



MARCH 2023

# Where Med meets the Atlantic

ADAPTING TO COLLABORATIVE SOLUTIONS AND INNOVATIONS TO CREATE A MODERN  
AND EFFICIENT REGIONAL TRANSPORTATION HUB



Comunidade Portuária de Lisboa



Porto de Lisboa

# STAKEHOLDERS

## PORT COMMUNITY

The driving force behind all those involved in Port Development.

### Associates

Pilotage	Stevedoring companies
Towing	Freight forwarders
Shippers & Consignees	Storage/distribution
Shipping Agents	Ship Building, Repair and Maintenance
Other Maritime Services Providers	Road and rail carriers
Shipowners	Public entities
Consumers and Industry	

### Media

### Local People

### Regulatory and government bodies

## COMMON INTERESTS

- Increase trade and cargo flows 
  - Reduce logistics chain **costs** 
  - Reduce **emissions** 
  - Reduce **traffic** in the city 
  - Security in the interactions of the Port community stakeholders
  - Investment and development of **riverside areas** - promoting infrastructure, and therefore creating jobs
- Promote **Iberian rail transport solutions** linking the Mediterranean to the Atlantic in a multi-modal, **cost efficient** and more **environmentally friendly solutions**



# MULTIMODAL SUPPLY CHAIN

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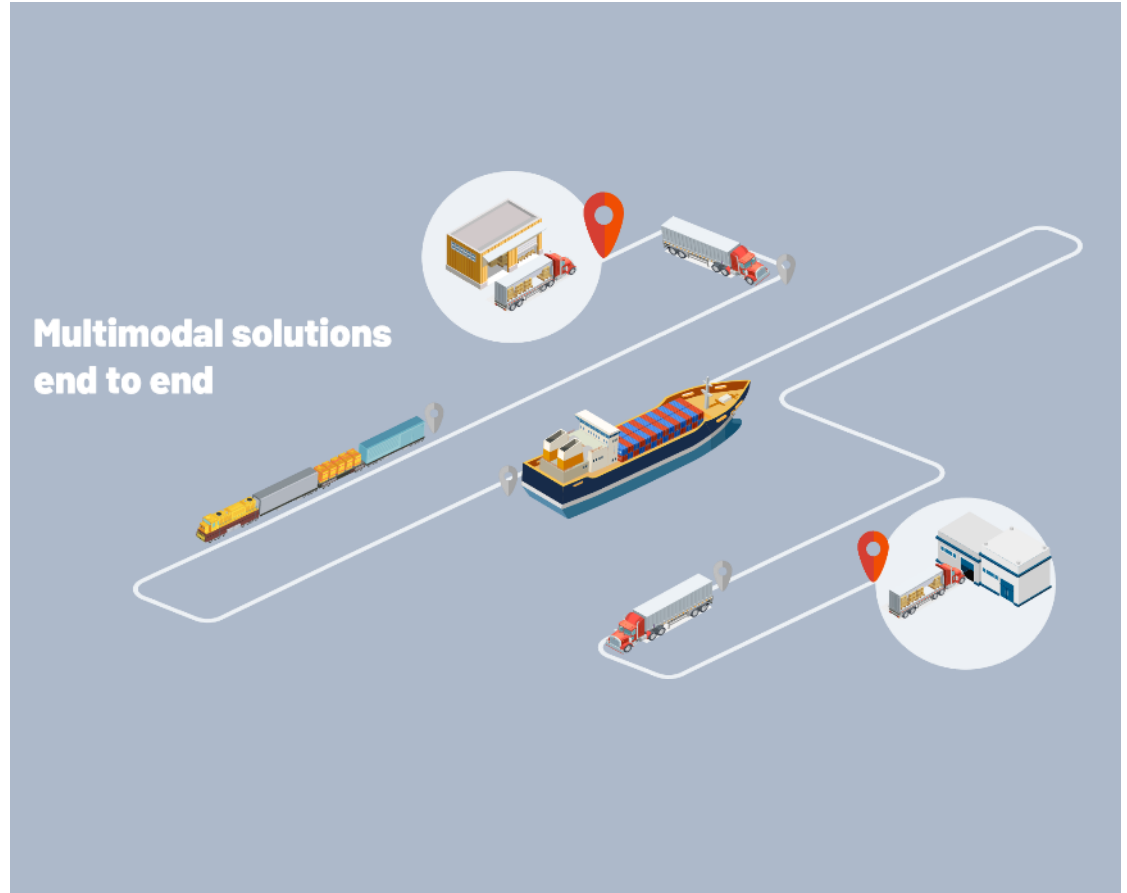


Shipment tracking visibility - Ability to monitor with one transport carrier door to door deliveries

Access to remote parts of the world with responsibility and liability of the movement with one transport carrier

Efficiency and flexibility in delivery time

Minimization of logistics coordination costs in the Supply Chain



## INTERMODAL COORDINATION

### Conditions to an efficient access of a Port to its hinterland

Well-developed transport, storage and distribution infrastructures

Optimal coordination of the transport chain

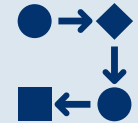
Efficient and sustainable use of the infrastructures and supply chain

Quality and diversity of services provided

Legal and Regulatory environment



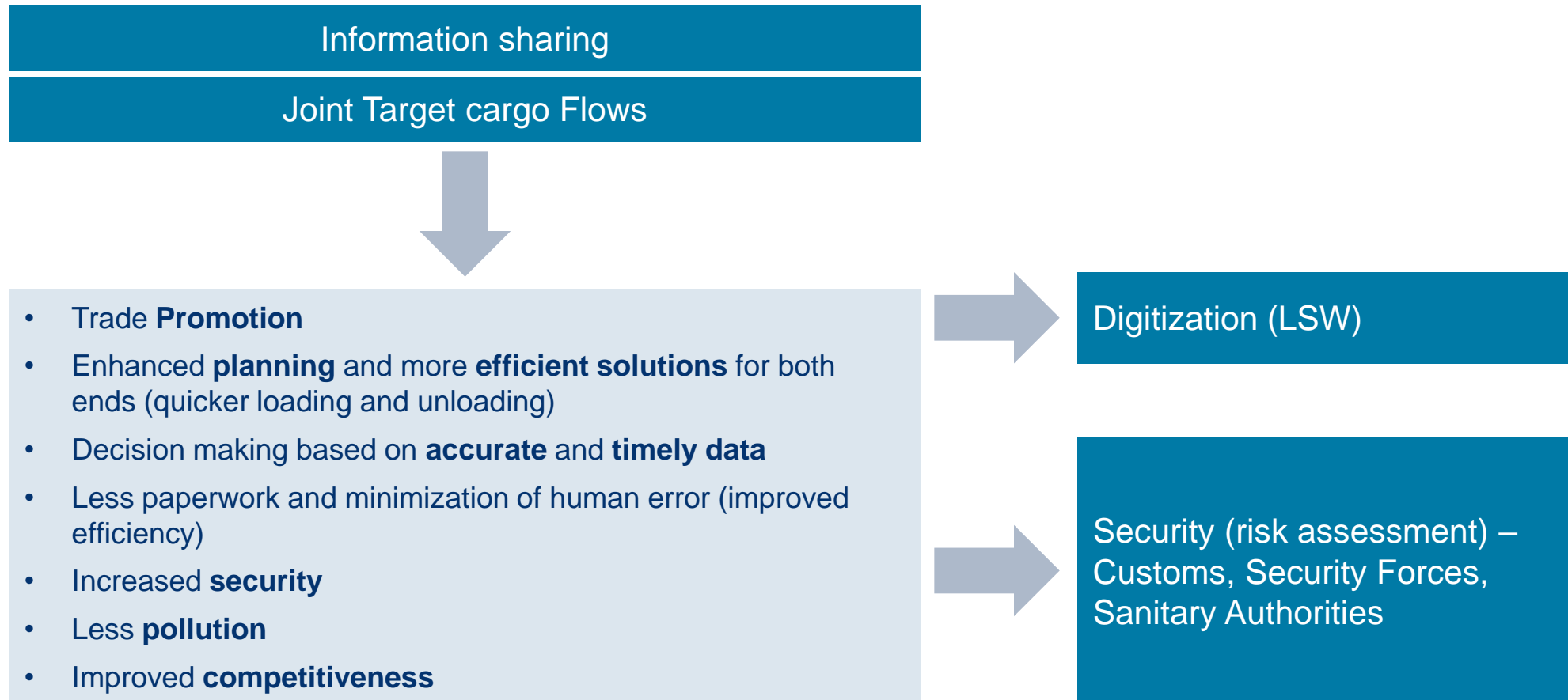
Exchange of information at intermodality points and hinterland networks








**Success of transport chain coordination**



# COOPERATION AMONG PORTS

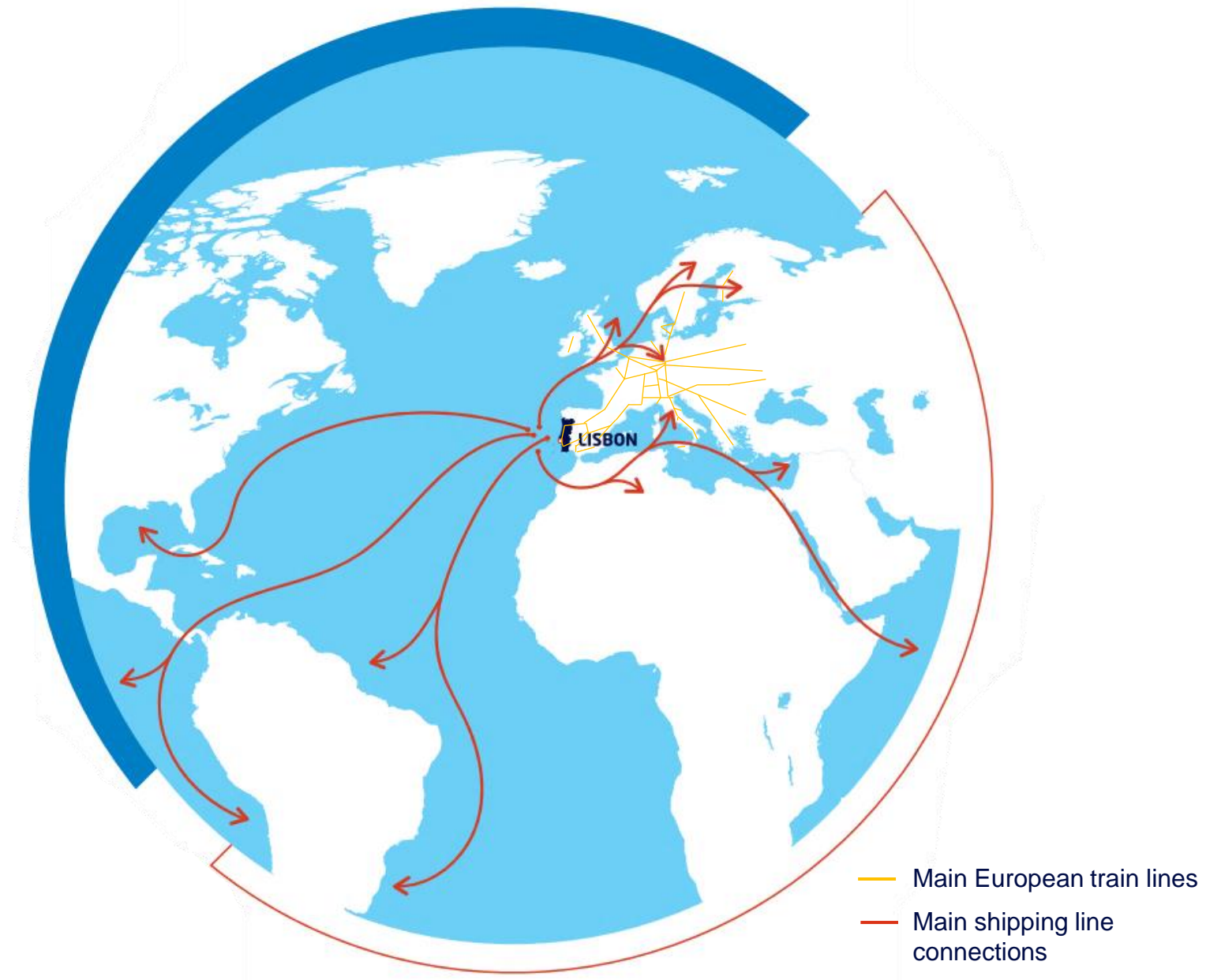


## Digital Platforms

Digitization (LSW)	
	Improve the <b>efficiency</b> and <b>flexibility</b> of <b>processes</b> , the amount of <b>real-time</b> information and the <b>traceability</b> of <b>cargo</b>
	Increase the <b>visibility</b> and <b>predictability</b> along the transport chain – costs reduction, by offering <b>optimized multimodal transport solutions</b>
	Improve <b>customers' knowledge</b> of the best logistics service proposals covering the entire transport chain, providing information on the <b>environmental footprint</b> of their logistics chains
	Enhance the business of Service Providers through an <b>e-business platform</b>
	Provide <b>tailor-made solutions</b> aligned with Customers' requirements, enhancing the <b>value-added</b> services offer of Shippers to their Customers



# INTERMODAL SETUP TO EUROPE



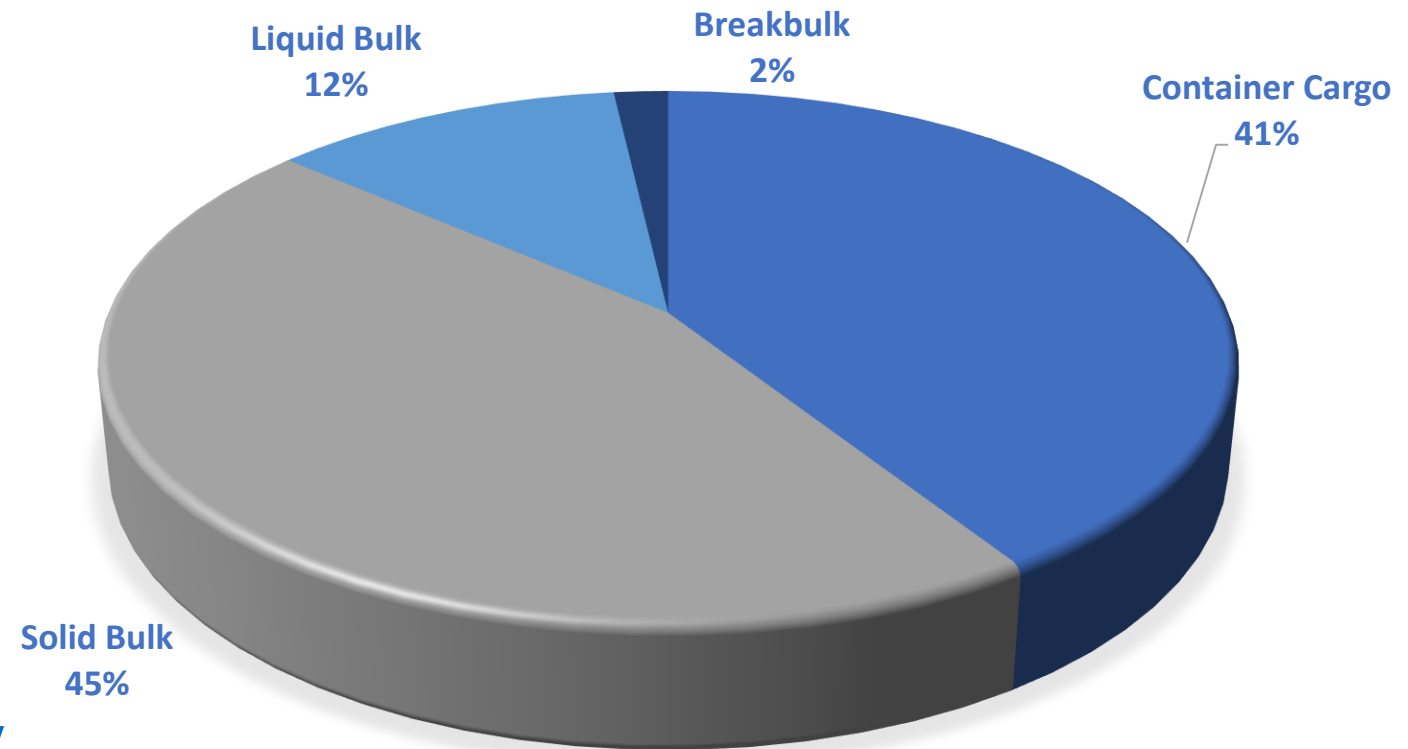
# LISBON AS HUB





# FIGURES 2022

- 1550 calls/year
- Total Volume in 2022: 11 M tons
- Total Cruisers - 492 000
- Containers - 400.000 TEU/4,5M tons
- Solid Bulk – 5,3 M tons
- Liquid Bulk – 1,3 M tons
- Modal Split : 93% Road, 4% Rail, 3% Inland Waterway



# MAIN INVESTMENTS – HORIZON 2030



**Inland Navigation in the Tagus Estuary up to Castanheira do Ribatejo**



**Ocean Campus – centre of knowledge and innovation**



**New Concessions Plan of Eastern Terminals: Port-City Relationship Reinforcement**



**Rehabilitation of Pedrouços Dock**



**On Shore Power Project: Cruise Terminal and Eastern Zone Terminals**



**Roadmap Green and Digital Port**



**Modernization and Improvement of Alcantara Terminal**



**Action Plan for Energy and Water Efficiency**





## CASTANHEIRA DO RIBATEJO



# CASTANHEIRA DO RIBATEJO

## SCOPE

**Construction and operation** of a river port at Castanheira do Ribatejo, next to the Logistics Platform of Northern Lisbon, for **loading and unloading containers**.



# OBJECTIVES



Create conditions to **recover inland waterway transport** in the Port of Lisbon and the connection to the port terminals in the upstream areas of the Tagus Estuary



**Alternative transport route** for goods originating from or destined to the Logistics Platform of Northern Lisbon.



**Decrease** in the volume of **traffic** circulating on the **rail routes** connecting the Port of Lisbon and Vila Franca de Xira.



Decrease Logistics total cost of serving the Lisbon hinterland





# CASTANHEIRA DO RIBATEJO

Expected throughput in 2043:

- **Less 7 564 576 heavy vehicles x Km**
- **3213 barges**
- **Less 4918 tonCO2/year**
- The works will be implemented after the approval of EIA

**Total investment: 25 million € (Public and private)**

*The constant challenge is the search for ever more optimized logistics solutions and for more sustainable energies.*





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