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En el Newsletter del mes de marzo les presentamos, por un lado, un artículo sobre por qué mejorar el acceso al *hinterland* es la nueva prioridad para la Autoridad del Puerto de Rotterdam.

Por otro lado, debido a la reciente modificación del ROTT, les exponemos los grandes cambios que dicha normativa introduce al sector del transporte terrestre.

In the March Newsletter we present, on the one hand, an article on why improving hinterland accessibility is the new priority for the Port of Rotterdam Authority.

On the other hand, due to the recent approval of the ROTT by the Council of Ministers, we expose the major changes that this regulation introduces to the land transport sector.

Why hinterland accessibility is the new “big thing” for the Port of Rotterdam



In this newsletter, we are willing to explain the importance of

hinterland accessibility to European ports, among the necessity to reduce spatial pressure and congestion in storage services, and why Rotterdam is one step ahead in this regard.

The port of Rotterdam is Europe's largest sea port. The port owes its leading position to its outstanding accessibility for sea-going vessels and to its intermodal connections.

However, for the port and its terminals to remain competitive, to increase their productivity and to properly manage the anticipated growth due to the raise of cargo upcoming from China, they face huge logistic challenges.

European ports, direct competition and terminal congestion

European ports, such as Rotterdam, Hamburg, or Le Havre, face direct competition towards each other as they serve the same inland areas. Furthermore, in terms of distance, the difference between these ports to major cargo generating regions is not relevant. These circumstances oblige ports to generate distinguishing factors in order to obtain the foremost part of the cargo flow.

In container terminals, a proper manage of congestion is essential to remain competitive. Congestion problems arise as shippers and service providers struggles with ever-increasing container flows. It is widely said that a lack of investment, planning and outdated

practices in terminal have contributed to the problem.

Many ports have responded to the increasing container issue by developing ambitious terminal expansions. Ports aim to build increasingly large areas in order to store as many containers as possible.

However, this way of approach does not reduce road freight and congestion around terminals. Besides, space limitations and environmental regulations tend to hinder the expansions.

Hinterland accessibility as a congestion solution

In addition to terminal expansions, European ports should also focus on improving their transport system as a way to generate hinterland accessibility, and therefore, remain competitive.

Basic requirement of a successful, competitive hinterland transport system is the ability to offer services, which are cost effective, reliable and have a short transit time. The system should be able to serve many destinations, and as a part of these criteria, the interface between the seaport terminal and the hinterland modes should be efficient, fast and trustworthy¹.

¹ Visser, J.; Konings, R.; Pielage, B.; Wiegman, B. A new hinterland transport concept for the port of Rotterdam: organisational and/or technological challenges?



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Thus, investing in hinterland accessibility would reduce storage congestion, as cargo stays for less time at warehouses.

We should keep in mind that the client will put its cargo in the European port that offers, not only the safest service with lower costs, but also the one who can put the cargo at its final destination in as little time as possible.



The Port of Rotterdam: one step ahead in hinterland accessibility

Given the importance of hinterland accessibility, the Port of Rotterdam Authority has started constructing the infrastructure for the Container Exchange Route (CER). This project aims to minimise the cost of container exchanges by linking deepsea container terminals, empty depots, rail terminals and distribution companies.

According to the Authority, the connection will be consolidated through the construction of a concrete road, the purchase of terminal systems, and the construction and modification of IT and logistic systems. It is expected that over 1 million containers per year will be exchanged in this area.

Visionary projects, such as the CER, are key aspects for the Port of Rotterdam to remain as the largest and most important port of Europe, despite fierce competition among European ports to reach the same hinterland.

Los cambios que supone la implementación del nuevo ROTT

El nuevo Reglamento de Ordenación de los Transportes Terrestres (ROTT), Real Decreto 70/2019, fue aprobado por el Consejo de Ministros el pasado 15 de febrero. Su entrada en vigor implica la introducción de importantes modificaciones para el sector del transporte terrestre.

Uno de los aspectos más importantes que introduce el ROTT es la eliminación del requisito de flota mínima para acceder al sector. En efecto, la antigua normatividad exigía un mínimo de 3 camiones para prestar el servicio de mercancías, y de 5 autobuses para el transporte de viajeros.

Con la nueva normativa, se podrá acceder al sector con un solo vehículo, pero se mantiene el requisito de antigüedad mínima de los mismos, esto es, 5 meses para vehículos destinados al transporte de mercancías, y 2 años para el transporte de viajeros.

Además, el nuevo ROTT finalmente regula la pérdida de honorabilidad. Ahora se podrá suspender la

pérdida de validez de las autorizaciones durante un año por incurrir en infracciones “muy graves” o “graves”.

El acceso a la profesión también fue objeto de modificación. Para obtener el título de competencia profesional para el transporte, el nuevo ROTT exige que el aspirante tenga un nivel académico previo, como lo es, al menos, un título de bachiller.

Finalmente, se requerirá que la persona que ostente el título de competencia profesional tenga una vinculación laboral a jornada completa con la empresa titular de la actividad empresarial. Esta persona, anteriormente conocida como “capacitado”, pasará a denominarse “gestor de transporte”, ya que también desarrollará actividades de supervisión en todas las áreas de la empresa.

El BOE ya ha publicado el texto completo de la norma. Si desea conocer su contenido, puede acceder a través del siguiente link: <https://www.boe.es/boe/dias/2019/02/20/>



Bufete Berenguer Comas
Advocates

Paseo Colón 24, Pral. 2ª

08002 Barcelona, Spain

Tel.: +34 933021143

Mob: +34 625451741

abogados@bbcalegal.com

www.bbcalegal.com