

Ostend Rail Investment

LO-PINOD Report

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The LO-PINOD (Logistics Optimisation for Ports Intermodality: Network, Opportunities, Development) project is to contribute to making regional ports more accessible, sustainable and competitive transshipment nodes and thereby contribute towards a more balanced polycentric European transport network which benefits economic prosperity and quality of life in the North Sea Region (NSR), especially in areas away from global gateways.

Material Investment

The port of Oostende decided to improve the rail connectivity by connecting the inner port with the rail terminal at the seafront. For this investment, the port started with the preparation works:

Phase 1: network design/ rail connection plan approval

Phase 2 works included removal of buildings that were blocking the rail-development, and fencing to secure the rail connection have been installed.

Phase 3: delivery of all necessary permits for rail and cargo transit

Phase 4: finalise the operation of connection.

Phase 1 & 2 were successfully completed

Phase 3 highlighted internal problems within the cargo division and the infrastructure division within the Belgian rail which caused a lot of problems to the progress of the realisation of this investment.

Phase 4 was stymied after the constructor of the rails has built the wrong rail tracks.

Considering all the problems experienced, such as support from national rail company and delivery of correct tracks, the investments works will not be finalised in the near future.

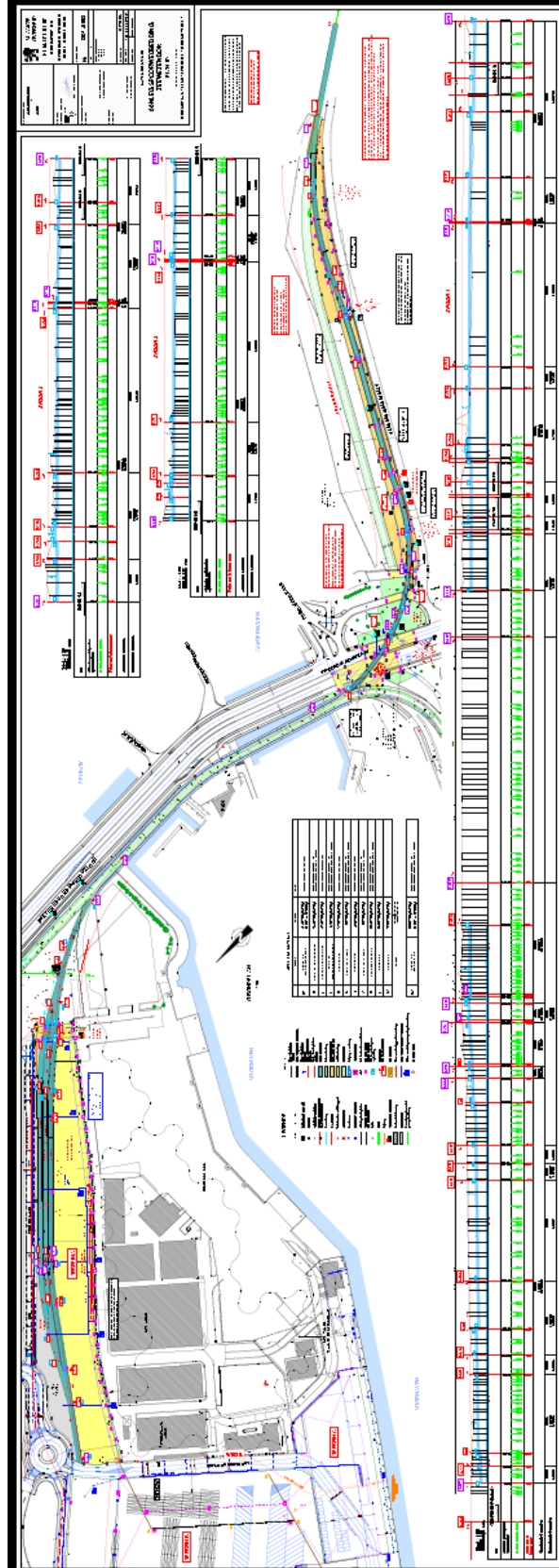
As to activity on the landside of the port and the further promotion of intermodality, the attention of the port of Oostende goes to the promotion and further development of the activities related to the rail terminal at the inner-port; nevertheless there is still a lot of work to be done in order to get the site fit for the correct and safe use of the terminal.

It was the goal that the new rail track would be used in order to shift cargo from road to rail, encouraging sustainable transfer of goods. Fulfilling this ambition requires full co-operation from all parties. The Port of Ostend experienced difficulties with infrastructure delivery, despite having the necessary permits in place.

Lessons learned

The challenges faced by Port of Ostend have been informative for other LO-PINOD port partners who are exploring scope to extend and expand their multi-modal connectivity. The different approaches taken by National rail authorities have directly affected the successful delivery of rail infrastructure. The Port of Drammen worked closely with their national rail authority to successfully unlock funding for rail investments. Kilbride have learned lessons from both Ostend and Drammen's experience and forged close relations with the British rail authority to secure a novel funding approach for the rail investment at Kemsley Fields. Overall complex infrastructure delivery required collaborations with other organizations and public bodies. The strategic goals of these different players can alter and change during the course of the project. Developing infrastructure in a phased approach can be one mechanism to overcome these challenges. This has been successfully achieved by Port of Ostend and we are hopeful that we can proceed with this further in the future.

Rail Plan





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