

Dryport Press Release: 15 June 2010

### **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, partners in the European Union's Dryport project heard at a special workshop held in Sweden.

Site assessment, physical planning and the marketing of a Dryport were discussed by members of the unique Dryport project at the workshop, which was hosted by Dryport's lead partner, the Västra Götaland region, in Sweden.

The workshop 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.

“Our Swedish colleagues shared their experience so far 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,” said 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, said Mr Morton. This includes considering the impact on, and relationships with, the local community.

“A key point raised was how do you plan something when you don't know who might be coming forward to use the facility,” he said. “Planning a Dryport and/or intermodal terminal for the optimum result can also be a challenge in that respect.”

At present the site at Falköping is a relatively small intermodal terminal covering three hectares, operated by ISS TraffiCare. The vision ultimately is to develop a 70-acre site to serve as a Dryport/Railport for the seaport of Gothenburg and other regional ports.

Among users of the facility at present, forest products giant Stora Enso is constructing a new timber terminal due for completion this summer. Stora Enso is using Falköping as a hub to receive deliveries from forests up to 150 kms distance

away; the timber is then loaded on to trains for onward 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 Leif Bigsten, strategic development manager at Falköping Municipality. “They are also looking into plans to handle wood pellets or chips at Falköping, for biofuel.”

Falköping Municipality is working hard to ‘sell’ the area and attract logistics operators and companies in, said Mr Bigsten.

“We have already designed the new Dryport terminal but we will not build it until we have the traffic to justify it – we don’t want to build a ‘monument’. But we are preparing everything so that we can be quick to respond as required.”

Preparatory land work will be starting this autumn; additional rail links will be installed later, as they are needed, he said. The municipality is looking to build the new Dryport terminal in three phases, to a maximum capacity of 300,000 teu per annum. In tandem with this, a large area of land has been earmarked for developing new business. “So we have a lot of space and, if needed, we can develop even further on land already under our control.”

### **NOTES to editors:**

The partners in the Dryport project are key players with strong regional and national impact and connections. They are all positioned to have influence in national policy-making and regulations.

Region Västra Götaland, in Sweden, is the lead partner in Dryport. The other core partners in the project are:

- Port of Gothenburg, road and rail authorities and the Municipality of Falköping, Sweden
- Port of Zeebrugge and Chamber of Commerce, Belgium
- Haven Gateway and Babergh District Council, England, UK
- Transport Research Institute (TRI) Napier University and SEStran (South East of Scotland Transport Partnership), Scotland, UK
- Province of Fryslân and Harlingen Seaport, Netherlands
- Municipalities of Emmen and Coevorden, Netherlands.

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