

# WEST-BRABANT CORRIDOR

## IMPROVING CHAIN RELIABILITY BY WORKING TOGETHER ALONG THE CORRIDOR

Container handling is the main driver of growth in the port of Rotterdam. And inland shipping plays a key role when it comes to transporting containers to the hinterland. Since a number of years now, the handling of container inland vessels at Rotterdam's deep sea terminals has been under some pressure. The solution lies in a more transparent and efficient structuring of the container inland shipping chain. This requires all players in the chain to work together.

A number of initiatives have already been taken to limit waiting times for container inland vessels at Rotterdam's deep sea terminals. One of these initiatives is the bundling of cargo destined for Rotterdam in West-Brabant. This new collaboration between Oosterhout Container Terminal, Barge Terminal Tilburg, Combined Cargo Terminals, Moerdijk Container Terminals and the deep sea terminals in Rotterdam's port area within the West-Brabant Corridor has been the first concrete initiative to yield positive results. Merging cargo streams within the Corridor has improved the capacity utilisation of inland shipping on this route, which in turn has shortened waiting times at the terminals.



**24,000 TEU CONTAINERSHIP**  
16M DRAUGHT / DIMENSIONS: 400M LONG × 61M WIDE

CONTAINER SHIPPING  
READY FOR THE FUTURE  
MAKE IT HAPPEN.



## CURRENT SITUATION IN INLAND SHIPPING

At present, the inland terminals rely on their own vessels to transport cargo to the terminals in Rotterdam. As a result, the deep sea terminals receive a lot of smaller call sizes. Moreover, planning terminal calls in the port complex is a complicated affair, and there's a risk of delays when vessels call on more than one terminal during their visit.



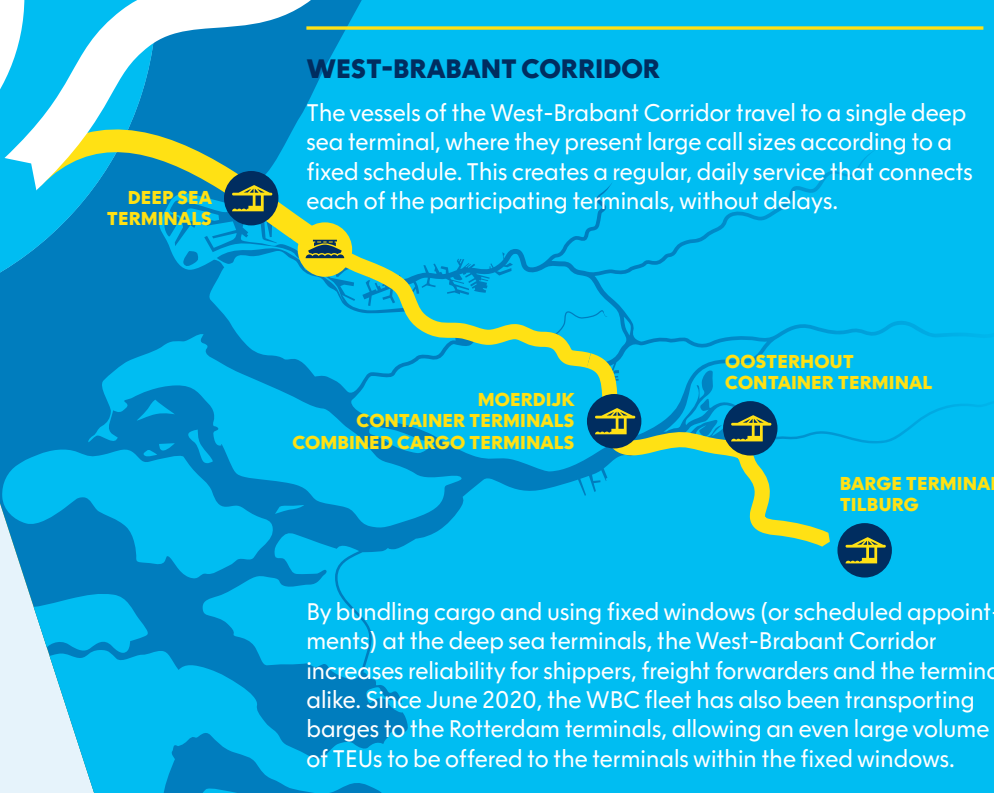
## IMPACT OF SCALING-UP

Marine shipping is constantly increasing in scale: both vessels and call sizes continue to grow year by year. At present, the largest vessels to call on the port of Rotterdam have capacities of close to 24,000 TEU, while only a few years ago, this maximum stood at around 14,000 TEU. In part due to this trend, deep sea call sizes have been peaking far more frequently in recent years. In addition, sea-going vessels are confronted with a growing number of delays. Existing peak conditions may be exacerbated by 'out of schedule' situations and multiple deep sea vessels arriving at the port at the same time. New alliances between shipping companies have led to new sailing schedules. This has resulted in higher transshipment volumes, and has driven up the number of peak moments at the deep sea terminals even further. Peaks like these also put pressure on the terminals' handling capacity for inland vessels.



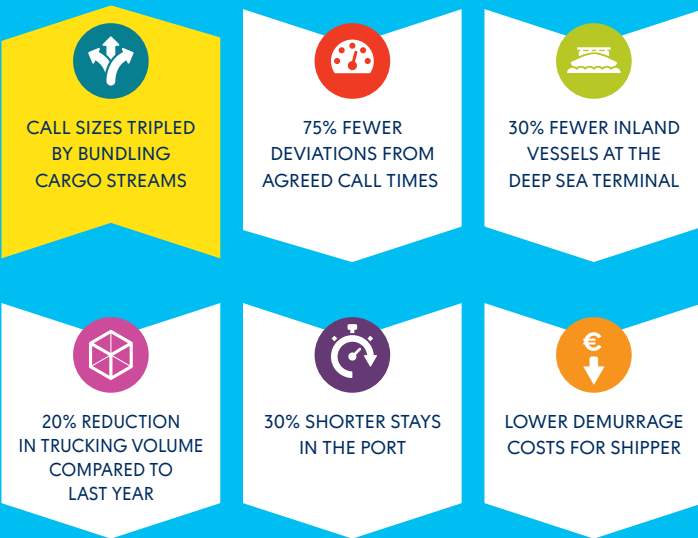
## WEST-BRABANT CORRIDOR

The vessels of the West-Brabant Corridor travel to a single deep sea terminal, where they present large call sizes according to a fixed schedule. This creates a regular, daily service that connects each of the participating terminals, without delays.



By bundling cargo and using fixed windows (or scheduled appointments) at the deep sea terminals, the West-Brabant Corridor increases reliability for shippers, freight forwarders and the terminals alike. Since June 2020, the WBC fleet has also been transporting barges to the Rotterdam terminals, allowing an even large volume of TEUs to be offered to the terminals within the fixed windows.

## COLLABORATION ON THE WEST BRABANT CORRIDOR



SOURCE—PORT OF ROTTERDAM

