

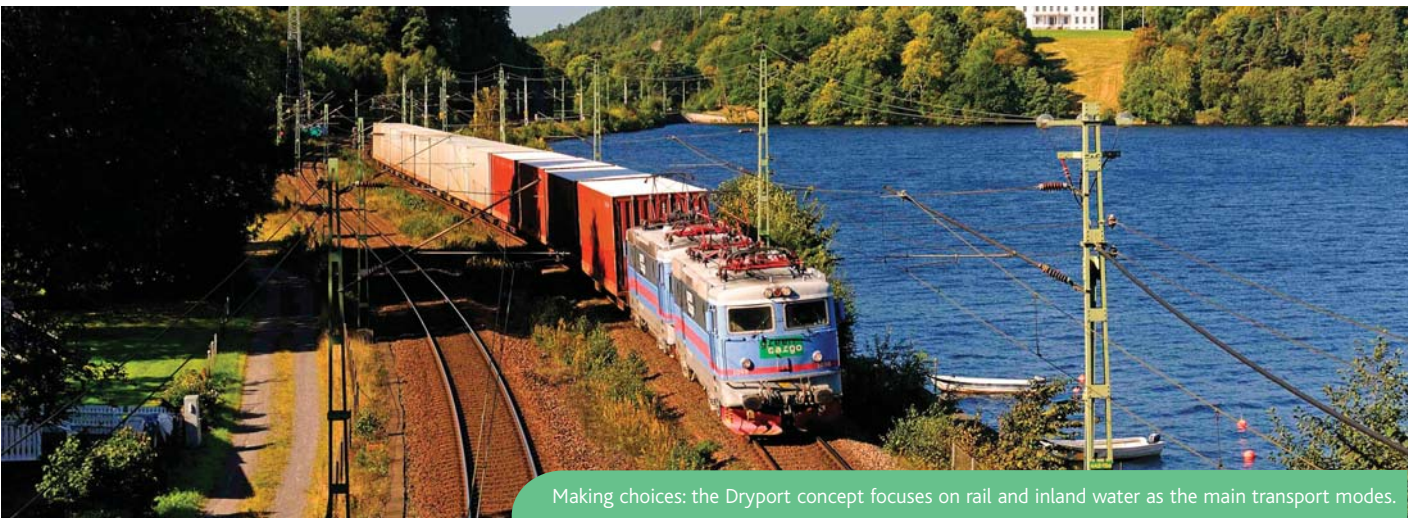


a modal shift in practice

# DryportQuarterly

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## Achievements and ambitions at Dryport's halfway mark



As we reach the halfway point of Dryport, it seems right to give an overview of where we are and what we have achieved, and to look at where we are heading in the remaining period of the project.

Getting a project off the ground is often more of a challenge than expected. There can be delays in formal paperwork; it takes time to get to know new people, new regions and their preconditions; and there was the initial need to grasp the concept and potential of a dryport.

But now there is a strong feeling of working together in Dryport, particularly as a result of our various workshops and larger annual conferences.

In 2009 our Dutch partners explained the potential of using the IJsselmeer for inland water transport between the major Dutch ports and the northern provinces of the Netherlands. The idea first began in the optimistic growth era, before the economic crisis hit the market, and bringing it to reality does now feel more of an upstream task.

Our Scottish partners demonstrated the power of the dryport concept at the 2010

autumn conference in Edinburgh, which attracted speakers from all over the world. A team of researchers is preparing three publications as a result of the event. The dryport concept has strength and depth. We marketed it, we have a good idea what it takes to realise it in practice – and indeed we are Dryporters!

In this Quarterly, the contact people of the participating regions explain what has been achieved, outlining the regional freight potentials and their steps towards more efficient freight handling.

Some of the partners have a specific site being developed as a dryport – providing inland integrated freight handling systems that have a relation with major seaports and use rail and inland water as the main transport modes.

Others are looking to refurbish an existing freight terminal and convert it into a dryport, which would require finding solutions for integration with the major seaports that could regularly work with these sites.

Some of our partners are working on destination studies in order to get a grip of freight flows and use this for planning future freight handling sites.

Within Dryport we have learned about the effects of pushing and pulling by municipal authorities and the needs (and challenges) of working together with local/regional freight forwarders. We learned about cooperation between the public and private sectors, and about the need to include

the local community in any dryport development. We are keen to pass on what we have discovered!

We are now working towards a project conclusion in which we will sum up the advantages of reorganising the freight market, what obstacles we met, what role a public authority can have in pushing and what role a private firm can play in pulling.

There still is work to be done regarding the environmental impact – we are planning to launch a simple-to-use carbon calculator later this year. We hope also to show the socio-economic impact of dryports and to describe the planning expectations of the private sector and the planning preconditions of the public sector. There is plenty more to work on and we look forward to reporting back to you!

*Dirk Harmsen, Project Manager, Dryport*

### Dryport: the targets

"Dryport – a modal shift in practice" is a 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.



# Open for business: Falköping dryport site



Credit: Göran Assner

The completion of rail links and the opening of a new forest products terminal have represented important steps forward for a new dryport at Falköping.

The creation and expansion of Skaraborg Logistic Center is the key vision of the Swedish partners who are leading the Dryport project; eventually, the facility could cover 70 hectares and serve as a dryport/railport for the Port of Gothenburg and other regional harbours.

Last year the Västra Götaland region hosted a workshop at Skaraborg Logistic Center during which Dryport partners discussed site assessment, physical planning and the marketing of a dryport. Much of this discussion was based on the experience gained at Falköping.

Skaraborg Logistic Center is a concept created and developed by the regional administration in cooperation with the Port of Gothenburg and the Municipality of Falköping. And that concept is

really taking shape. Swedish forest products giant Stora Enso's recently opened terminal next to the dryport site will act as an important hub, receiving timber by rail from western Sweden for despatch to its paper mills in mid-Sweden. The finished paper is later exported, much of it through Gothenburg.

Secondly, the dryport site now has direct rail links to Sweden's main railway network. Once signalling works are complete, this will open up significant opportunities for rail-linked dryport and logistics activities.

"Now we have the basic infrastructure in place, we can take the next step, actively selling the new area and working to attract companies to the site," says Leif Bigsten, manager for strategic development for the Municipality of Falköping.

"The Stora Enso establishment is a great example of what can be achieved, and we can use this to demonstrate the possibilities to potential customers."

The first phase of the dryport, which could accommodate up to 60,000 square metres of warehousing and terminal buildings, is ready and work has already started on the second phase, which could be ready within six to eight months.

"We are seeing interest and have had contact with several companies already, including other paper/forest products operators; if they do decide to come to Falköping, we will need to have the new phase ready sooner than we might have expected," says Mr Bigsten. "We are seeing a lot more interest now in using rail and in using Falköping, and we need to be prepared."

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Credit: Göran Assner



Port of Gothenburg: the new dryport at Falköping is ideally located to serve as a dryport/railport for the Gothenburg as well as other regional harbours.

# Emmen and Coevorden on track with new rail services

Emmen and Coevorden, Dutch partners in the Dryport project, are reporting excellent 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 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 Rotterdam. Five trains a week are expected.

Coevorden also handles four trains a week from Rotterdam carrying animal feeds, timber, steel

and consumer goods, with 60% of these goods for the immediate region and 40% transit to other regions; and five trains a week linking it with the Rhine river port of Ludwigshafen. Emmen is handling five trains a week from Heerlen, 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 highlighted by Amsterdam as a key hub in its intermodal network plans. In response, the two Dryport partners are appointing a full-time support officer to promote and explain the benefits of Emmen and Coevorden as hub locations and facilities on the Dutch-German border, and draw up 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 containerhips 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 Mr de Jong.

The Dryport partners are talking to Rotterdam and Amsterdam ports 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.

Emmen and Coevorden have a highly strategic location, on the E233 highway which links Rotterdam in the Netherlands and the Ports of Hamburg and Bremen/Bremerhaven in Germany.

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Credit: Göran Assner

# IAW brings a new dimension

The University of Bremen's 'Institute Labour and Economy' (IAW) added a new dimension to Dryport when it joined the project in mid-2010.

Not only did it bring the support of unofficial partners such as Bremen Ports, the Bremen-based stevedore Eurogate, and federal and national government bodies, but its own research programme includes a number of projects that tie neatly into Dryport's own work.

Since joining Dryport, IAW has begun work on detailed case studies focusing on port activities at Zeebrugge, Felixstowe, Gothenburg/Falköping and Bremen, and considering strategies and potential for their respective expansions.

"We are collecting data and establishing the spatial situation and considering ownership issues in these ports; we are building a picture of the situation in each of the ports in order to understand how a dryport can complement their operations and support expansion," says Dr Günter Warssewa, director of IAW.

Having gathered statistics, the researchers are also planning site visits and conducting expert interviews with representatives of the various port authorities, terminal operators, municipalities and other stakeholders. "We are looking to establish each port's strategies and understand the reasons in

each case why it is necessary to consider a dryport," says Dr Warssewa. "There are some common characteristics and issues but also there are many differences and it is important that people are aware of those features and the way they feed into dryport design and location choices."

IAW expects to present a draft report and results of its work so far at the April Dryport meeting in Bremen.

On its home territory, the ports of Bremen and Bremerhaven are facing a severe shortage of space; research is continuing into how some old shipyard and traditional maritime industry sites could be used for modern marine manufacture for the offshore energy sector and other marine industries but, in effect, there is no more land available for major port expansion.



"There is a necessity to extend the logistics chain into the hinterland and improve the hinterland connections to serve the Bremen Ports," says Dr Warssewa.

Container volumes dropped so sharply during the recession that for a time there was talk of converting one of the port's container terminals for use in supporting the offshore wind power sector – but as container volumes have recovered rapidly, this plan has been shifted to a different area, "the last little piece of space," he says.

At present Bremerhaven handles about 5.5 million containers a year. There could be capacity for 8-9 million boxes though faster handling and higher stacking, but this will only be a short-term solution, says Dr Warssewa. "In a few more years they will run out of space entirely and no further expansion will be possible. That is why a dryport is such an essential issue for Bremen Ports."

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# Scotland considers the strategic questions



Freightliner's Coatbridge Terminal: probably the best option for a Scottish dryport.

Where is the best location in Scotland for a dryport? Is there a need for a dryport at all? How can rail freight be developed and encouraged?

These are some of the questions addressed by the Scottish partners of Dryport – South East of Scotland Transport Partnership's (SEStran) and the Transport Research Institute (TRI).

Shifting freight traffic from road to rail and water is one of the key aims of SEStran's regional strategy. A high proportion of Scotland's international freight is shipped through ports in England and subsequently transported long distances by road. SEStran and TRI have been exploring ways of attracting more traffic through Scottish ports by improved hinterland access and reduced inland transport and handling costs, including the dryport option.

"We have carried out a wide range of studies and research projects as part of our Dryport work," says SEStran programme manager Ian Mathie. "We have undertaken infrastructure appraisals, examined how we could market and develop rail

freight in Scotland, developed a region-wide freight model and freight routing strategy for lorries throughout the SEStran region, looked at the role of consolidation centres in a dryport and also considered how freight can be distributed sustainably from distribution centres."

As a result, the partners have identified strategic lorry routes and distributed this information to haulage operators. They have also used the various data gained to analyse and identify five potential locations for a dryport – with the conclusion that the development and expansion of Freightliner's Coatbridge rail freight terminal is probably the best option.

"Coatbridge certainly fits the bill in terms of location and strong road and rail links which would serve the central belt of Scotland," says Mr Mathie.

The Freightliner terminal has spare capacity and the Dryport partners have identified the need to publicise widely the availability of train services, he adds.

"During our consultations, we have had feedback from hauliers that they are not aware of train

times, where trains go to, or the various train operating companies," he says. "We are looking to pull this information together on one website that manufacturers and logistics operators could access easily. Freightliner will take a single container – there is no need to have a regular fleet of containers booked. We need to explain this accessibility and get the message out."

In total contrast to the south of the UK, Scotland faces the challenge of a shortage of empty containers. "Because we are a net exporter, mainly of whisky, we don't have empty containers in Scotland. Repositioning and management of containers is something the industry needs to look at, and we are looking to research this issue," says Mr Mathie.

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# A 'green beacon' to lead the way

Efico's €30 million carbon-neutral coffee import centre, the star performer in the Port of Zeebrugge's 'green' aspirations, was officially inaugurated in September 2010.

The eco-friendly Seabridge coffee processing, warehouse and distribution facility recently won the European Green Building Award, and has been described by experts as 'perhaps the most advanced example in the world' of what can be achieved by a company committed to reducing its energy consumption and carbon footprint.

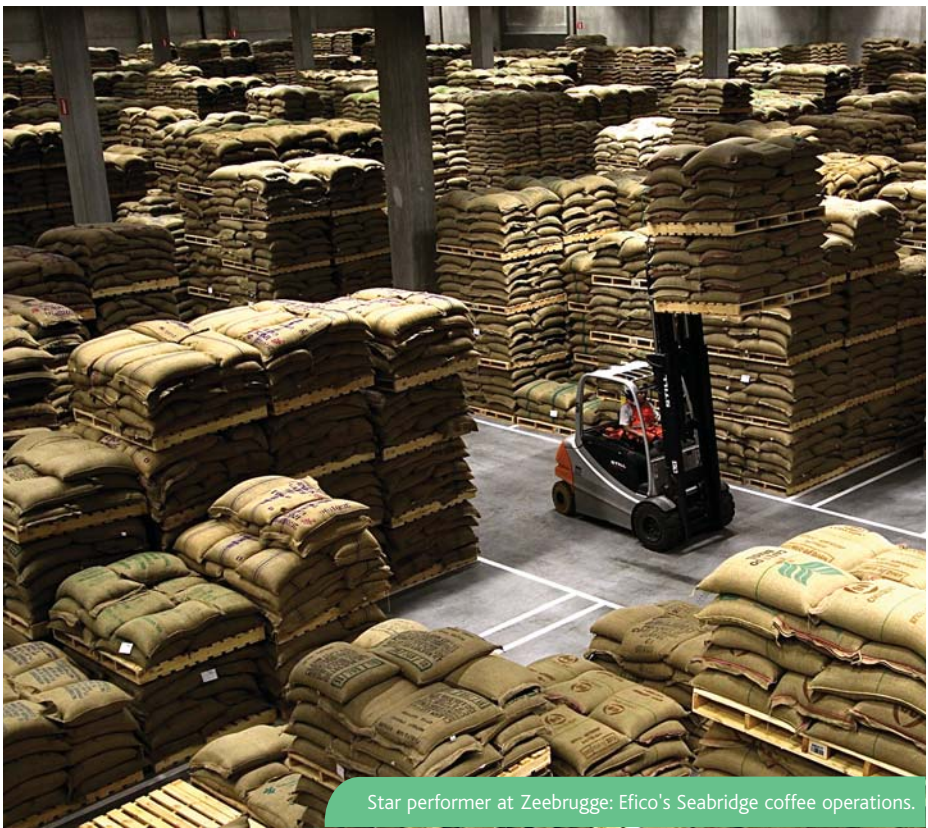
It is located on the port's 120-hectare Maritime Logistics Zone, which is linked by road, rail, sea and inland waterway, including to a number of inland import hubs. As it develops, the zone itself will be supplied with a high level of 'green' energy through solar and wind power projects.

"As partners in Dryport, we benefit from the opportunity to discuss and exchange ideas and experiences."

The 20,000 square metre Seabridge warehouse, which provides storage capacity for 450,000 coffee bags, is powered by 4,600 photovoltaic panels on the roof; these generate 1MW of power at their peak, feeding any excess electricity back into the national grid. Energy-efficient building materials were used and other 'green' features include a unique waste management and recycling system. Overall, the primary energy demand of the Seabridge building is 73% lower than the Belgian building code requires.

"Seabridge is the first client of our Maritime Logistics Zone and fits in perfectly with our philosophy in which we strive to be a clean port," says Patrick van Cauwenberghe, Policy Director in the Port of Zeebrugge.

"We offer Seabridge a whole range of maritime services, both shortsea and deepsea, as well as an intricate network of hinterland connections by road and rail, guaranteeing the mobility of their coffee flows. This whole system ties in with our commitment to and interest in the dryport concept. It demonstrates what can be achieved by 'new thinking' in a changing world."



Star performer at Zeebrugge: Efico's Seabridge coffee operations.

Zeebrugge and the VOKA Chamber of Commerce West-Flanders work together as the Belgian partners in Dryport.

"As partners in Dryport, we benefit from the opportunity to discuss and exchange ideas and experiences," says Mr van Cauwenberghe. "For example, the annual conference in Edinburgh was attended by plenty of interesting people and interesting speakers. So there were good networking opportunities and the chance to meet those involved in other EU projects such as Food Port and Stratmos."

He says the Belgian partners are looking forward to closer ties between Dryport and Food Port, in which they are also participating; the two projects have a number of partners in common and are planning a joint conference in May this year.

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All the right links: The Port of Zeebrugge's Maritime Logistics Zone.



# Think smarter, think greener, says Harlingen

"If we don't do anything, in a few years' time the Netherlands will be completely full of trucks and everybody will be sitting in traffic queues," says Jeroen van den Ende, port manager at Harlingen in the northern Netherlands.

Harlingen is located on the Wadden Sea, just outside the IJsselmeer dam. As a partner in Dryport, it is working on ambitious plans to increase its role in the country's shipping and logistics sector, with modal shift as the central focus. In short, Harlingen is developing what it calls a 'wet dryport'.

There are plans for a major expansion seawards to help build its role as the Netherlands' 'northern gateway'; and Harlingen is also looking inland. A €2 million project to deepen the lock access between the port and the IJsselmeer is vital as the port develops its activities as a hub for the giant container ports of Rotterdam and Amsterdam as well as the big German ports.

"We are working hard on plans to set up a twice-weekly barge service around the IJsselmeer, to pick up and drop off containers that would otherwise be choking the roads between the region around Harlingen and the two major ports," says Mr van den Ende.

"We have to think smarter – shippers simply can't turn down the opportunities to transport their cargo in a greener and more cost-efficient way."



Discussions with a number of barge operators and logistics providers are continuing. Harlingen hopes to have agreements in place to bring additional container traffic into the port within a few months.

Many exporters in the Harlingen area routinely send trucks by road all the way to the main ports. Studies have shown that companies can make savings by putting containers on to barge.

"Through a little bit of planning, they could save money and reduce their carbon footprint by choosing the barge option," says Mr van den Ende.

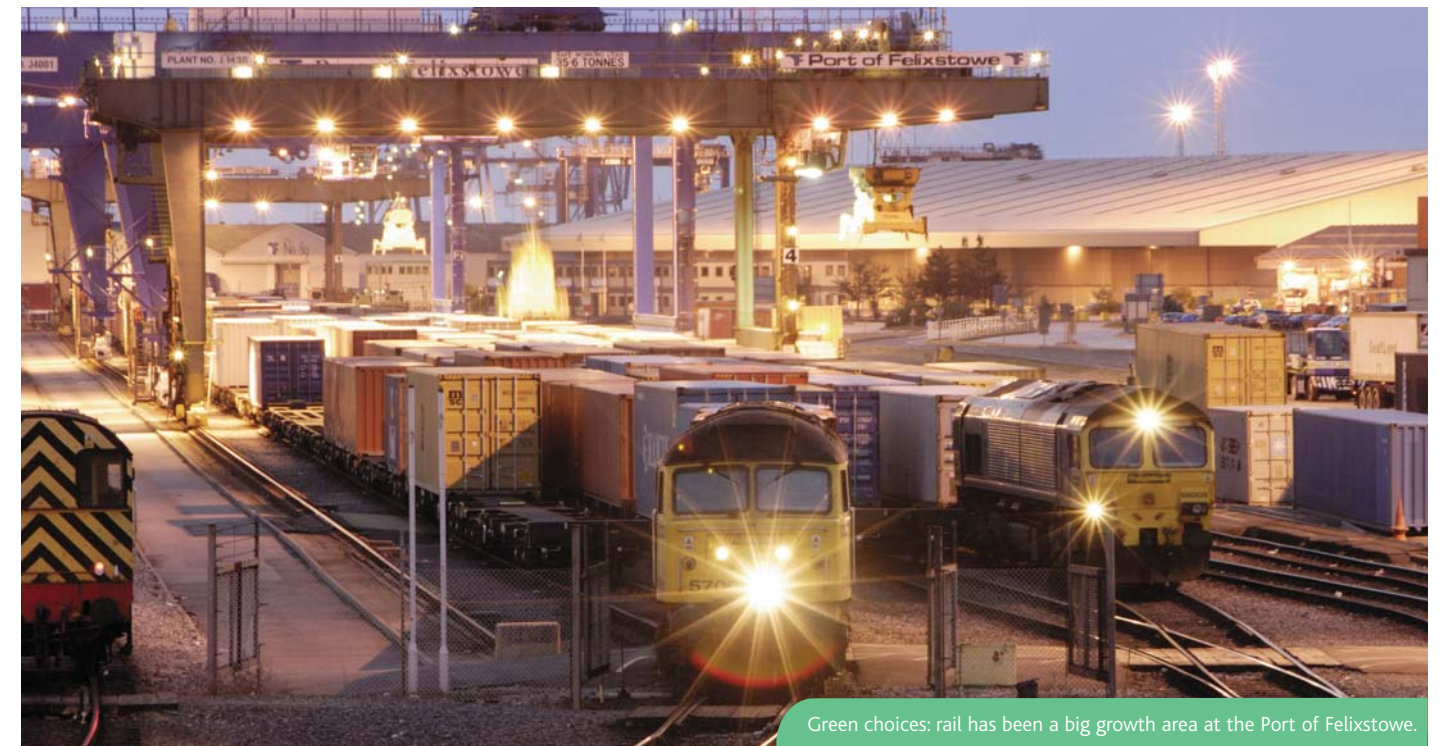
Harlingen handles about 1 million tonnes of cargo by sea and 1.5 million tonnes by inland waterway; it has set itself a target of 2 million and 3 million tonnes respectively by 2015, and plans to invest significantly in new facilities and equipment over the next two years.

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Harlingen: building its role as the Netherlands' northern gateway.

# Building the evidence for further development



Green choices: rail has been a big growth area at the Port of Felixstowe.

The Haven Gateway's boundaries include the UK's largest container port, Felixstowe, as well as the ports of Harwich, Ipswich and Mistley. Unsurprisingly, shipping, transport and logistics are a critical part of the subregion's economy – and yet there is still much to learn and develop.

The Haven Gateway Partnership (HGP) and Babergh District Council are working together as joint partners in Dryport to build a robust evidence base for key developments of the logistics cluster and hinterland transport within the subregion.

In order to achieve this, they have launched several projects and initiatives. First has been the commissioning of a Containerised Cargo Carbon Calculator, which is due to go live in March 2011.

This unique web-based tool, created by AECOM, will enable logistics operators and those moving containers to calculate the carbon emissions by different modes (or combinations of modes) of transport – road, rail or feeder ship – as they plan their journeys within the UK to and from the Haven ports.

A special 'Carbon Calculator Workshop' was held in 2010 to introduce the concept to the logistics industry and get feedback from those interested.

"Our Carbon Calculator is based on Department for the Environment, Food and Rural Affairs (Defra) and Department for Transport (DfT) calculations," says HGP projects director and Dryport communications manager Richard Morton. "We believe it will help achieve a change in attitude regarding modal shift, encouraging more operators to consider moving freight from road to rail.

Rail has been a big growth area at Felixstowe even through the recession, and the choice of carbon-efficient rail or feeder transport options from the port continues to increase.

In addition, HGP and Babergh are progressing with a Destination and Origin Study, working with major shipping lines and MDS Transmodal to identify where cargo passing through the Haven Ports goes to and comes from in the UK.

Alongside these studies, the partners have been considering potential sites for a dryport. "We have identified a number of sites that could be suitable, within the Haven Gateway Employment Land Study," says Mr Morton. "We are always interested in hearing from operators who believe there are further opportunities and discussing these in more detail."

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# Dryport Events

12-13 April 2011

Dryport workshop - Dryport Governance  
*Bremen, Germany*

23-24 May 2011

Foodport / Dryport - Meeting Challenges in the  
Logistics Chain  
*Bruges, Belgium*

22-23 September 2011

Annual Dryport Conference  
*Haven Gateway (Felixstowe and Ipswich), UK*

## Other Events

19-20 May 2011

Annual EU Maritime Conference and  
Stakeholder Day  
*Gdansk, Poland*

For more info visit [www.dryport.org](http://www.dryport.org)



Credit: Göran Assner

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