

VALENCIA



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BARCELONA



TOULOUSE



DOURGES

BARCELONA



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TOULOUSE



DOURGES

HARWICH



HARWICH



LONDON



BIRMINGHAM



GLASGOW

LONDON



HARWICH



LONDON



BIRMINGHAM



GLASGOW



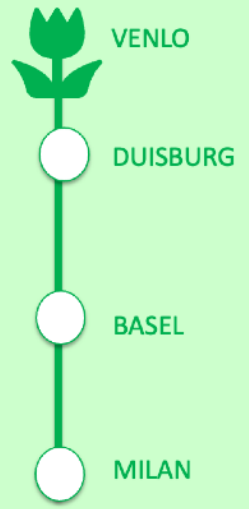
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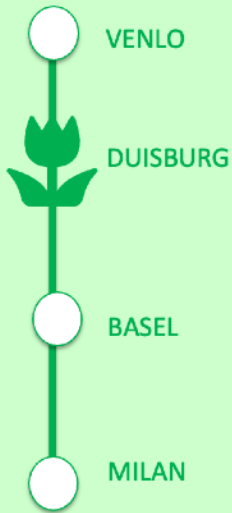
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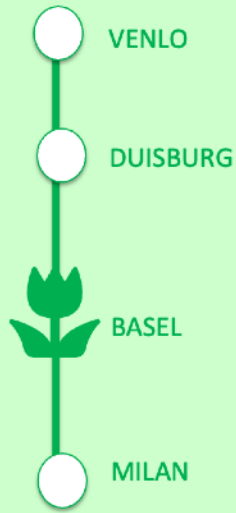
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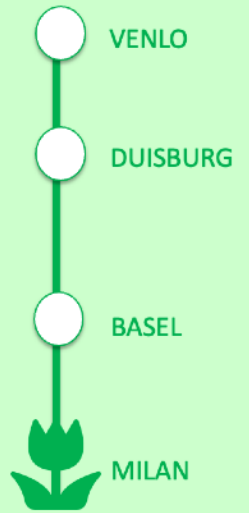
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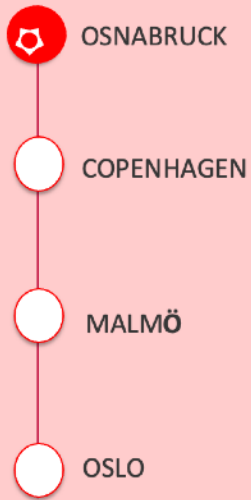


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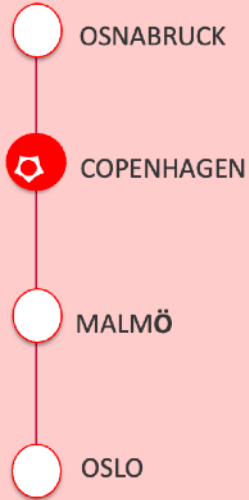




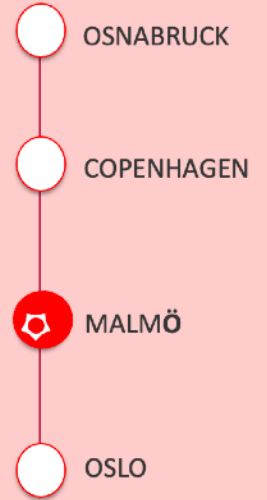
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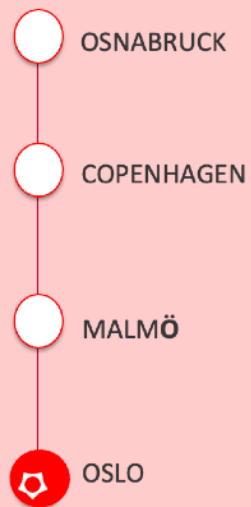
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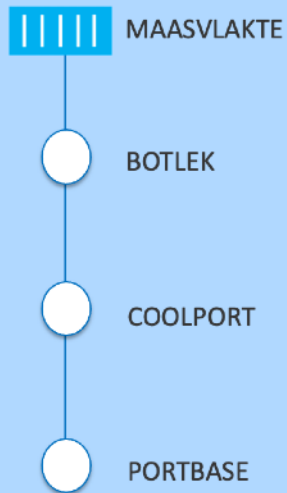
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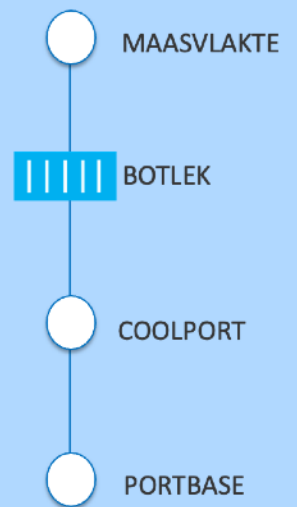
OSLO



ROTTERDAM



ROTTERDAM





ROTTERDAM

MAASVLAKTE

BOTLEK

COOLPORT

PORTBASE

ROTTERDAM

MAASVLAKTE

BOTLEK

COOLPORT

PORTBASE



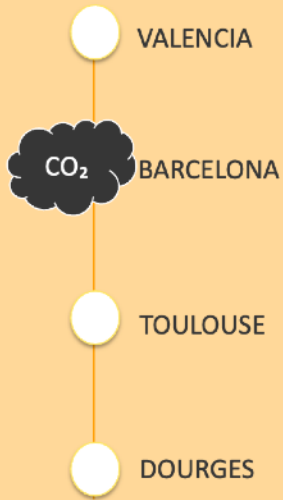
CONGESTION

VALENCIA



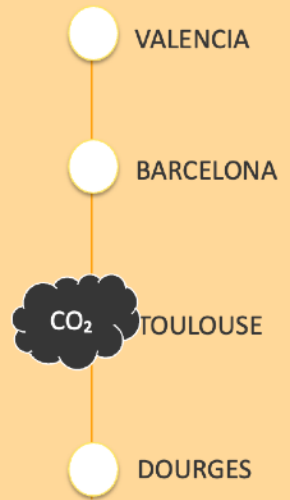
CONGESTION

BARCELONA



CONGESTION

TOULOUSE



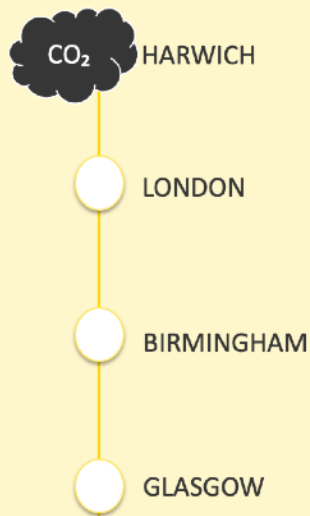
CONGESTION

DOURGES



CONGESTION

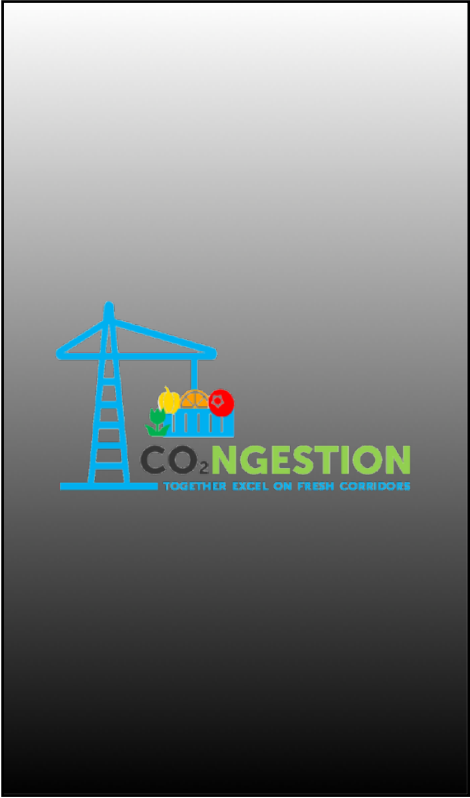
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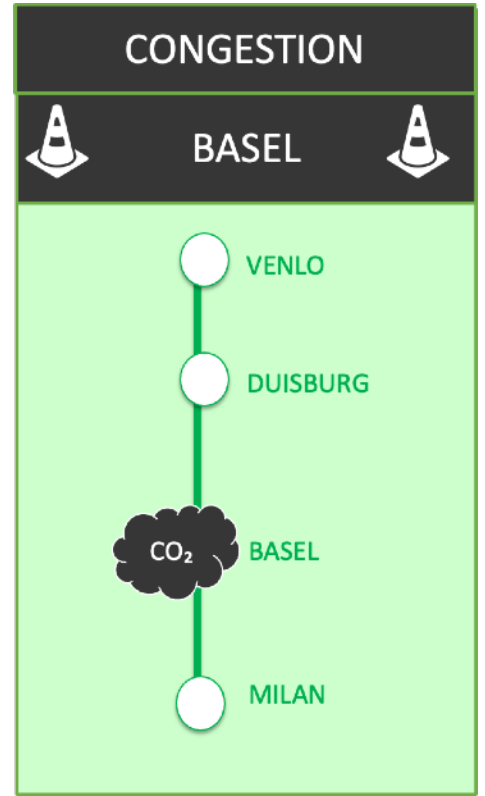
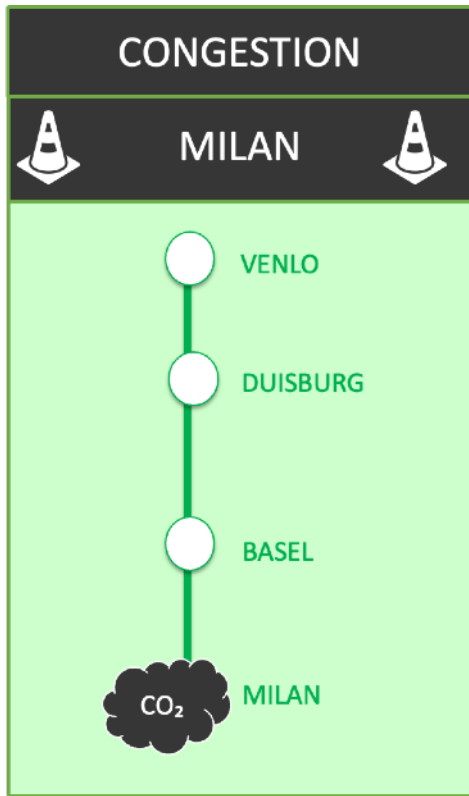
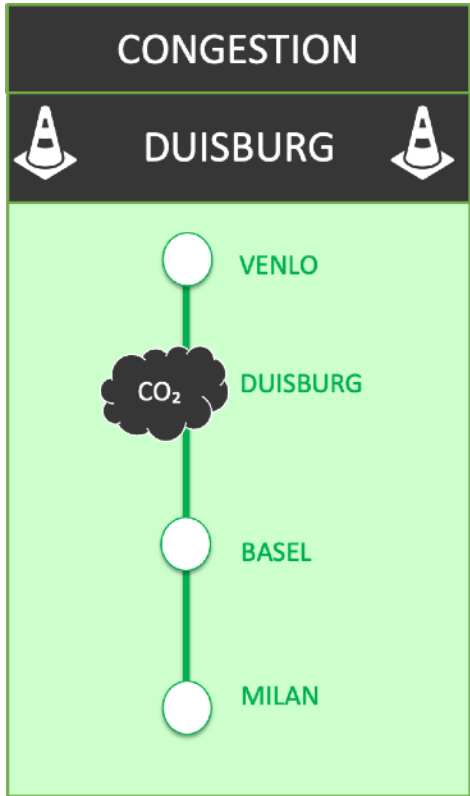
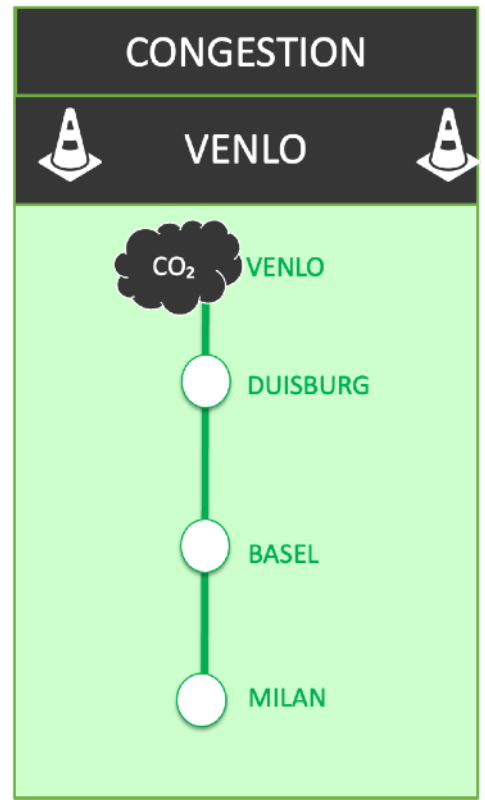
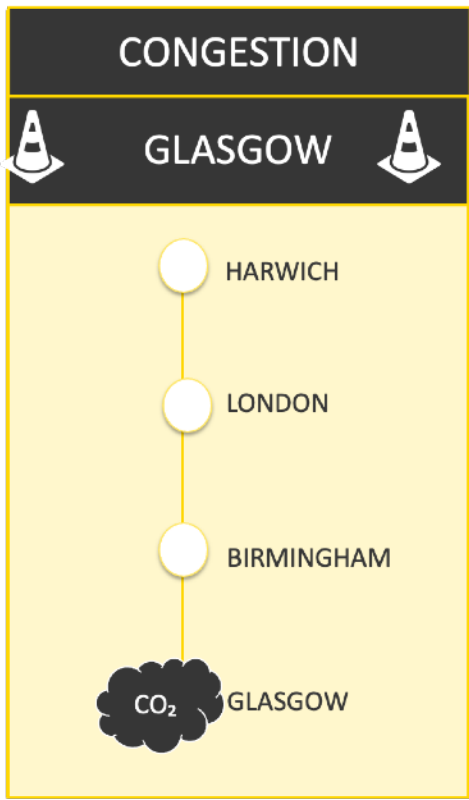
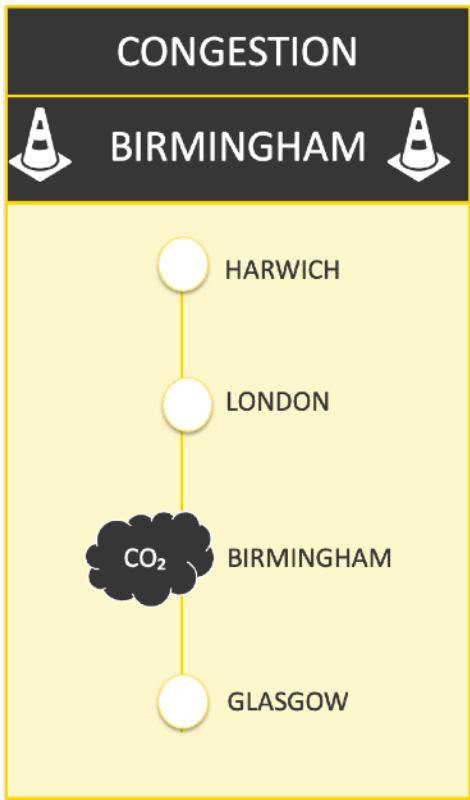


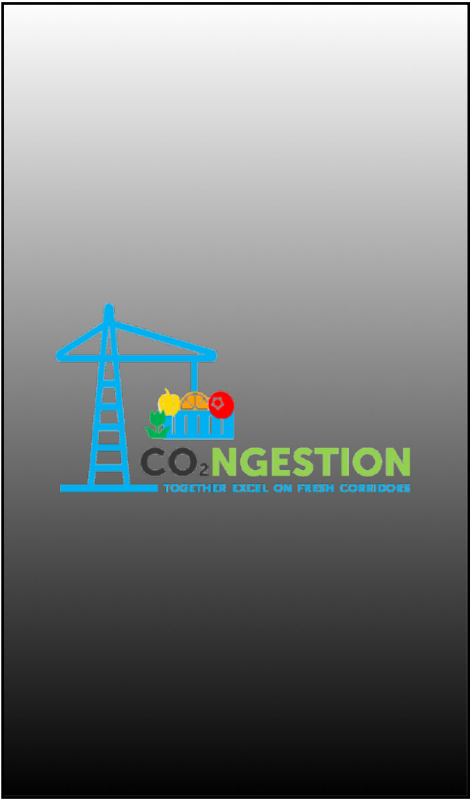
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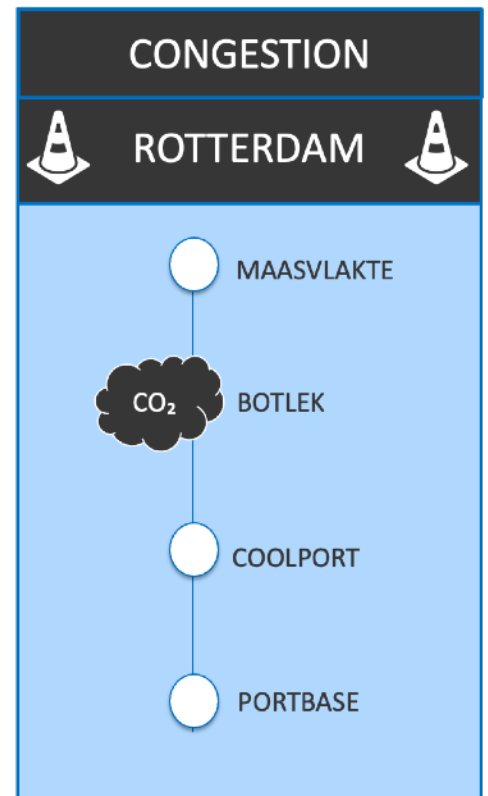
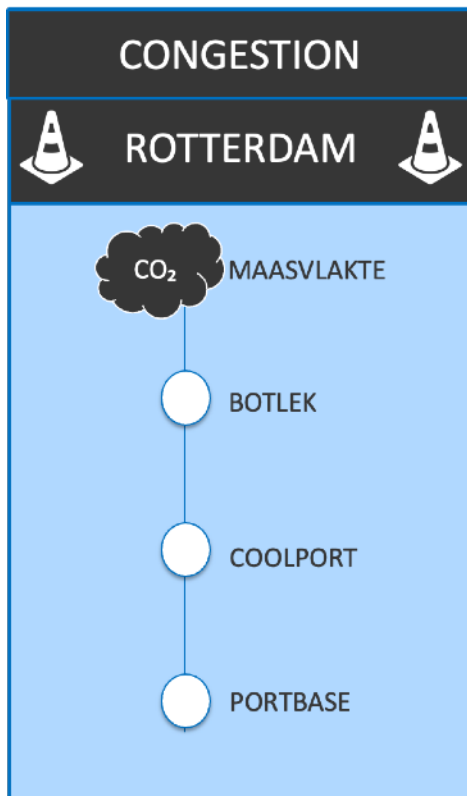
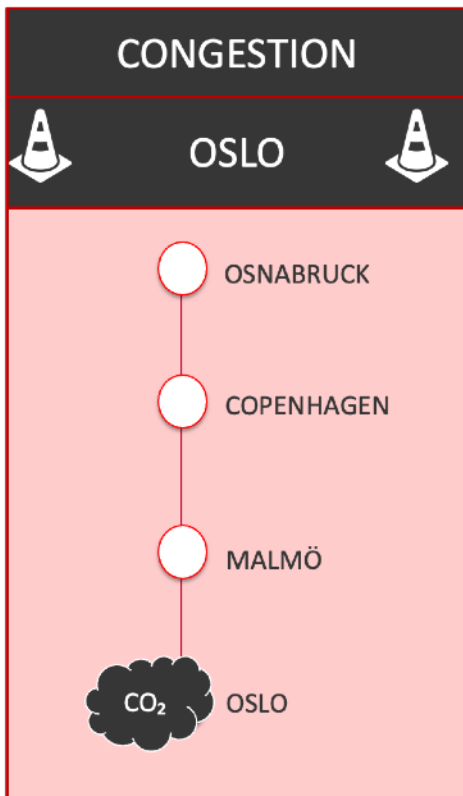
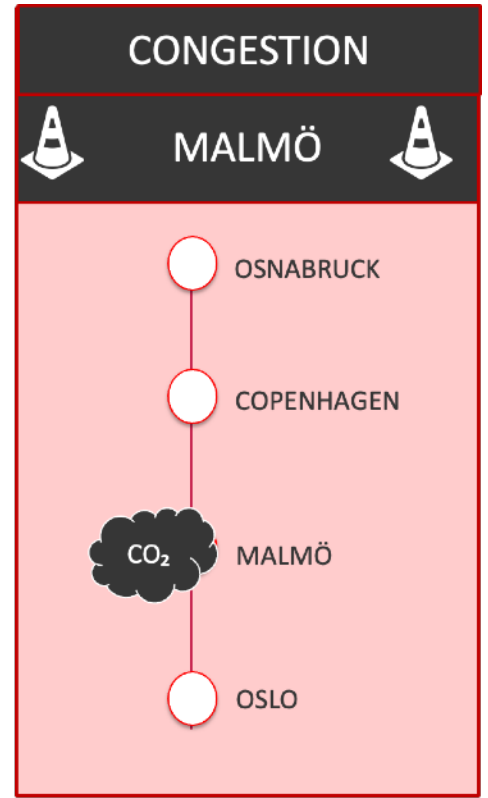
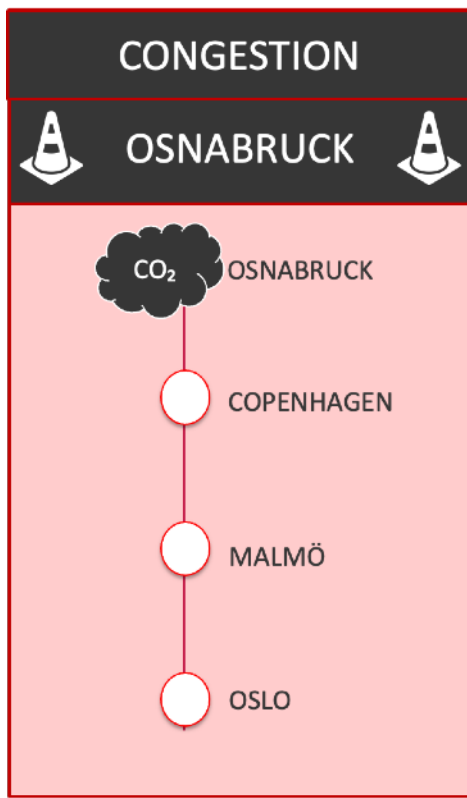
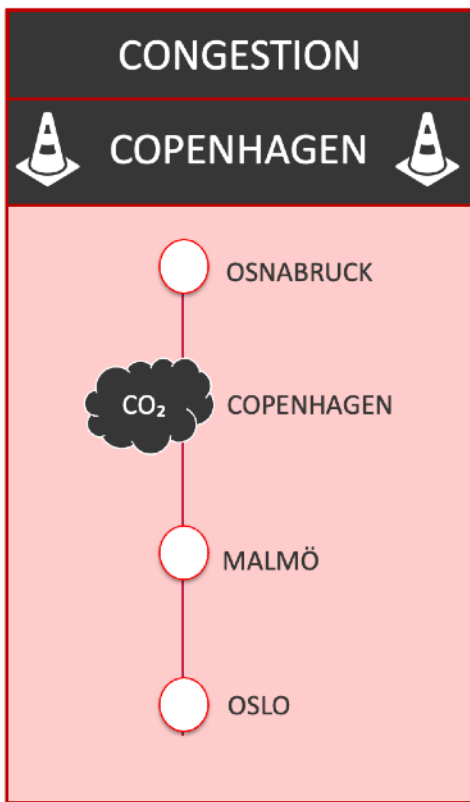
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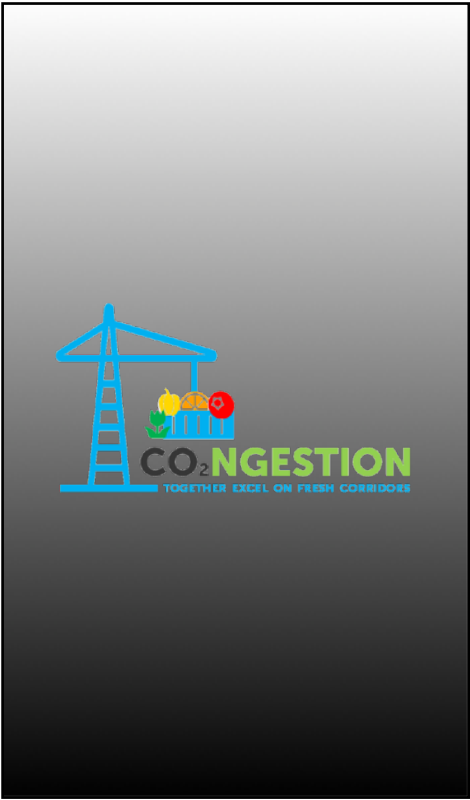












CONGESTION

ROTTERDAM

MAASVLAKTE

BOTLEK

CO₂ COOLPORT

PORTBASE

CONGESTION

ROTTERDAM

MAASVLAKTE

BOTLEK

COOLPORT

CO₂ PORTBASE



MANAGER LOGISTICS

You are Maurice, a seasoned professional at a freight forwarding company.

You want to shake up the transport industry with innovative, revolutionary logistics solutions. Whenever bottlenecks arise you offer workaround solutions

You understand the business of the retailers, but depend on the quality of the operators to deliver to promise.

BARGE INLAND OPERATOR

You are Barney, director and owner of a company that maintains shuttle services by barge to inland ports in the network

To run a shuttle service you want shippers to commit themselves to ship their boxes by barge

You need fixed windows at the deepsea container terminals in order for your shuttle to depart and arrive on time

RAIL INLAND OPERATOR

You are Raymond, business manager at a rail operator, You see potential in modal shift

As a rail operator you set up a path between two or multiple transport nodes.

Rail infrastructure providers require you to commit for a minimum of one year to a path. This will increase your risk as a rail operator. From shippers you also require commitment cargo volume to your solution.

TERMINAL OPERATOR

You are a Tiffany, a terminal operator with strongholds in the hinterland.

You have a network of ultra modern inland terminals in Europe which allows you to offer shippers the advantages of synchromodal transport on all major corridors: east, west, north and south.

Depending on the time sensitivity you combine barge, rail and road transport solutions.

DIGITAL MANAGER

You are Diane. As a port manager at the Port Community Company you coordinate across the port logistics chain

Your challenge is to prevent the port from getting congested, while at the same time push the transport industry to use cleaner and renewable fuel solutions.

You initiate modal shift projects, both related to renewable energy and digital solutions.

ENERGY MANAGER

You are Enzo and work for an energy company who develops renewable fuels for inland transport.

As a refinery company you have embarked on a journey towards zero emissions. For this purpose you are not only engaged in R&D of renewable fuels but also work together with port authorities and inland terminal operators to roll out a renewable energy grid across Europe.

MANAGER LOGISTICS

SUPERPOWER

The logistics manager brings together different stakeholders in the supply chain.

You only need two cards of the same corridor to build the shuttle connection for the supply chain.



BARGE INLAND OPERATOR

SUPERPOWER

Barge operator bundles volumes on the corridor.

You only need two cards of the same corridor to build the shuttle connection for the supply chain.



RAIL INLAND OPERATOR

SUPERPOWER

As a rail operator you set up a path between two or multiple transport nodes.

You only need two cards of the same corridor to build the shuttle connection for the supply chain.



TERMINAL OPERATOR

SUPERPOWER

As a terminal operator you can dedicate crane capacity to barge berths as well as to the rail facilities on the terminal.

You only need two cards in the port to build the shuttle connection.



DIGITAL MANAGER

SUPERPOWER

As a digital manager you create visibility on the corridor. Only needs two cards of the same corridor to build digital solutions for the supply chain.



ENERGY MANAGER

SUPERPOWER

As an energy manager, you know exactly where new energy infrastructure is required. Only needs two cards of the same corridor to build the energy transition for the supply chain.



PORT AUTHORITY

You are Pamela, commercial manager at the port authority,

You coordinate actions relating to infrastructure that are developed in the port.

From transport operators you expect them to set up shuttle services.

From terminal operators, you expect to enable fixed departure schedules for barge and rail operators.

RETAILER

You are Rose, a European retailer who aims to reduce carbon emissions to zero

You are one of the largest and most sustainable retail chains in Europe.

Your aim is to make Rotterdam the hub for European fresh products.

Your challenge is to meet sustainability targets within the constraints that perishable fresh products require.

PORT AUTHORITY

SUPERPOWER

As a port authority, you are a neutral party and can bring stakeholders around the table to work together. Only needs two cards in the port to build the digital and energy transition solutions.



RETAILER

SUPERPOWER

As a retailer, you determine the clock speed of the supply chain. By sharing point-of-sales data in the chain, you can exercise your superpower. Only needs two cards of the same corridor to build the digital solutions for the supply chain.



CONGESTION


TSUNAMI
OF CONTAINERS



3 CO2 EMISSION UNITS AT
MAASVLAKTE (PORT)

CONGESTION

LOW WATER LEVELS



3 CO2 EMISSION UNITS AT
MILAN
(EAST CORRIDOR)

CONGESTION

DRUGS



3 CO2 EMISSION UNITS AT
MAASVLAKTE (PORT)

CONGESTION

STRIKES NATIONAL
RAILWAY



3 CO2 EMISSION UNITS AT
OSNABRUCK
(NORTH CORRIDOR)

CONGESTION


SHORTAGE REEFER
CONTAINERS



3 CO2 EMISSION UNITS AT
COOLPORT (PORT)

CONGESTION

FUEL SHORTAGE



3 CO2 EMISSION UNITS AT
DOURGES
(SOUTH CORRIDOR)

 CONGESTION 

TSUNAMI
OF CONTAINER

Longer dwell time on deep-sea terminals, leads to more congestion and more road transport in the ports. Consequently, the CO2 emissions will be higher.

 CONGESTION 

LOW WATER LEVELS

Due to the low water levels, some barges are not able to sail the inland waterways anymore. The barges which can still sail the inland waterways cannot load the ships to its full capacity. Consequently, less barge capacity is available, and more barge movements are necessary for achieving the same barge volumes in the network. More inland barge transport flows leads to more CO2 emissions.

 CONGESTION 

DRUGS

Drugs smuggling in the port. More stringent customs procedures lead to distortion of logistics flows, which must be recovered by road transport. This leads to higher CO2 emissions in the Port and the hinterland.

 CONGESTION 

STRIKES NATIONAL
RAILWAY

The strikes on the national railway leads to less transport capacity on the railways. Fresh logistics operators choose the alternative trucking for transporting their volumes. The use of trucking instead of trains leads to more CO2 emissions on the corridor.

 CONGESTION 

SHORTAGE REEFER
CONTAINERS

In the Coolport there is shortage of reefer containers. These containers are needed for the transportation of fresh products towards the hinterland. The empty reefer containers needs to be repositioned at the Coolport, but until then the port is more congested and leads to more CO2 emissions.

 CONGESTION 

FUEL SHORTAGE

Energy companies are making higher profits due to the increase. Therefore, the employees would like to have a salary increase and they organize strikes. This leads to less energy production in the supply chain. Waiting times for transport flows are increasing and this leads to more congestion. Consequently, higher CO2 emissions.

 CONGESTION 

STORM AT SEA



3 CO2 EMISSION UNITS AT
HARWICH (WEST)



CONGESTION



STORM AT SEA

The storm at the North Sea causes disruptions for the water transportation flows towards England. The ferries cannot sail the sea and an alternative is used by the transport operators. The fresh cargo is transported by truck through the Eurotunnel under the North Sea. The alternative takes two days longer and is more pollutive than the bundling of reefer containers on the Ferry. Therefore, more emissions occur on the corridor.