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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Transport Trends and Economics

Group of Experts on Hinterland Connections of Seaports

Second session

Geneva, 28 October 2008

Item 5 of the provisional agenda

STATISTICAL INITIATIVES

QUESTIONNAIRE ON HINTERLAND CONNECTIONS OF SEAPORTS

Note by the secretariat

THE MANDATE

1. During its first session in April 2008, the Group of Experts decided that the secretariat should distribute a revised questionnaire on hinterland connections of seaports to UNECE member States in early July 2008. In the event, the questionnaire was distributed to selected respondents in UNECE countries in late July 2008. The final version is presented below.

QUESTIONNAIRE ON HINTERLAND CONNECTIONS OF SEAPORTS

At its twentieth session (Geneva, 13-14 September 2007), the UNECE Working Party on Transport Trends and Economics decided to support the establishment of an ad hoc Group of Experts on hinterland connections of seaports. Subsequently, at its seventieth session (Geneva, 19-21 February 2008) the Inland Transport Committee (ITC) agreed to establish the proposed Group of Experts on hinterland connections of seaports and to adopt its terms of reference. The UNECE Executive Committee endorsed the ITC decision at its twenty-second meeting in Geneva on 20 March 2008. The Group of Experts is expected to complete its work and submit a final report by the end of January 2009.

In order to comply with its mandate, the Group of Experts has elaborated in cooperation with the secretariat the following questionnaire, which assumes that the speed of intermodal container traffic depends on two major factors: (i) port efficiency and (ii) availability of adequate inland transport services. The questionnaire consists of 2 parts.

Part A poses 7 questions concerning container and Ro-Ro freight traffic flows as well as the infrastructure and service quality in major ports in UNECE countries. Part B poses 9 questions aiming to monitor the availability and quality of hinterland connections of these ports. The questionnaire is addressed to port authorities, freight forwarders, infrastructure managers, terminal operators and transport ministries of UNECE member States. All recipients are encouraged to respond to the questionnaire to the fullest extent possible. Respondents in landlocked countries of the ECE region should answer, if possible, questions 2 and 9 in part B and indicate the major physical and non-physical obstacles that increase the cost of their exports and imports through relevant seaports.

Please complete the questionnaire, preferably in English, before 30 September 2008.

PART A

PORT INFORMATION

Category: Main ports with international container and Ro-Ro traffic

1.	THE RESPONDENT	Name
		Address
		Phone
		Fax
		Website
		Email

2.	OWNERSHIP, MANAGEMENT AND REGULATION	Service Provider	Owner (land/track/waterway)			Operator (cargo handlers/rolling stock/vessels)			Regulator	
			Public	Private	P/P	Public	Private	P/P	Public	Private
			Port							
Railways										
Inland waterways										

3. TERMINAL SIZE AND THROUGHPUT	Terminal Quay(s)	Size	Depth alongside	Annual traffic
		Length (m) or area (m ²)	(m)	(tonnes/TEU/vehicles)
	Container berths			
	Ro-Ro			
	Bulk terminal			
	General cargo			
	Container yard			

4. TOTAL CARGO HANDLING	Year	Dry Bulk	Liquid Bulk	General Cargo	Containers	Ro-Ro
		<i>Metric tonnes</i>	<i>Metric tonnes</i>	<i>Metric tonnes</i>	<i>TEU</i>	<i>Freight vehicles</i>
	2009 (projected)*					
	2008 (estimate)					
	2007					
	2006					

**Please provide also longer term projections to 2010, 2015 and 2020, if available*

5. HANDLING EQUIPMENT AND CAPACITY OF CONTAINER TERMINALS	Equipment	Capacity (tonnes)	Capacity reach (TEU)	Number	Average age (years)
		Gantry Cranes			
	Quay Cranes				
	Mobile Cranes				
	Reach Stackers				
	Straddle carriers				

6. AVAILABILITY OF LABOUR AND EQUIPMENT FOR CARGO HANDLING

Always available on demand
Labour
Equipment

Yes	No*
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* If not available round the clock, please explain why and indicate actual availability.

7. SERVICE QUALITY MEASURES IN CONTAINER TERMINALS

	Vessels on schedule	Average road vehicle turnaround time (hours)	Train turnaround time (trains on schedule)	Operational dwell time (relative to target value)	Equipment availability (actual vs. potential)
2009 (projection)	%	hours	%	%	%
2008 (estimate)	%	hours	%	%	%
2007	%	hours	%	%	%
2006	%	hours	%	%	%

PART B

HINTERLAND CONNECTIONS OF PORT

	INLAND TRANSPORT MODE (share in %)	Road	Railway	Inland Waterways	Short Sea Shipping	Coastal Shipping	Other (Please specify)	Total
1.	Exit of containers from deep-sea terminals (last available year)	%	%	%	%	%	%	100%
	Entry of containers to deep-sea terminals (last available year)	%	%	%	%	%	%	100%

Please specify the year of data coverage. If possible, explain the reasons for any differences for particular modes in their share of imports and exports. If past trends and future projections or targets for modal splits are available, please provide them.

2.	CONTAINER FLOW FROM/TO DEEP-SEA TERMINALS TO HINTERLAND BY INLAND TRANSPORT MODE (in TEU)	Inland Transport Mode	IMPORT	EXPORT	TOTAL	
		Road	Loaded			
			Empty			
		Rail	Loaded			
			Empty			
		Inland Waterways	Loaded			
			Empty			
		Coastal Shipping	Loaded			
			Empty			
		Short Sea Shipping	Loaded			
Empty						
TOTAL	Loaded					
	Empty					

Please fill in the table with latest annual data (specify the year). If possible, please provide also comparable data for previous 2 years and projections for next 2 years. If your country is landlocked, please indicate also major physical and non-physical obstacles to container traffic from relevant seaports.

3.	ROAD	Road Type	Existing Traffic Volume (AADT)	Level of Service at present	The year in which the level of service will be "F"	Capacity Utilization (%)	International Route	
							Yes	No
		M <input type="checkbox"/>		A <input type="checkbox"/>				
		D <input type="checkbox"/>		B <input type="checkbox"/>				
		S <input type="checkbox"/>		C <input type="checkbox"/>				
				D <input type="checkbox"/>				
				E <input type="checkbox"/>				

Road Type: Motorway (M), Dual Carriageway (D), Single carriageway (S)

Level of Service: A (No delays), B (No delays), C (Minimal delays), D (Minimal delays), E (Significant delays), F (Considerable delays)

International Route: If yes, please specify the top 3 routes and the percentage of port container/Ro-Ro throughput accounted for by each of them:.....

4. RAIL	Type	International Route	
	Single line <input type="checkbox"/>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
	Double line <input type="checkbox"/>		
	Electrified <input type="checkbox"/>	<i>If yes, please specify the top 3 routes and the percentage of port container/Ro-Ro throughput accounted for by each of them:</i>	
	Future Development Plans	Yes <input type="checkbox"/>	No <input type="checkbox"/>
	<i>If yes, please specify:</i>		
	Annual capacity*	TEU	Gross Tonnes
	Capacity utilization (%)		
	Comments		
<i>*If available, provide also detailed capacity measures (mean capacity per train in TEU and mean capacity utilization per train in %)</i>			

5. INLAND WATERWAYS	Waterway installations		
	Locks	Yes <input type="checkbox"/>	No <input type="checkbox"/>
	<i>If yes, please specify average sizes of locks and barge tows:</i>		
	Obstructions: bridges	Yes <input type="checkbox"/>	No <input type="checkbox"/>
	Other obstructions/bottlenecks	Yes <input type="checkbox"/>	No <input type="checkbox"/>
	<i>If yes, please specify:</i>		
	Future Development Plans	Yes <input type="checkbox"/>	No <input type="checkbox"/>
	<i>If yes, please specify:</i>		
	Annual capacity*	TEU	Gross Tonnes
	Capacity utilization (%)		
	Comments		
<i>*If available, provide also detailed capacity measures (mean capacity per barge in TEU and mean capacity utilization per barge in %)</i>			

6. SHORT SEA SHIPPING / COASTAL SHIPPING	Do you have suitable port facilities to accommodate short-sea services* (RO-RO ramps, dedicated short-sea terminals or quays, short-sea specific handling equipment and/or marshalling yards next to short-sea services or coastal services)?	
	What facilities are available for shuttling containers from deep-sea terminals to short-sea terminals* (i.e. links between mother ships and feeder ships)?	
	Future Development Plans Yes <input type="checkbox"/> No <input type="checkbox"/>	
<i>If yes, please specify:</i>		
Annual capacity**		TEU
Capacity utilization (%)		Gross Tonnes
Comments		
<i>*Please provide a brief description.</i> <i>** If available, include detailed capacity measures (mean capacity per ship in TEU and mean capacity utilization per ship in %).</i>		

		Overall, how well does each of the transport modes currently perform in satisfying the requirements of container flows through the port? (1 – very inefficient, 10 – very efficient)										
		1	2	3	4	5	6	7	8	9	10	N/A
7.	Road	1	2	3	4	5	6	7	8	9	10	N/A
	Rail	1	2	3	4	5	6	7	8	9	10	N/A
	Inland waterways	1	2	3	4	5	6	7	8	9	10	N/A
	Short sea shipping	1	2	3	4	5	6	7	8	9	10	N/A
	Coastal shipping	1	2	3	4	5	6	7	8	9	10	N/A

		How do you think the performance of each of the transport modes will change in the next 10 years for container flows through the port? (1 – become much worse, 10 – become much better)										
8.	Road	1	2	3	4	5	6	7	8	9	10	N/A
	Rail	1	2	3	4	5	6	7	8	9	10	N/A
	Inland waterways	1	2	3	4	5	6	7	8	9	10	N/A
	Short sea shipping	1	2	3	4	5	6	7	8	9	10	N/A
	Coastal shipping	1	2	3	4	5	6	7	8	9	10	N/A

		What are the three most significant changes (e.g. relating to infrastructure, operations, and regulations) that could be made to improve the performance of hinterland flows of containers to/from the port?
9.	1. Mode:	Details:
	2. Mode:	Details:
	3. Mode:	Details:
