



a modal shift in practice

# DryportQuarterly

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## Dryport: more time and a new partner



### Dryport developments

Welcome to our summer Quarterly, in which we bring you news of the latest developments in the unique Dryport project.

The progress of Dryport is along two parallel lines. The partners work together, through workshops, seminars and port visits, to consider common issues and problems, and share knowledge and experience. And we also work independently on our own Dryport-related projects and studies, which in turn generate new ideas to contribute to the overall picture.

This summer we are delighted to welcome a new partner, the University of Bremen's Institute of Labour and Economy (IAW), and we are also pleased to report a six-month extension of the Dryport project, which will allow us to make the most of IAW's valuable experience and research.

Highlights in the first half of 2010 were our spring meeting at Multimodal in Birmingham, hosted by the Haven Gateway, and the Dryport workshop in June, hosted by the project's lead partner, the Västra Götaland region, and based around the Logistic Center Skaraborg in Falköping.

Now we are looking forward to our Annual General Meeting and a major Dryport Conference, being organised and hosted by our Scottish partners, SEStran and the Transport Research Institute (TRI) of Edinburgh Napier University, in October.

#### Dryport: the targets

"Dryport – a modal shift in practice" is a three-year public/private sector project set up with Interreg IVB North Sea Region funding to examine the way in which hinterland intermodal freight transport hubs can best operate to cope with current and future traffic flows and the challenges of port congestion.

The project was launched in Gothenburg in September 2008. Partners work individually on their own projects and together at workshops, seminars and port visits.

*Dirk Harmsen, Project Manager, Dryport.*

### The Dryport project has been extended – in two ways!

First, we have welcomed a valuable new partner from Germany, the University of Bremen's Institute of Labour and Economy (IAW).

Second, the timescale of the Dryport project has been increased by six months to mid 2012, to ensure that the new partner has enough time to make a real contribution to our discussions and conclusions and that established partners can benefit from this.

This is a major development for Dryport, which continues to gather strength through individual partners' projects and joint workshops and discussions.

While IAW is the official partner in Dryport, it brings some prestigious supporters – or unofficial partners – with it.

These include Bremen-based Eurogate, one of the biggest stevedoring companies in Europe; Bremen Ports, the 100% public enterprise which operates all Bremen and Bremerhaven ports; Bremen Federal State's ministry of commerce and ports; and Germany's national ministry of transport.

"These are all strong supporters of our involvement in Dryport and interested in being involved in discussions and activities in the project," says Dr Günter Warsewa, director of IAW. "We will keep them informed about the project, bring them together with other partners in Dryport, and offer them opportunities to take part in meetings, etc."

*(continued on next page)*



*Dr Günter Warsewa | Director of IAW*

*(Main picture) The old port area in Bremen.*

*(Inset) IAW staff visiting the Lloyd Werft shipyard in Bremerhaven.*

# New partner, new dimension

IAW brings a whole new dimension to Dryport; its research programme includes a number of projects to consider issues such as governance problems, conflict management, and which types of rules and regulations are best suited for modern economic development in the region.

"We have been asking questions such as 'How do private enterprise and public authorities work together?'. All of these questions are very important in the context of a dryport development and we believe that our experience and research will make the Dryport project even more comprehensive in its work," says Dr Warsewa.

He welcomes the extension of the Dryport timetable: "Without this extra six months, we would have only had a very small window of opportunity to join the project and take part in activities," he says. "For everybody it was a good solution that we could extend the project in this way."

IAW is hoping to organise a Dryport meeting at the end of 2010 or early in 2011; it is also looking to do a comparison of case studies involving port extensions and how these fit in with the local business and residential communities.

"We would compare the experiences at Felixstowe and Falköping, for example, with our own at Bremen; through this we would hope to find some systematic information and results about the best procedures in extending logistics activity," says Dr Warsewa. "We have also done a good deal of research into maritime issues such as shipbuilding and the development of port sites, and all of this could be interesting for this work."



## Bremen Ports – a European leader

*Bremen and Bremerhaven, Europe's fourth largest container port, handled 4.5 million teu last year, despite an 18.5% fall in throughput as the recession hit. Bremerhaven is also Europe's number one vehicle handling port.*

*Bremen city state has announced plans to develop an onshore and offshore energy cluster. This would include a dedicated terminal for the offshore industry, targeting in particular Germany's plans for at least 23 wind farms in the North Sea and another nine in the Baltic.*

*One of the biggest challenges for the twin ports – and particularly for Bremerhaven – is lack of space for future expansion. "Our ports are surrounded by nature preservation areas and by the city itself, so there is no space for any kind of expansion," says Dr Warsewa. "This means that alternative solutions must be found and a strategy drawn up for not just maintaining the port operation but also strengthening it, particularly in the growth of container handling.*

*"These are very big questions for our ports and explain the interest for Bremen Ports in the Dryport project."*

# Location, connections, layout: the vital ingredients

**THE right location, excellent connections, carefully planned layout and targeted marketing – all of these are key factors if the design and development of a Dryport is ultimately to be successful. That was the message Dryport partners heard at a special workshop held in Sweden in June.**

Hosted by Dryport's lead partner, the Västra Götaland region, the workshop discussed site assessment, physical planning and the marketing of a Dryport. The gathering was based around the Logistic Center Skaraborg, a concept that has been created and developed at Falköping by the regional administration in cooperation with the Port of Gothenburg and the Municipality of Falköping.

*'All of the partners put forward suggestions from their own experience and investigations as to how best a Dryport can be designed.'*

"Our Swedish colleagues shared their experience in the development of the Logistic Center Skaraborg; we learned how they have achieved what has been completed so far, and their strategy for developing the site further," says Richard Morton, Dryport

project communications manager. "All of the partners put forward suggestions from their own experience and investigations as to how best a Dryport can be designed."

A well-planned Dryport offers a huge range of advantages to the shipping and logistics world – such a facility can:

- *Ease congestion at the seaports it serves;*
- *Smooth the flow of products along the supply chain;*
- *Provide space for storage, handling, repacking and adding value;*
- *Reduce road miles by encouraging freight on to rail or water;*
- *Provide an interface between the different modes of transport;*
- *Deliver environmental, economic and efficiency benefits.*

However, in order to deliver these advantages, careful planning and targeted marketing is essential, says Mr Morton. This includes considering the impact on, and relationships with, the local community. A key point raised was the challenge of planning a Dryport and/or intermodal terminal for the best results when it is not known who might use the facility.

The site at Falköping is a relatively small intermodal terminal operated by ISS TraffiCare. The vision is to develop a 70-hectare site to serve as a Dryport/ Railport for the seaport of Gothenburg and other regional ports.

Designs have been drawn up but the new Dryport terminal will not be built until there is the traffic to justify it, says Leif Bigsten, strategic development manager at Falköping Municipality. "We are preparing everything so that we can be quick to respond as required."

Preparatory land work will start this autumn and additional rail links will be installed as they are needed. The plan is to build the terminal in three phases, to a maximum capacity of 300,000 teu a year.

Among occupiers of the present facility at present, Stora Enso uses Falköping as a hub to receive deliveries from forests up to 150 kilometres away; the timber is then loaded on to trains for delivery to its paper mills for processing.

"At present they are loading about five trains a week; next year they will be loading two full trains a day with timber for their mills," said Mr Bigsten. "They are also looking into plans to handle wood pellets or chips at Falköping, for biofuel."

# Green Corridors – the essential links

The ongoing work of the Dryport partners fits neatly with the aspirations of the European Commission's Green Corridors initiative and there are clear opportunities for the two projects to work together.

Jerker Sjögren, a special adviser in the Swedish Ministry of Enterprise, Energy and Communications and the coordinator of Green Corridors, had a meeting with Dryport partners in Gothenburg in June.

"We had broad discussions about links between the two projects and what we could do together in the future," he says.

"One of the crucial factors for Green Corridors is about nodes – terminals, transshipment points, hubs, etc., because it is in the nodes, where you have logistics activities and businesses, that you find there is dialogue between goods owners and transport companies. That is why the Dryport concept fits in very well. There are a lot of components

that could draw from the experience of the Swedish Dryport activity, as well as that of the other Dryport partners."

Green Corridors was set up to look at the challenges for the logistics sector and society in achieving long-term sustainability – recognising that transport is not only part of the problem but also part of the solution.

The central theme is that developing transnational transportation routes (Green Corridors) stretching from the Nordic region down to Europe would reduce environmental and climate impact, while increasing efficiency, competitiveness and safety. The EC's Green Paper on TEN-T, outlining proposals for a new core network for transport in Europe, advocates the concept of Green Corridors.

"This document talks about a new core network for transport in Europe. In my view, ten to 15 years from now there should be Green Corridors linking the big cities and hubs," says Mr Sjögren. "Because by then, nobody should want to have anything else.

"But at the same time, this must be business driven and represent absolutely the best solutions from the environmental and climate perspective."

Green Corridors, set up in 2008, is managed by the Swedish Logistics Forum. One of the pilot projects it is working on is transport from Norway via Gothenburg and Copenhagen, and down to Rotterdam. "This, of course, means passing Gothenburg – and the Falköping [Logistic Center Skaraborg] facility," he says.

No one needs reminding that there is less money around for major investment projects these days; Mr Sjögren says the main efforts should be focused on using existing infrastructure in a more efficient way. That includes talking about issues such as border crossings.

"Often when we talk about bottlenecks, we are talking about infrastructure – but administrative bottlenecks are sometimes even worse," he says. "This takes time to sort out but you have to work together on this."

Green Corridors has three key objectives: to demonstrate efficient transport solutions by joining forces to upgrade ongoing transport efforts; to promote the development of Green Corridors in EU transport policy; and to establish international partnerships that can lead to Green Corridors to and from the Nordic region.

It works closely with the government offices in Denmark, Finland and Norway, and also with the EU's research consortium Super Green. A series of pilot projects are being worked through, and companies such as Volvo and Scania are playing an active part in the initiative. The pilot projects stretch through to 2012, when the results will be fed into discussions on European transport policy.



Jerker Sjögren | Special Adviser | Swedish Ministry of Enterprise

## Dryport partners base hub ambitions on geography

The hub ambitions of Dryport partners Emmen and Coevorden are based on their geographically excellent position in Europe, located on the Dutch-German border.

The two towns are on the E233 highway which links the giant ports of Rotterdam, in the Netherlands, and Hamburg, in Germany. For truck drivers, Emmen/Coevorden is a perfect drive from Rotterdam, Hamburg and Bremen, offering an ideal stopping off and resting point.

As well as looking to build on existing dryport-type operations, the municipalities of Emmen and Coevorden are keen to see the E233 designated as a TEN-T route and, subsequently, a Green Corridor.

"That would really put us on the map and would be a big boost to our dryport ambitions," says Henk de Jong, business development officer at Emmen. "We will be making a proposal to Europe this autumn and hope for a decision in the next six months. We are proposing a Green Corridor where the use of biofuels, natural gas and electric-powered vehicles are promoted."

Coevorden has a clearly defined hub function now; it already incorporates the Europark cross-border industrial site, with the Euroterminal accessible by road, rail and water. The partners

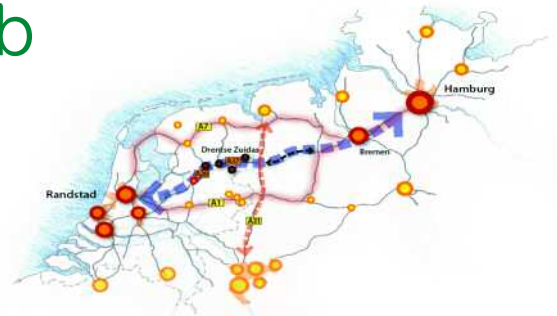
want to expand and promote this operation, and develop a complementary dryport at Emmen, making the most of rail links already in place at the EMMTEC Services plant.

At present, EMMTEC's excellent rail facilities are only used by the company itself; the idea is to encourage other factories to use the link for moving their cargoes. "By opening this service to other factories in the region of Emmen, it should become a third terminal in this region," says Mr de Jong. "This would really put us at the centre of an excellent logistics network."

While it is clear that there are real possibilities, the partners will take "well-considered, small steps" to ensure that the right decisions are made, he emphasises.

At present about 1 million tonnes of goods are carried annually by the EMMTEC rail link. Another 500,000 tonnes would justify a major investment.

In the current layout, all trains departing EMMTEC have to make the journey into the main station in the centre of Emmen to access the main line. The plan is to create a direct link from EMMTEC to the main line, removing freight trains from the town centre. This ties in with plans to redevelop the



area around the stations in Emmen and Coevorden for residential and other needs.

There is funding for the upgrading of the rail link to Emmen and Coevorden and part of this can be used to improve the links with the new terminal at EMMTEC and Euroterminal Coevorden.

The two municipalities, supported by the Province of Drenthe, have commissioned some detailed research into the dryport potential in the area.

"The resulting report agreed that there are certainly possibilities," says Mr de Jong.

"However, one of the most important suggestions from our consultants was that we need to do further marketing and promotion, in the Netherlands and Germany – because some of the major shippers on the market simply don't know what we have to offer. So that is the next step – make people more aware of where we are and what we do!"

# Dryport 2010 attracts prestigious speakers



Dryport's 2010 annual general meeting this autumn will be combined with a two-day Dryport Conference, which has attracted some prestigious speakers and presenters from the world of logistics and transport.

The conference – named Dryport 2010 – will take place on 21 and 22 October at the Balmoral Hotel, Edinburgh, in Scotland and is being hosted and organised by Dryport's Scottish partners, SEStran and the Transport Research Institute (TRI) of Edinburgh Napier University.

Among the keynote speakers will be Lord Tony Berkeley, chairman of the UK Rail Freight Group; Hercules Haralambides, director of the Center for



Maritime Economics and Logistics at Erasmus University Rotterdam; Bruce Lamber, of the Institute for Trade and Transportation Studies, Virginia, US; and José Maria Rubiato, acting head of UNCTAD's Trade and Logistics branch in Geneva.

The topics for consideration and discussion at the conference will include EU policy perspectives, dryport development in the Baltic region, academic research from India, Brazil and Africa, and the experiences of a range of dryport and similar logistics hubs across Europe.

As well as incorporating the Dryport partners' annual meeting, the event will feature a reception at the City Chambers in Edinburgh.

"From our point of view, we have a big commitment to getting freight off the roads and Dryport is a vital part of our work in this respect," says Councillor Russell Imrie, Chairman of SEStran (South East Scotland Transport Partnership). "Innovative solutions such as well-organised dryports can bring real environmental benefits; the conference will discuss a range of intermodal strategies to integrate ports and hinterlands."

Top picture: Russell Imrie, Chairman of SEStran.

## NS FRITS and Dryport to collaborate on common issues



**THERE are common threads running through several EU Interreg funded projects and Dryport is committed to working closely with colleagues in these to share knowledge and lessons learned, and avoid duplication of work.**

One such project is the North Sea Freight Intelligent Transport Solutions project – NS FRITS, a project to develop a multilingual electronic communication system to inform drivers of relevant conditions in the country they are about to enter.

Security, road safety and traffic flow will be the three key types of information to be transmitted in the project's early phase; the network will be aimed initially at the freight supply chain and positioned at border crossing points and other strategic positions in key transport corridors. The idea is that the system should improve efficiencies in the supply chain because traffic flow should be smoother and there should be fewer disruptions or losses.

NS FRITS says the direct loss of value caused by theft of cargo and/or freight vehicles in the EU is estimated at more than €8.2 billion each year – and that is before other costs are factored in.

It is estimated that a further 60% in value terms can be added as a result of the disruption to service/supply, loss of business and other negative consequences of being a victim of crime. As the project partners say, this must be detrimental to the EU economy as a whole.

In June, the NS FRITS system was tested out in a live event at the Port of Bremerhaven, using three real-life scenarios and routes based on the experiences of drivers. The demonstration showed how the system helps drivers with route information, including notification of secure parking areas, live traffic updates, crime hotspots, lorry-specific road conditions and weather alerts.

The project, whose partners include the Institute of Shipping, Economics and Logistics (ISL), People United Against Crime, Avanti Communications, the Dutch National Police Agency, Volvo Technology Corporation, Bremen Senator for Education and Science, the University of Hull Logistics Institute, Humberside Police, ACPO Vehicle Crime Intelligence Service and the University of Huddersfield, has already been in discussions with Dryport partners about working together on some specific and common issues.

For more information:

web: [www.dryport.org](http://www.dryport.org)  
e-mail: [info@dryport.org](mailto:info@dryport.org)

or telephone:

Dirk Harmsen, Project Manager, on:  
0046 705 144 977

Richard Morton, Communications Manager, on:  
0044 7769 962 554



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