



a modal shift in practice

DryportQuarterly

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Busy schedule for Dryport partners

The final few months of 2009 were busy ones for the partners of Dryport, whose schedule included an annual meeting and inland shipping conference, held in Harlingen, and a workshop focusing on IT and security issues in Emmen, both in the Netherlands.

Both events attracted high-profile speakers from the ports, shipping and logistics industry, as well as from local and national government bodies.

The Harlingen inland shipping conference in particular brought together a number of politicians, business people and government officers to hear about and discuss and key issues around the Friesian theme of 'Ijsselmeer alliance and inland waterways'.

At the Emmen workshop, delegates were able to learn about the many IT and security implications, challenges and solutions of operating a dryport, as several high-profile industry figures shared their knowledge and expertise.

The Dryport partners also submitted their views on the ongoing European consultation for the future of transport, which will lead to a new EU Transport White Paper. Dryports should be one of the innovative themes in this.

Interreg interest

The role of the Interreg secretariat in Viborg is to coordinate the North Sea Region projects, which will number a total of 50 between 2007 and 2013, said project management and communications unit manager Carsten Westerholt.

"There are seven member countries of the programme; we organise the proposals and administer the set-up of projects," he said. "There are four priorities: accessibility, innovation, environmental sustainability and sustainable communities. There are very different kinds of projects but the main idea is transnational cooperation, so we have a minimum of three countries involved in any one project."

The secretariat works hard to ensure it keeps in close contact with the projects and offers its support, said Mr Westerholt.

"Visiting a dryport meeting isn't a control project! We want to see how they are working and we want them to understand how the secretariat works, so that the project can be implemented really smoothly and efficiently and there is the opportunity for exchange of information."

There are different aspects of transnational cooperation, he said. "There is a lot of

Dryport: the targets

Dryport examines 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.

See: <http://www.bdfriesland.nl/index.php?pagina=cms&hoofdstuk=4&artikel=190>

New projects, new ideas

There was much to learn on all sides at the annual Dryport meeting, held in Harlingen in September.

Partners had the opportunity to report on their own individual achievements and projects, exchange ideas, plan future initiatives and explain the Dryport concept to a number of guests attending the meeting.

The Province of Friesland and the Port of Harlingen hosted a two-day programme which provided one day for the annual meeting and Dryport internal business, and a second day for an inland shipping conference.

Dryport partners were also pleased to welcome three representatives from the Interreg secretariat in Viborg, who explained the coordination and organisation of the Interreg IVB North Sea Region programme. In addition, three delegates from a 'sister' project within the programme, StratMos, attended the meeting and outlined their own programme and targets and potential areas for cooperation between the projects.

In a parallel programme to the formal partner meeting, Dryport guests spent a morning learning about the newly formed Wageningen UR Centre for Marine Policy, and about other coastal-related issues, as guests of the University of Applied Sciences in Leeuwarden. Issues discussed included the unique status of the Wadden Sea as a recently declared Unesco World Heritage Site, the Coastal Management degree offered by the university, and the expertise offered by the region in coastal and water management and related topics.



exchange of knowledge and best practice – the opportunity to learn from each other. And we are looking to make an impact for the North Sea Region, so we are looking for projects with long-term achievements, which are planning to see through new ideas which will survive beyond the lifetime of the project. It is very much about getting things to work and creating something out of a project."

See: <http://www.northsearegion.eu>

Looking to the hinterland

Sea ports are increasingly looking to their hinterland for adding value and providing additional facilities, Dryport communications manager Richard Morton told delegates at the Harlingen inland shipping conference.

"Major ports are looking at the concept of dryport terminals – more and more sea ports are looking at their hinterland and how they can get better access to that hinterland," he said. "One of the biggest problems sea ports face is the space issue; even though we have seen a downturn in the past year, there is a belief that this will come back up.

"Ports have to look at new, innovative ways of moving goods and improving the throughput of cargo – and we believe a dryport is one of the key ways they will do it."

Some large ports are known to be purchasing land 30-40 kilometres inland in order to relieve congestion at the port and, by using waterways or rail, to relieve road congestion too, said Mr Morton, who is also project director for the Haven Gateway in the UK, one of the Dryport partners.

"Ten years ago, nobody was thinking like that. The sea port wanted as much of the business as possible itself; but now the sea port is much more multifaceted and looking for delivery of goods via local networks."

Dryports can help to improve the efficiency of the supply chain, and this idea would attract increasing

interest, he said. However, the environmental aspects are also increasingly critical. "I believe that in years to come, freight costs will be aligned to carbon emissions costs and coastal shipping will also become more important."

There is a bit of an academic debate about the definition of a dryport, he added: "But if you are in business, you are not too worried about the exact definition. You are more worried about the practicalities and detail of how you move cargo from A to B with an economic and environmentally friendly result."

Integrated network

Sea ports and dryports need to work more closely together – not just as a corridor but in an integrated network, said Jan Egbertsen, in charge of strategic development at the Port of Amsterdam: "We should work towards national and regional solutions."

Road traffic has been exploding, and with Amsterdam expected to handle 125 million tonnes by 2020, it is essential that sustainable intermodal solutions are developed, said Mr Egbertsen. "If we don't do more on inland water, shortsea or rail, we will have an even bigger problem than we have today. We should develop an intermodal hub and spoke system."

He highlighted proposals to develop a barge shuttle system around and across the IJsselmeer, which would connect industrial sites to sea ports by water.

Hidden capacity

Kees de Vries, director of BVB, the Inland Shipping Information Agency, discussed the 'hidden capacity' of canals and the Rhine, the wide range of goods carried by barge at present, and the cost and environmental benefits of using inland waterways. "There is only one point – that we are 'slow'. But we are reliable and we can sail just on time," he said.

Waste-to-energy

The final speaker was John Vernooij, director of waste collection, processing and logistics group Omrin, which has plans for a 230,000 tonnes/year waste-to-energy plant in Harlingen. This will generate 100 MW of energy, reduce carbon dioxide emissions by 140,000 tonnes, and provide energy direct to Frisia Zout in Harlingen – eliminating the salt mine's present requirement for 75 million cubic metres of natural gas a year while still having heat to spare, probably to be supplied to local glasshouses.

"Dryport for us is a very interesting concept," he said. "We are working in an area of 1.7 million residents, collecting 1.2 million tonnes of waste a year. We think every day about ways to optimise our logistics."

More info at www.dryport.org

'Northern gateway' ambitions of Harlingen



Harlingen, once the third biggest port in the Netherlands, has major ambitions for the future.

With investments planned that will expand the port both inland and out to sea, Harlingen could become the 'northern gateway' to the Netherlands and expand its role as a hub for the ports of Amsterdam and Rotterdam, said the mayor of Harlingen, Paul Scheffer.

As partners in the Dryport project, the Port of Harlingen and the Province of Friesland are considering more of a 'wet dry port' concept connecting gateway ports by inland water.

At present, Harlingen handles 1 million tonnes of cargo by sea, 1.5 million tonnes by inland waterway and a total of 14,000 teu a year. It has set itself a target of 2 million tonnes by sea, 3 million tonnes by inland waterway and 50,000 teu by 2015 – and plans to invest €500m between now and 2012.

The Dutch government has signed an agreement for the deepening of the lock access between Harlingen and lake IJsselmeer; this €2m project will enable Harlingen to attract more containers on larger barges and feeder vessels from the major ports in the south, said Mr Scheffer.

"Fifty to sixty per cent of employment in Harlingen is still port and maritime-related," he said. "We are the sole port along the Wadden Sea. We should try to be the logistics centre for the Wadden shore side.

"We are looking at new opportunities, and a dryport is one of them."

Mr Scheffer said the aim would be a "smart and sustainable harbour", with increasing reliance on green energy and waste-to-energy, and new traffic streams into the Baltic and Scandinavia. Recently, a container service to Ventspils (Latvia) has been launched by Harlingen North Connect Lines (HNCL).

The Wadden Sea was designated a World Heritage Site in 2009, something that could be seen as a blessing or a burden, he added. "It is pleasing in marketing terms because it helps us to be well known around the world. But also it may create obstacles for dredging programmes, etc. But we will take the good part and make a blessing out of it!"

Harlingen has to be prepared for climate change and possible rising sea levels, he added, but this too could be turned to advantage, as the region has developed into a centre of excellence and expertise in coastal and sea management, and in 'blue energy', making use of the convergence of salt and fresh water. Also, the climate change debate is focusing attention on sustainable transport, and dryports could play a clear role in this.

"There is not a company in the world that doesn't have in its promotional material the fact that it is sustainable. But sustainability is not only promoting and marketing; it is something you can really do."

"Modal shift and accessibility are key factors," he said. "A number of local companies take their products all the way to Amsterdam or Rotterdam by road – and yet how close they are via Harlingen."

There are plans to create a regular inland container service via the IJsselmeer in 2011 and Harlingen also benefited from being just 20 kilometres from the Leeuwarden rail container terminal, he added.

The port will also benefit from a €140 million project to build a four-lane road tunnel through the town, which will open up new development areas and improve access to the harbour. Within the extension plans for the harbour is a new quay to be built for the offshore wind farm sector.

StratMos

Sixty per cent of respondents to a StratMos survey of shippers and logistics operators said they would use a dryport, said StratMos project manager Olav Hauge.

The environmental issues connected with such a move were considered less important than logistics supply chain efficiency," he said. Mr Hauge outlined ideas for cooperation between Dryport and StratMos partners, including

common workshops or conferences to exchange knowledge and results, and joint working meetings between work packages considering similar issues.

StratMos, which has a total budget of €5.6 million, has partners around the North Sea and links into Russia. Its vision is "efficient, safe and sustainable transportation connecting coast areas and enhancing regional development for the North Sea Region, also extending to the Barents region",

explained Mr Hauge. The role that dryports can play is a clear issue in this context and will be considered by specific StratMos projects and workshops, he added.

He highlighted issues such as: tailored services (labelling, packaging, sorting, storing); different types of cargo; dangerous cargo; and the activities of third party logistics (3PL) and fourth party logistics (4PL) operators.



IT and security workshop

An IT and security workshop hosted by Dryport partners Emmen and Coevorden attracted a series of high-profile and prestigious speakers and generated some enthusiastic and well-informed discussion.

The first day of the workshop was hosted by Stenden University, which offers a specialist degree in international logistics management; about 30 students attended that day's sessions. The second day of the workshop took place at the Eden Hotel in Emmen.

Among the speakers was Alan Long, general manager of Felixstowe-based Maritime Cargo Processing (MCP), who explained the way that Destin8, MCP's newly updated port community system, enables communication between the port, its customers and the statutory authorities.

Mr Long described how MCP is working with the Haven Gateway in a project to identify the right location for a dryport in its area. A key part of this is an Origin and Destination Study, into which MCP could feed information about traffic flows.

Paul Swaak, of the Rotterdam and Amsterdam port community system Portbase, was another speaker. He told delegates that reducing a supply chain's carbon footprint and reducing congestion does not have to be about modal shift. "It can also be done by clever logistics – for example, driving at night, or connecting with a dryport," he said.

Inland ports and dryports are an essential part of the Portbase network, he said. "Our role in the future will include further collaboration/linking with important hinterland hubs."

Portbase is focusing strongly on further development of its B2B services and increasingly on hinterland operations, including barge, road and rail planning, said Mr Swaak.

Regional hub ambitions

The Emmen workshop was opened by Councillor Rob Bats, deputy governor of the Province of Drenthe, who described how the municipalities of Emmen and Coevorden are determined to exploit their economic opportunities and labour market by working together to develop the region as an intermodal transport hub.

The ambition is to serve as a logistics centre for international container and freight handling – a sector that is growing in both cities, he said.

"This ambition results from our strategic position; excellent cross-border accessibility through road and rail connecting the region to the sea ports of Rotterdam and Amsterdam, as well as to the sea ports of northern Germany in Wilhelmshaven, Hamburg and Bremen," said Councillor Bats.

"Developing the function of the region as a logistics centre by establishing a dryport fits perfectly within our strategic policy of promoting modal shift and economic growth by promoting sustainable international freight transport.

"However, establishing a dryport in this region may also support the goals of the Dutch government for improving the competitiveness of the Amsterdam and Rotterdam sea ports by setting up a national transportation and logistics network linking them with strategically located inland terminals."

Emmen and Coevorden are strategically located on the international transport corridor linking the urban concentration in the western part of the Netherlands with North East Europe, on the border with Germany. Coevorden incorporates the Europark cross-border industrial site, with the Euroterminal accessible by road, rail and water.

Dryport opportunities

Many shippers are not aware what services are available and continue to use straight road transport because they have always done so, said another speaker at Emmen, Johan Gille, of Ecorys Research & Consulting.

Ecorys carried out a study into the potential for a dryport in the Emmen area and among the key recommendations for developing such a plan were: promotion; establishing a commitment from shippers; and developing a relationship with other dryports and sea ports.

Cargo volumes have dropped as a result of the economic crisis but, in the long run, the problems sea ports previously experienced in terms of capacity and space will return and increase in the future, said Mr Gille.

He described a dryport as a port situated in the hinterland, with the same facilities as in a sea port, and multimodally connected to a seaport, and providing intermodal transport and handling of goods, information handling, information exchange between transport chain partners, load unit handling, customs clearance and logistics services.

Integrity project

Dr Albert Veenstra, of Erasmus University Rotterdam, told delegates at Emmen about the Shared Intermodal Container Information System (SICIS) developed by the EU Integrity project. SICIS aims to increase visibility in the supply chain – for both security and efficiency reasons – by collecting data throughout its journey, from factory to end destination.

Hinterland logistics planning is often hampered by a lack of pre-arrival information and on-carriage insight, with the chain involving a high number of parties – cargo owner, freight forwarder, road and barge operators and terminal operators, said Dr Veenstra. The benefits of this type of detailed tracking were many, quite apart from improved security.

Information would be available to transport and hinterland destinations; terminal operators could make use of predicted dwell times in their own storage planning; and administrative errors could be reduced thanks to less re-keying. Higher information quality would help with stock planning and reduction, and above all would reduce unnecessary customs inspections.

Other speakers at Emmen included Berry Hanssen, of DSV Solutions Nederland BV (Customs), who discussed the implications of global security and the International Ship and Port Facility Security (ISPS) Code on dryport and the role customs play in the logistics chain.

Under the International Ship and Port Facility Security (ISPS) Code, ships should be safe and sea ports should be safe, he said. But where did that leave dryports? "If goods are to travel from the ship directly into the dryport, you have to take care of customs and security," he said.

"We still have hijacking of containers and we still have goods being put into containers that don't belong there; and we still see people climbing out of containers that were properly sealed by customers at the outset of their journey."

Operating within the territory of an Authorised Economic Operator, a dryport would have to meet stringent safety and customs handling requirements, said Mr Hanssen.

The only way that it is possible to keep containerised cargo safe from one point to another is by using a proper seal, he said. Yet even here there could be problems – he mentioned a recent case of an inside job where the container was sealed and GPS tracked, yet 25% of the contents were missing on arrival. The seal had been broken and stuck together with glue.

RFID system delivers rail benefits

A Radio Frequency Identification (RFID) system piloted by Banverket (Swedish Rail Administration) on key routes in Sweden allows for proactive wagon maintenance and delivers other benefits.

Mats Åkerfeldt, senior project manager in Banverket's market and planning unit, gave a presentation to the Emmen workshop entitled 'RFID applications for railways – A system for the future'.

Based on trackside detectors, the system could reduce maintenance costs, ensure less disruption of traffic, allow more efficient shunting and ensure correct train assembly, he said.

The main pilot is on the 130-kilometre rail stretch between the port of Gothenburg and the dryport at Falköping.

RFID is a technology for wireless communication between a reader (in this case trackside) and a transponder/tag (on the railway wagon). It could be used for tracking and tracing wagons (there are

about 900,000 of them in Europe!) and freight across the whole of Europe, said Mr Åkerfeldt.

"This could deliver a better use of resources, lower freight costs, reduced environmental impact and correct charging," he said.

Other RFID pilot projects by Banverket have been completed on SSAB's steel billet trains between Luleå and Borlänge; SCA's paper wagons between Munksund and Holmsund in northern Sweden; Stockholm commuter trains; and the mail train from Stockholm to Gothenburg.

The vision is to build an infrastructure of 700 RFID readers along the Swedish Rail Authority's track, focusing on major junctions/stations and shunting yards, said Mr Åkerfeldt.

The pilot project within Dryport would be to see if it is possible to create an interface between the Banverket system and the cargo handling systems in both port and Dryport with the labelled wagon as the planning unit instead of a container.

MoS call for 2009-2013

A new call for Motorways of the Sea projects was issued by the EU in November.

The call invites bids for MoS funding for sea-based transport projects in or starting in the North Sea Region, and is addressed to consortia comprising ports, shipping companies, terminal operators, road hauliers, rail operators, logistics firms, ship brokers, financial institutions, local and/or regional public authorities, and infrastructure owners.

Motorways of the Sea are existing or new sea-based transport services that form an integral part of door-to-door freight transport logistics chains which provide "viable, regular, frequent, high-quality and reliable short sea shipping links".

The European Commission introduced the MoS concept in its 2001 Transport White Paper, which proposed that the TEN-T network should include a network of Motorways of the Sea; these should concentrate freight flows on sea-based logistical

routes so as to improve existing maritime links or to establish new viable, regular and frequent ones.

The ultimate aim is to reduce road congestion and/or improve access to peripheral and island regions and states.

Under the new call, funding is available for infrastructure (port, direct land/sea access, inland waterway and canal); facilities (electronic logistics management systems, safety and security systems, administrative and customs, icebreaking and dredging operations); and studies, related to the feasibility, scope or implementation of the project.

The call for proposals focuses on a 2009-2013 timeframe, with a 31 January application deadline for each year.

See:

http://ec.europa.eu/transport/maritime/motorways_sea/doc/2009_11_09_open_call_for_tender_ns_mos_2009_2013.pdf

Multimodal plans

Dryport is planning its participation in the UK's annual Multimodal exhibition, which takes place in Birmingham. The Haven Gateway, one of the core Dryport partners, is organising an Environmental Workshop during Multimodal, and the show organisers have offered a room for this.

The exhibition, which is to be held on 27-28 April 2010, attracts about 4,000 visitors and brings together shippers, logistics providers and shipping companies.

The Dryport project could share a stand with the Port of Felixstowe, which is part of the Haven Gateway – and the Haven Gateway would also use this event to launch its Containerised Carbon Calculator.

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