



# Governance Patterns of European DRYPORTS and Conflict Resolution

- Project „Dryport – a modal shift in practice“
- Funded by the European Union in the Interreg IVB Northsea Programme and the German Federal Ministry of Transport, Building and Urban Development, Programme „Transnational Cooperation“



Dryports seem to be an answer, but what is the question?

Which conditions would enable dryports to work

- as efficient partners for sea ports and as
  - valuable options for sustainable logistics?
- > Suggestions for efficient integration of dryports into logistic chains, regional structures and business strategies





## Concentration and competition through

- ▶ Containerization
- ▶ Growing Ship Sizes
- ▶ Expanding World Wide Trade
- ▶ Integration of logistics chains







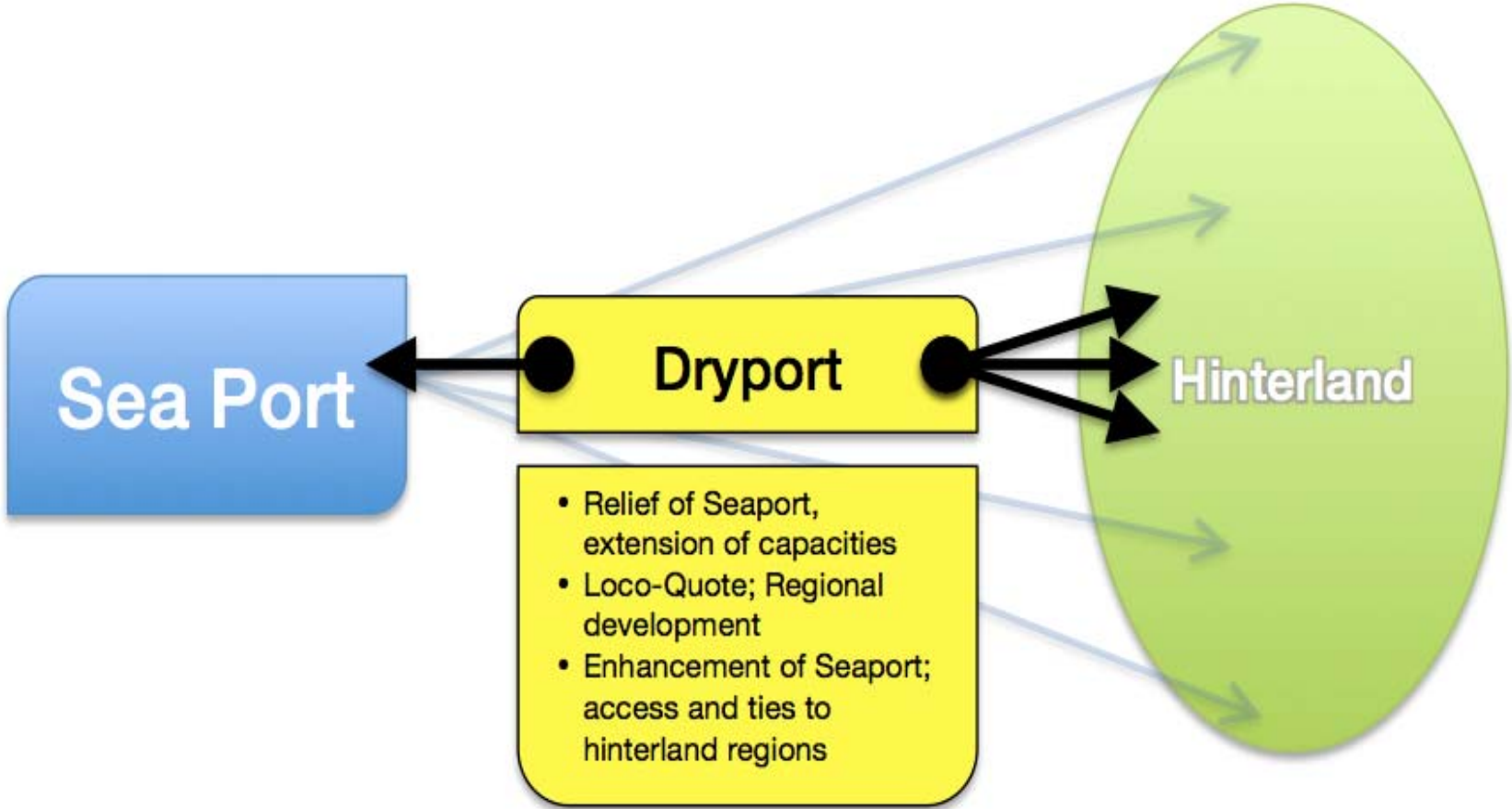
## Consequences

- Congestion of port capacities and hinterland connections
- Lack of space / Missing options for expansion
- Land use conflicts / Restrictions by spatial planning
- Burden on environment
- Decreasing acceptance





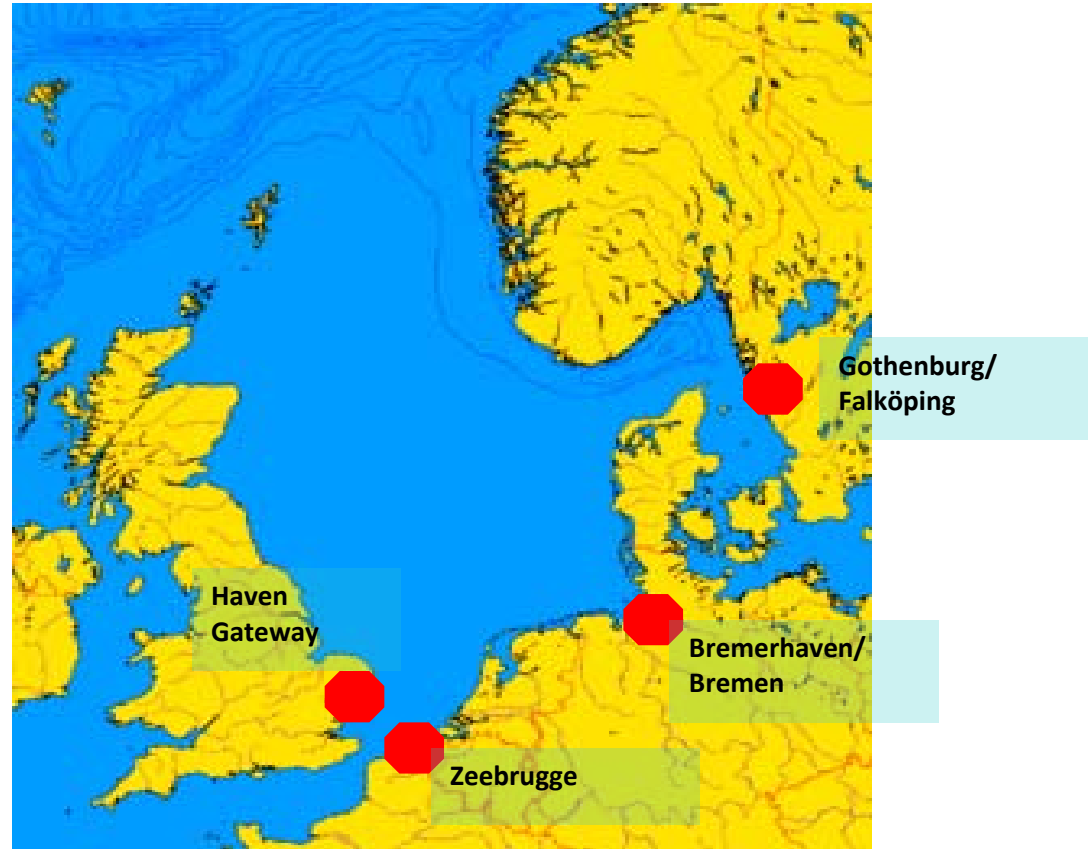
## Expectations





## Four Cases in the North Sea Region

- Bremen/Bremerhaven
- Gothenburg/Falköping
- Haven Gateway
- Zeebrugge





## Complex conditions for the function of dryports:

### Integration in logistic chains (functional dimension)

- Infrastructure (multimodal etc.)
- Spatial structure (freight village etc.)
- Connection to sea port (shuttle – rail or barge)

### Integration in regional structures (regional dimension)

- local content/added value
- spatial and environmental conditions
- job creation and generation of income

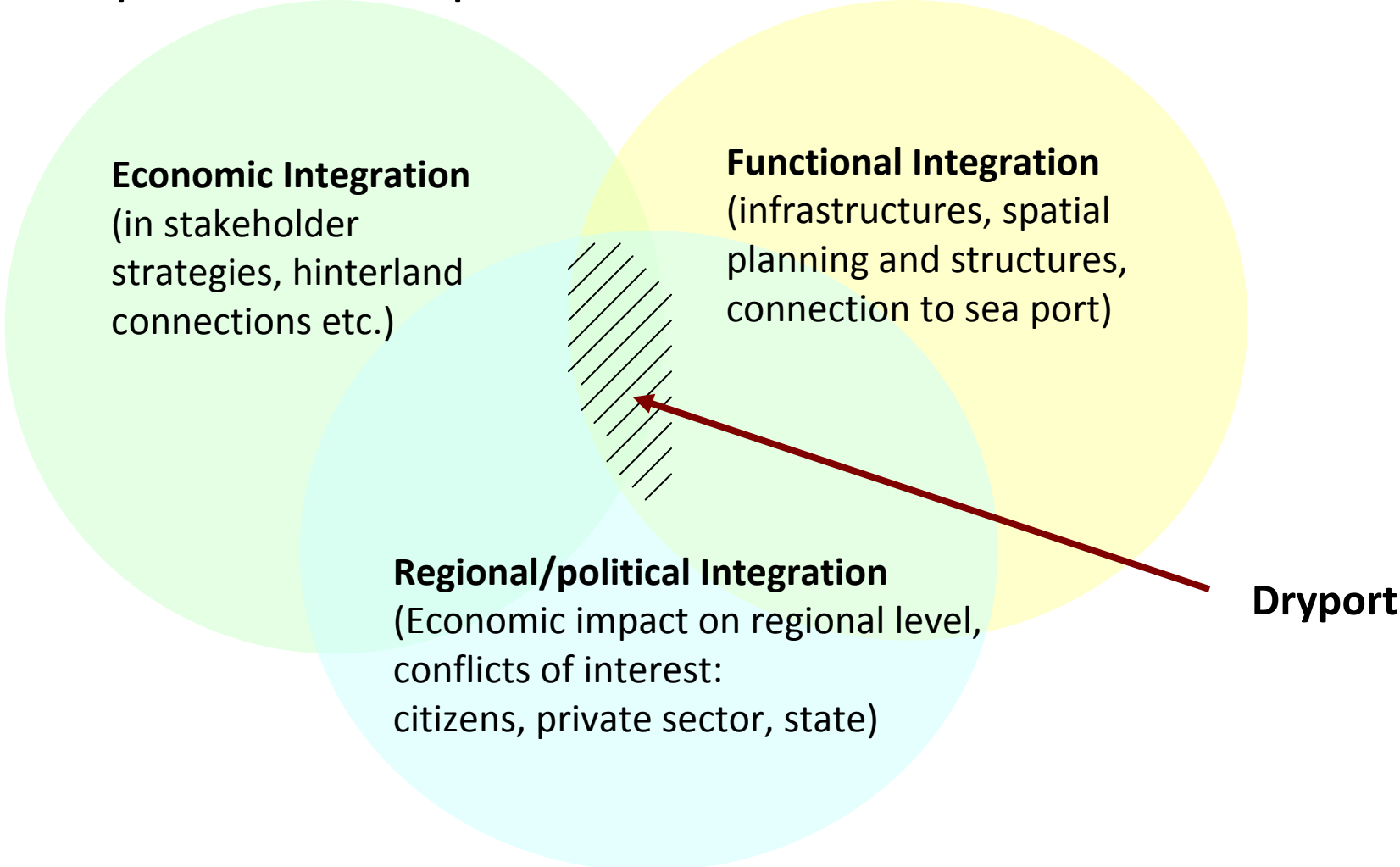
### Integration in business strategies (economic dimension)

- business models
- enterprise strategies
- competition vs. cooperation





## Multiplication of options for relevant stakeholders:





## Key problem: Governance solutions for the integration of dryports

- Transfer of responsibilities for common interest to one of the involved partners (Zeebrugge)
- Establishment of new institution for management of cooperation (Bremen)
- Public authority to pull the strings (Falköping)
- Coordination left up to the market (Haven Gateway)



## Conclusion

1. Multiplication of options is a general aim
2. Competition between ports takes place in hinterland
3. Establishment and operation of dryports is a complex (triple) task of integration
4. Management of cooperation (governance) is essential



## Thank You!

For further information - [www.dryport.org](http://www.dryport.org)  
- [www.iaw.uni-bremen.de](http://www.iaw.uni-bremen.de)

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