

Dryport: Press Release

Intermodal success stories for Dryport's Dutch partners

Emmen and Coevorden, Dutch partners in the EU Dryport project, are reporting important progress in their continuing development of dryport activities and operations.

Some significant new regular rail services have been announced; meanwhile, the partners are appointing an expert to represent and promote their dryport facilities to major Dutch and German ports.

The number of train services into the Euroterminal Coevorden rail hub will more than double thanks to the new links, bringing weekly railfreight services into Coevorden and Emmen to at least 24.

- A new service from Szczecin, Poland, will bring crushed rapeseed, a byproduct of biodiesel production, for use in producing animal feed. Coevorden has become a key distribution centre for many animal feed factories requiring rapeseed.
- With agricultural subsidies in Europe changing, traditional potato farming is expected to decline in the northern part of the Netherlands. This means factories in the region will have to find alternative sources of starch, etc., and tapioca imports will become important. Coevorden will be handling deliveries of tapioca from Asia, brought by train from the Port of Rotterdam. Five trains a week are expected.

Coevorden and Emmen's other rail services include:

- Four trains a week from Rotterdam to Coevorden, carrying animal feeds, timber, steel and consumer goods, with 60% of these goods for the immediate region and 40% transit to other regions;
- Five trains a week linking Coevorden with the Rhine river port of Ludwigshafen, carrying a variety of products;
- Five trains a week from Heerlen into Emmen, for Emmtec.

"We are extremely pleased by the number of new trains coming to Coevorden and expect more in the near future because of the position that Rotterdam and Amsterdam will have in handling increasing volumes of cargo from Asia," says Henk de Jong, business development officer at Emmen. "But the capacity of the railway junction will be the most important issue for the success of the dryport-concept in Emmen-Coevorden."

Coevorden has been specifically highlighted by the Port of Amsterdam as a key hub in its intermodal network plans. This is why the two Dryport partners are now appointing a full-time support officer who will promote and explain the benefits of

Emmen and Coevorden as hub locations and facilities. This expert will also prepare cooperation agreements with relevant port authorities and companies.

Rotterdam is the priority target, because of its unique capability in the area to handle the very largest containerships expected on the Asia-Europe trades.

“It is clear that Rotterdam more than ever is going to be the main port for a major district on the North Sea – also acting as a throughput port to Amsterdam and other mainports via coastal and barge connections; if everything was distributed direct from Rotterdam there would be too much pressure on the road and rail links,” says Henk de Jong.

The Dryport partners are talking to Rotterdam and Amsterdam about setting up formal connections and contracts by road and rail; they will also be setting up discussions with the new deepsea harbour Jadeport at Wilhelmshaven, Germany. “And of course we will discuss with other harbours what we can do for them,” he says.

Emmen and Coevorden have a highly strategic location close to the Dutch-German border – on the E233 highway which links Rotterdam in the Netherlands and the Ports of Hamburg and Bremen/Bremerhaven in Germany.

The potential for their further substantial growth as a dryport and intermodal logistics hub are clear.

Note to editors:

“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.

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