamburg. After working for various publishing houses, he became a press spokesman for the Minister of the Interior in the federal state of Mecklenburg-Vorpommern. In January 2005, he took over as Head of Marketing within Corporate Communications at HHLA (Hamburger Hafen und Logistik AG) in Hamburg. There he gained expertise in many areas of logistics and is now head of the editorial team.

**RIGHT**

Up to 15 million tonnes of ore and coal imported by Hansaport are transported away from the port by rail and the inland waterway.



**ABOUT THE COMPANY:**

Hamburger Hafen und Logistik AG (HHLA) is a leading European logistics company. It develops logistical and digital hubs for the transport flows of the future. In doing so, the focus is on innovative technologies and sustainable solutions. The Group currently employs approximately 6,600 people.



# EXPLORING DP WORLD'S INTERMODAL CONNECTIVITY IN ROMANIA





**Margherita Bruno**, Editor, PTI, in conversation with  
**DP World**

In the ever-evolving landscape of global trade, the efficient movement of goods relies on the intricate network of ports and terminals. DP World, a prominent figure in the maritime industry, has been making significant strides in Romania, leveraging its expertise and investments to enhance intermodal connectivity and drive economic development.

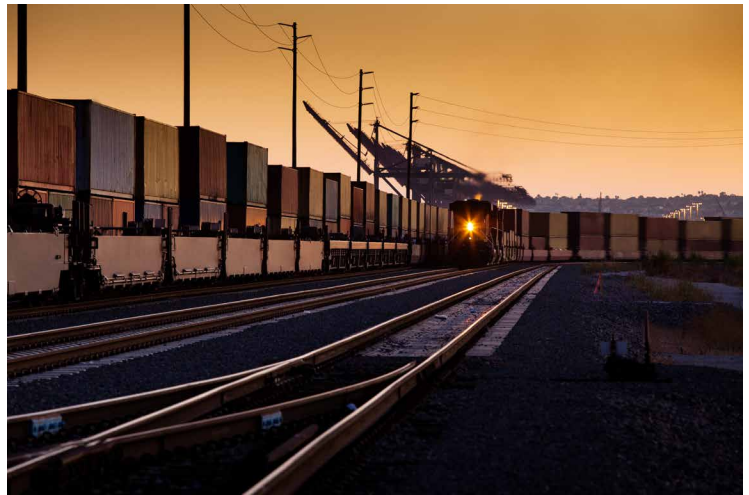
This article explores DP World's multifaceted endeavours in Romania, spotlighting its steadfast commitment to intermodality and sustainable growth.

#### **DP WORLD'S INTERMODAL JOURNEY IN ROMANIA**

In recent years, DP World's presence in Romania has reshaped the country's maritime sector, fuelling unprecedented growth in container volumes and making substantial contributions to tax revenues. Central to its success has been DP World's dedication to intermodal connectivity, seamlessly integrating sea, rail, truck, and river transport services within Romania's borders.

Since its establishment in 2004, DP World has cultivated a dedicated workforce, with 40 per cent of its employees at the Constanta port still serving the company today. This long-term investment in human capital underscores DP World's commitment to both its employees and the Romanian economy.

DP World's journey in Romania is marked by significant milestones, each reflecting its commitment to growth and innovation. From its inaugural ship at Constanta in 2004 to setting volume records



in subsequent years, DP World's footprint in Romania has expanded rapidly. The extension of the terminal concession contract in 2019 underscored DP World's long-term commitment to Romania, paving the way for diversification of operations and significant investments, including the creation of DP World Logistics Romania in 2020.

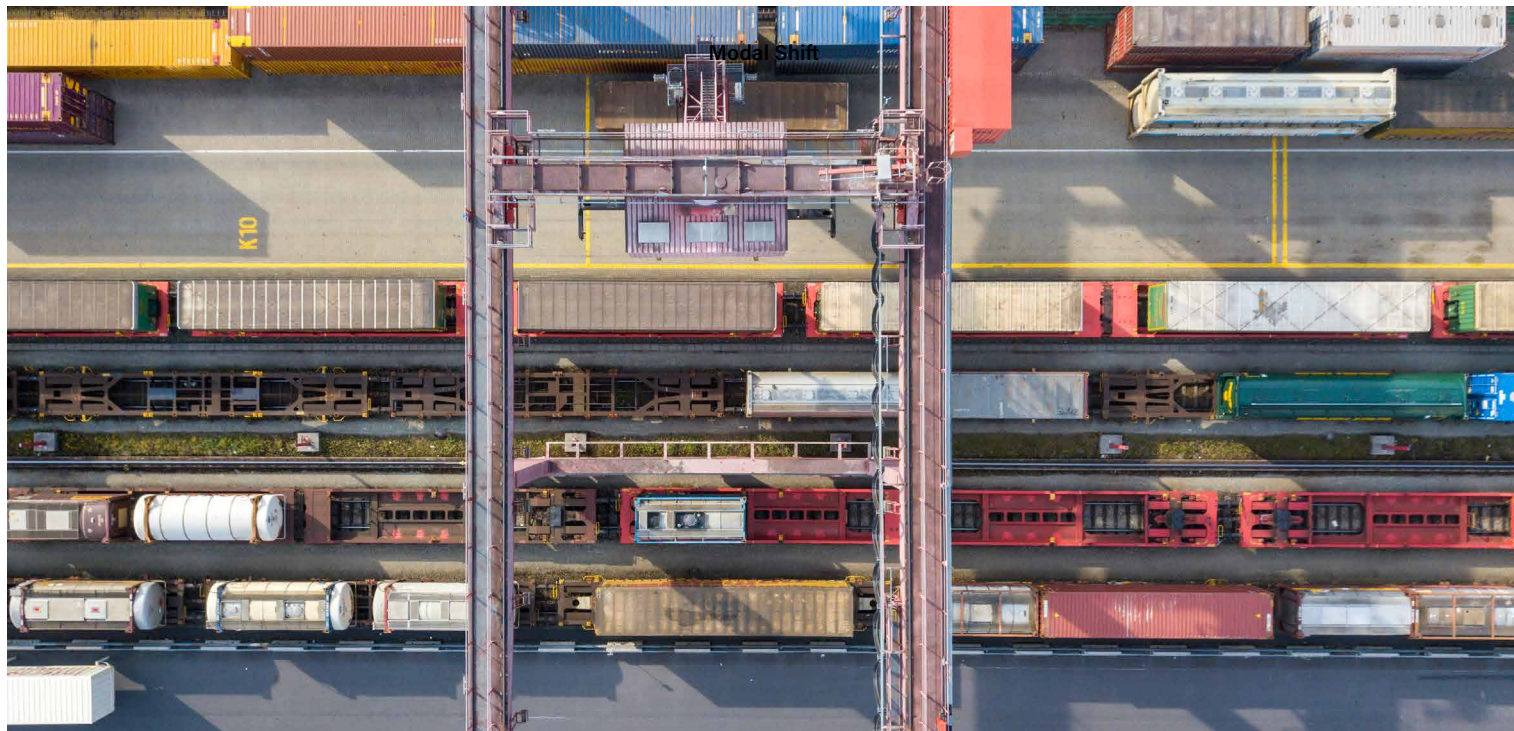
In 2024, DP World reached new heights with the opening of the multimodal terminal in Aiud, representing a €21 million (\$17.8 million) investment. Simultaneously, in Constanta, DP World invested €65 million (\$55.3 million) in opening the Roll-on/Roll-off (RoRo) terminal and project cargo terminal, further enhancing connectivity and efficiency. Works also commenced on an additional 12 hectares of multimodal platform and warehouse, highlighting DP World's continued commitment to expansion and innovation.

With plans to establish a network of multimodal terminals, DP World aims to offer comprehensive logistics solutions to importers and exporters in the region. Recent announcements detail plans to introduce a new multimodal platform and warehouse at Constanta by 2025. This facility aims to integrate sea, barge, rail, and truck transportation modes to optimise efficiency and connectivity, backed by a significant €50 million (\$42.6 million) investment.

Let's delve deeper into the most recent initiatives of the company in Romania, focusing on investments in a multimodal terminal in Aiud and Constanta.

#### **AIUD**

In 2024, DP World made a significant investment of €21 million (\$17.8 million) to establish its state-of-the-art multimodal terminal in Aiud, further bolstering



its intermodal footprint in Romania. Strategically situated with direct access to the A10 motorway and its own rail infrastructure connected to Romania's electrified rail network, the Aiud terminal promises seamless connectivity to major transport hubs across Europe.

Designed to accommodate electrified rail and truck loading/unloading, stripping/stuffing operations, office spaces, and a static storage capacity of 3,000 TEU, the Aiud terminal represents a paradigm shift in logistics operations. Moreover, the terminal's establishment is expected to generate 30 direct job opportunities for the local workforce over the next five years, further enhancing its positive impact on the community.

Beyond its economic significance, the Aiud terminal holds immense potential to catalyse regional development and connectivity. With direct rail connections across Europe and all the way to China, the terminal offers regional exporters and importers faster and more direct access to major transport hubs, facilitating smoother and more efficient trade flows.

## CONSTANTA

In the bustling landscape of maritime trade, DP World's operation at Constanta stands as a

beacon of intermodal connectivity and economic prosperity. With total investments exceeding €250 million (\$212.8 million) by 2025, DP World's commitment to Constanta is evident, with significant funds allocated for expansion and enhancement projects. Notably, a recent €65 million (\$55.3 million) investment has led to the opening of two new facilities, signalling a new era of growth and efficiency at the port.

Strategically located just 35 kilometres from Mihail Kogalniceanu Airport, 40 kilometres from the Bulgarian border, and 150 kilometres from the Port of Varna, the Constanta terminal serves as a pivotal nexus for regional and international trade. The forthcoming installation of a state-of-the-art drive-through scanner at the new RoRo terminal promises to revolutionise safety and security measures, significantly increasing scanning capacity and streamlining operations.

Beyond its economic impact, DP World's presence at Constanta has brought tangible benefits to the local community. By providing unprecedented connections to global markets, including direct intercontinental routes to Asia and the Middle East, the terminal has empowered local businesses and fuelled economic growth in the region.

Looking ahead, DP World's investment in Constanta will solidify its position as a key container and RoRo hub in Central and Eastern Europe. With a strong focus on sustainability, the terminal is poised to operate as a carbon-neutral facility, enhancing its appeal to environmentally conscious stakeholders. Moreover, plans to utilise trains and barges for inland transportation will set new standards of efficiency and environmental stewardship in maritime logistics.

## ABOUT THE COMPANY:

Trade is the lifeblood of the global economy, creating opportunities and improving the quality of life for millions of people around the world. DP World is here to make trade flow better, changing what's possible for the customers and communities we serve globally. With more than 106,500 employees across 73 countries, we are pushing trade further and faster towards a seamless supply chain that's fit for the future. By integrating our physical infrastructure with cutting-edge technology, we create efficient end-to-end solutions, pushing the sector towards better ways to trade and minimising disruptions from the factory floor to the customer's door. Find out more about DP World's decarbonisation strategy [here](#).