



a modal shift in practice

DryportQuarterly

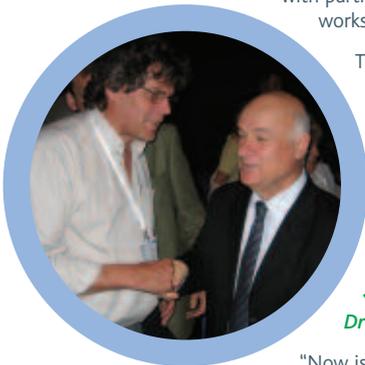
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Dryport and the drive for 'green' solutions

With effective planning and careful choice of location, a dryport can significantly increase the capacity and efficiency of a sea port, provide vital support in the form of valuable space for logistics and distribution activities, and help to shift freight traffic off roads and on to the more sustainable transport options of rail or water.

"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.

Much has been achieved in the year since Dryport's opening conference in Gothenburg in September 2008, with partners working individually on their own projects and together at workshops, seminars and port visits.



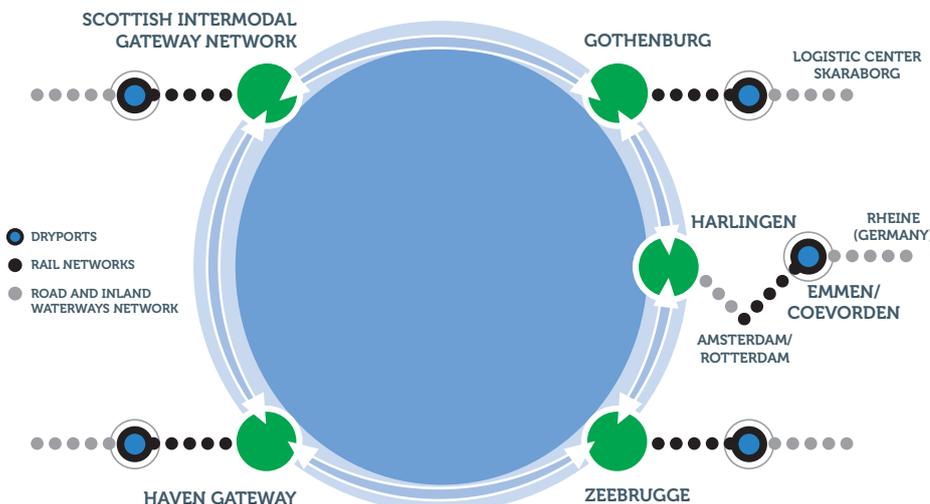
The global economic downturn may have temporarily reduced the congestion issues faced by many European ports, but the drive to find "green" and more efficient transport solutions remains strong – in many cases, even stronger.

"There might be more hesitation in the current climate but even in these hard times efforts are being made and initiatives pursued," says project manager Dirk Harmsen, representing Dryport's lead partner, Region Västra Götaland, Sweden.

← *International contacts – Dirk Harmsen of Dryport meets Dr Joe Borg, EC Commissioner for Fisheries and Maritime Affairs*

"Now is the time to look at opportunities – environmental issues haven't gone away and the 'green drive' hasn't diminished. When the economy booms again, a dryport will be well placed, even more important, to fill the gap when port congestion and lack of capacity becomes an issue once again."

Dryport communications manager Richard Morton, who is also project director for UK Dryport partner Haven Gateway, says: "Dryport is about helping to support port capacity by improving hinterland distribution hubs and looking at the potential of 'inland ports' with multimodal connections. Within this we have already looked at subjects such as IT and security, and worked with colleagues in other EU studies to share knowledge and achieve a broader focus on the key issues."



News, reviews and forward views at annual meeting

The partners of Dryport will be reviewing their achievements so far, exchanging ideas, planning future projects and also welcoming guests at the annual Dryport meeting to be held at Harlingen, in the northern Netherlands, in September.



The meeting, to take place over two days, is being hosted by the Province of Friesland and the Port of Harlingen and will include a mini-conference around the Friesian theme of "Ijsselmeer alliance and inland waterways" – looking in particular at the potential importance of inland waterways for Dryport developments.

The partners will also consider how to develop working relationships with another Interreg IVb North Sea Region programme, StratMos. Among the guests at Harlingen will be a delegation of three representatives of StratMos – Olav Hauge from Rogaland County, Norway; Philip Smart from Aberdeenshire Council; and Michael Lauesen, representing Danish transport and logistics centres.

Representatives of the North Sea Region Interreg programme will also attend the meeting, to talk about Interreg in the wider context.

Issues to be discussed by partners over the two days include project structure and schemes and an overview of progress in the regional Dryport areas.

The gathering will also include a sailing tour organised by the Port of Harlingen and Province of Friesland.

Security and IT need higher profile



The integration of security and IT systems needs to be much higher profile in the development of dryports, a Port-Net workshop in Antwerp heard.

Dryport communications manager Richard Morton was invited to speak at the final Port-Net event, which focused on "Hinterland Gateway Concepts" and brought together the aims and ambitions of the two European projects.

"We all understand that multimodal hubs and hinterland gateways can ease congestion, help regulate traffic flows and save costs, while also being 'green' and sustainable," said Mr Morton. "But an issue not generally considered has been integration in

terms of IT and security, especially matching systems between inland hubs and the sea ports they serve.

"Europe is steaming ahead with these hubs in order to make logistics more efficient and have a more effective transport chain and reduce congestion. It is a logical step in the supply chain.

"But certain aspects haven't yet been central to this. How do you integrate the IT systems of hinterland hubs and the sea ports they serve? How will security work – because ISPS (International Ship and Port Facility Security Code) is specifically for seaports, not inland hubs? There is also the issue of how secure can cargo be if it is transported by road, rail or water

after being secured or checked at one facility or the other."

Mr Morton said today's technology meant that these issues could be tackled much more easily.

"We could use track & trace systems to keep informed as to where our containers are; we could add devices that guarantee that a container hasn't been opened in the transport corridor; we could use geofencing as a method of securing transport between dryport and gateway port. This is what makes the EU Dryport project attractive – we have the opportunity to try things out."

The challenges of integrating IT and security, especially matching systems between inland hubs and the sea ports they serve, will be covered at a Dryport seminar to be held in Emmen in November.

- Port-Net, an EU collaboration of 20 ports, looked at common challenges across the European ports sector and considered ways to create better operational structures and capacities, and achieve the best regional integration of ports.

The Antwerp workshop heard about the way in which ports are pursuing plans for new inland hubs, and how these can reduce congestion and help regulate traffic flow. Delegates also visited Nike's distribution centre at Meerhout; said to be the largest warehouse in the world, it has road, rail and barge access and is equipped with two wind turbines on site.

Sharing knowledge and lessons learned

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.

The core aim of the three-year StratMos project is to promote and facilitate the shift of cargo from road to sea, and improve accessibility within the North Sea Region by supporting the EU's Motorways of the Sea and related transport networks in an integrated logistics chain. There are clear "overlaps" with the aims of Dryport, and the two groups have already been discussing how to cooperate and coordinate their work.

One of StratMos' work packages is specifically about hubs and hinterland connections, and one of



its demonstration projects is also of huge relevance to Dryport's aims. Common themes running through the two projects' work include IT, security and track & trace solutions.

Dryport representatives were invited to attend StratMos's workshop on dryports held in Hamburg in March, and StratMos will be represented at the Dryport annual meeting in Harlingen in September.

"It is important that we communicate and cooperate," says StratMos project manager Olav Hauge.

"We envisage common meetings between core groups within each project, and smaller topical groups. We can learn from each other and give ideas to each other, and we could also hold a joint conference with Dryport in the next year or so. Second, we need to avoid duplicating any work and avoid unnecessarily using different terms for some aspects."

StratMos, which will conclude in April 2011, is reporting some interesting developments against the background of the economic downturn.

Says Mr Hauge: "An economic crisis is actually a time for innovation and the time for making changes – not just marginal changes but you have to do something almost completely different to meet the economic realities.

"We see shipowners cooperating more to reduce their costs and maintain their services to the



market. They have to be open to new ideas and that could be the 'good' thing about this crisis – intermodal services have the advantage when it comes to long haulage."

Dryport will also be working closely with:

- *North Sea Freight Intelligent Transport Solutions (NS FRITS), which is aiming to dramatically improve accessibility for the road freight sector in the seven countries of the North Sea Region by improving safety and efficiency and reducing the risk of accidents and security threats for HGV drivers.*
- *CARE-North, which is working to develop a comprehensive, strategic and practical approach to urban and regional transport/accessibility in the North Sea Region in the context of climate change and declining oil supplies – two factors that are demanding a rethink of the concept of "transport".*

www.stratmos.com
www.nsfrits.eu
www.care-north.eu

Essential ingredients for economic success

Public entrepreneurship is an essential ingredient for regional economic success, but that success depends on a commitment to research and a willingness to listen to those on the "front line", says Dryport member Leif Bigsten.

"The most important thing is always to have a connection to the businesses in the region – you have to listen to the companies and find out what is the right thing for them," he says. "We must be public entrepreneurs, working within the political situation, establishing the trends, and having a clear vision. But the whole process must be business-driven. You must involve other people in the process and you don't do that in a lunch hour – it can take four or five years."

Mr Bigsten is manager for strategic development for the municipality of Falköping, which is working jointly with the region of Västra Götaland, the lead partner in Dryport. For these and other regional partners, the key Dryport "vision" is the creation and expansion of Logistic Center Skaraborg, which could ultimately cover 70 hectares and serve as a dryport/railport for the Port of Göteborg (Gothenburg) and other regional harbours.

Västra Götaland is Sweden's most important region for industrial transport and logistics activities – half of all the country's exports go through the region's ports, with Saab and Volvo leading the automotive sector and other strong industries include food, wireless communication, IT, electronics and pharmaceuticals.

"We have a team within the municipality looking into trends and what is happening around the world, and bringing that knowledge into the region," says Mr Bigsten. "Large companies can do this for themselves but in our region we have many small and medium sized businesses which need help in that.

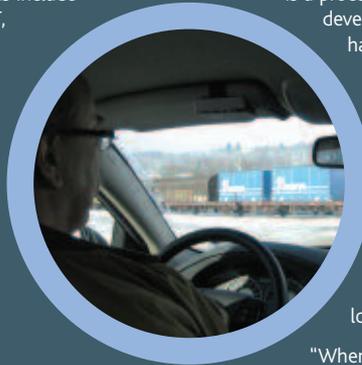
"Of course we shouldn't run their businesses – they have to do that themselves – but we can be the provider for business in the region by trying to create the necessary infrastructure based on the trends."

Falköping's research and its work with companies and universities are designed to keep it well informed of trends and able to look ahead.

"By maintaining our network of contacts, we can then test out possibilities; as an entrepreneur, I have to listen to what companies are saying and evaluate their needs. No one else is a process leader for regional development – the public sector has to do that. If we want to be successful in the region, we have to have good companies and we can help them by providing the right infrastructure."

One clear trend in the downturn is that many companies are taking a completely fresh look at their logistics operations.

"When you are working at 120%, you don't have time to change your production supporting systems. But in a recession you have time to catch your breath and focus on becoming more efficient and involve environmental issues in your thinking for the future. Many companies are really looking into changing their way of transport. I think we could be really prepared for the good times that are coming in one or two years."



VOKA looks to northern France

Sustainable transport solutions are high on the agenda of Dryport partner VOKA – the West Flanders Chamber of Commerce.

As well as an overall membership of 4,000 companies in West Flanders, VOKA has a very active maritime and logistics business club made up of companies working in the region's transport and logistics industry as well as companies looking for efficient ways to ship their goods, represented by their logistics managers.

"Dryport is of particular interest for members of our business club maritime and logistics but also for other VOKA members," says Barbara Geschier, project coordinator for international trade. "We have the harbours of Zeebrugge (another Dryport partner) and Ostend in our region and our connection with northern France. So for us it is important to be involved in the future of our harbours – and Dryport is about that future."

Attendance at Dryport's Bruges conference in May was free of charge for members of VOKA's maritime and logistics club.

"We talk a lot about sustainable transport in the business club – for example, ways to transport goods other than by truck. This discussion will go on, because companies want to save money by using other ways of transport and they want it to be sustainable transport because they can get government support for this," says Ms Geschier.

VOKA has also just started a new international food business club which will focus on the

transport of foods, particularly exports. It is looking for ways to cooperate with the Port of Zeebrugge on this, building on the port's experience in handling fish, kiwi fruit from New Zealand, orange juice and other foodstuffs, and the start-up of Efico's new eco-friendly distribution centre.



Meanwhile, VOKA has become involved in a new promotional venture through a seminar organised by the Delta 3 multimodal combined transport terminal in Dourges, northern France, in September.

← **Barbara Geschier, VOKA**

Delta 3, which has 330,000 sq m of warehousing, enables containers and swap bodies to be transported using environmentally friendly modes of transport, eliminating about 100,000 truck journeys from the roads each year. The containers are barged from Dunkirk, Zeebrugge, Antwerp and Rotterdam sea ports via inland waterways, and there are onward rail links to the south of France, Italy and Spain.

The event will include a guided tour of what is the fastest-growing multimodal site in northern France and give VOKA members an ideal opportunity to promote their businesses alongside the ports of Zeebrugge and Ostend.

"The Delta 3 seminar will give VOKA members the opportunity to exchange information with companies in France. This will be very much a B2B event, where we can promote the export & logistic possibilities of the companies in our region," says Ms Geschier.

Pinpointing origins and destinations

A unique study to be launched by the Haven Gateway Partnership will aim to pinpoint the origins and destinations of containerised cargo passing through the subregion's ports – and create a real evidence-based picture of traffic flows.

The study will also predict future trends in line with market expectations, in order to provide a robust evidence base for the development of a potential "Dryport".

The pattern of container traffic moving in both directions between the Haven Ports (Felixstowe, Harwich, Ipswich and Mistle) and the UK hinterland has never before been scientifically mapped. The "Haven Gateway Containerised Cargo Destination and Origin Study" will identify key traffic flows of containers by road, rail and feeder ship, with the Port of Felixstowe being the main focal point.

"We are trying to find out real evidence as opposed to the usual forecasts and perceptions," explains Richard Morton, project director for the Haven Gateway and communications manager for Dryport. "We know that shipping lines and other people know where these cargoes go to and come from, but there isn't an overall picture. In the past it has been difficult to get precise information, partly because of commercial confidentiality, but we believe there will be several methods of collating this data – possibly including a driver survey and/or a survey of businesses.

"The result should be a really valuable set of data and analysis."

The study will be commissioned by the Haven Gateway and Babergh District Council, as joint partners in Dryport. They are also seeking tenders from organisations or consortia to design and build a new website-based "Containerised Cargo Carbon Calculator", which will give logistics companies the opportunity to access a user-friendly website to compare and contrast different cargo movement methods and the carbon emissions for each method or combination of methods.

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