

# DryportQuarterly

ISSUE 8 | WINTER 2011

## Plan, share, communicate, work together: key messages from annual conference



The Dryport partners at the Port of Felixstowe

**An agenda with a 'political slant' prompted delegates at the Dryport annual conference to share common problems and experiences, and consider possible ways forward. Some important key messages emerged as a result:**

- *By sharing problems and experiences with other Dryport partners and colleagues, we can find ideas and solutions.*
- *It is vital to think and plan ahead if the ports and logistics sector is to be ready for an upturn in world trade.*
- *More communication is needed between all levels of society, business and politics.*
- *We need more 'joined-up thinking' – the infrastructure needs of road, rail and sea transport need to be considered together, in the same planning process.*
- *Ports could create efficiencies by working more closely together – but often they feel restricted by competition regulations.*

"Our communities depend on the private sector to invest in job creation through port developments and associated logistics, warehousing and transport projects; but the private sector in turn depends on politicians to facilitate and encourage such investments, through the planning policy they formulate, the way in which they implement it, and their general support," said John Hinton, elected Dryport representative for Babergh, who chaired the conference.

"The agenda was designed to encourage politicians from all of the Dryport partners' areas to exchange ideas; to describe what they operate or don't operate, and why; to talk about the problems they have come across and how they got over them; and to share their views on seaport and dryport projects, and freight issues."

While emphasising the need to anticipate, and plan ahead, he said the purpose was not about trying to move time forward too quickly. However: "The current economic situation will improve and unless we start now, we will not be ready for the huge upturn in world trade which will follow."

A major issue for politicians is balancing the need for economic growth with the need to protect the environment, said Mike Hammond, Babergh's deputy chief executive.

Ulf Eriksson, mayor of Falköping, said more communication was needed between different levels of society. "We need to see all infrastructure together – rail, road and sea in the same planning process," he said. "It is necessary to see it together, but it does take a very long time."

It took only seven years to build 500 kms of railway between Stockholm and Gothenburg in the 19th century, he said: "But now it takes longer than that to organise, plan and get permission to build it."

The importance of gathering evidence was a key theme in the discussions. Rich Cook, of Babergh District Council, said: "Future and direct investment planning must be based on up-to-date evidence. We have gathered a lot of information which recognises the importance of the ports and we are looking at more detail – for example, what kind of sites we can look at for logistics."

He emphasised: "We need to identify land for future growth. We must promote job opportunities in ports and logistics. We must identify the skills that the industry needs."

### Haven Gateway welcome

This year's annual meeting and conference, hosted by joint Dryport partners the Haven Gateway and Babergh District Council, took place in Ipswich and Felixstowe. Two days of presentations and discussions were well attended by Dryport colleagues from Belgium, Germany, the Netherlands, Scotland and Sweden, many of whom were joined by politicians from their region.

On the second day of the conference, the Dryport partners visited Hutchison Ports UK's Port of Felixstowe to take a detailed look at a range of areas including rail management, rail infrastructure, IT, vessel loading, and the systems required to handle very large volumes of containers on a day-to-day basis.

### 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.

## IAW research considers the common elements

Four North Sea Region case studies have been considered in an extensive study into 'Governance and Conflict Resolution in Dryport Planning' by Dryport's German partner, the University of Bremen's Institute of Labour and Economy (IAW).

The initial findings of the study were presented at the Dryport annual meeting by Manuel Kuehn, representing IAW. In their research, the IAW team asked four key questions:

- What are the regional, economic and political specifics of each case?
- What conditions lead to what kind of dryport?
- What are the benefits?
- What is the potential?

One point that comes up time and time again at Dryport meetings is the precise definition of a 'dryport' – and that is really because no two dryports are the same. A dryport can offer one, two or many different functions and services, depending on where it is, what is needed, which sea ports it is serving and what transport infrastructure is available.

However, according to IAW's research, there are common vital elements, including:

- Compatibility with regional structures and business strategies;
- Integration with users' supply chains;
- A strong, non-state 'facilitator' to manage, promote and pull it all together;
- The need to offer stakeholders a wider, more cost-effective and green choice of options; and
- The need to convince potential users that a dryport can really make a positive difference to their businesses.

If port operators, councils, transport operators and others don't see that a dryport could help them, it simply won't work, said IAW director Dr Günter Warsewa. Also, a dryport's success is dependent on how it is integrated in logistics chains, in regional structures, and in the business strategies of local and regional companies.

"A dryport must lead to a multiplication of options for important stakeholders," said Dr Warsewa.

The IAW research team spoke to port authorities and terminal operators, municipalities, chambers of commerce and other stakeholders in order to gather their feedback.

They concluded that while a public administration or institution can function as a kind of moderator or cooperation manager, sometimes it is better if another facilitator takes the lead role in pulling a dryport together and making it work. "There must be a core driver but it should not be the state," said Dr Warsewa.



# From trucks to trains: Haven Gateway secures £3m of European funding

The Haven Gateway has secured nearly **£3 million of European funding as part of a £7.5 million project designed to shift about 30,000 containers off the roads and on to rail transport.**

The three-year Low Carbon Freight Dividend project will support more than 300 SMEs (small and medium enterprises) in making important changes in the way they transport freight – with significant environmental benefits.

SMEs in the Haven Gateway subregion will be offered a Low Carbon Freight Dividend of up to 30%, for moving their freight from truck to train, where traditionally they have used only road transport.

**We hope that at the end of the three-year programme, at least 300 SMEs will have made a step change in the way they do business.**

The European Regional Development Fund will contribute £2,998,931 towards the project, which is expected to remove at least 11.7 million kgs of carbon dioxide from the logistics supply chain: 7.3 million kgs in the East of England, and 4.4 million kgs in the rest of the UK. The associated environmental benefits, using UK government calculations, would be nearly £3.5 million.

"We are absolutely delighted at the announcement of the ERDF funding," said Haven Gateway project director Richard Morton. "The carbon reduction achieved through this project will be significant within the East of England and, by taking freight off the roads, the project will deliver direct economic benefits to the region."

A key part of the project will be the Containerised Cargo Carbon Calculator, an online tool developed by the Haven Gateway as a partner within Dryport.

The Carbon Calculator ([www.ccccalculator.co.uk](http://www.ccccalculator.co.uk)) offers a user-friendly website where logistics operators can compare and contrast cargo movement methods (road, rail and water) and the carbon emissions for each method, or combination of methods, as they plan their transport to and from the East of England ports. The tool also measures the cost implications of each mode, such as congestion, and puts a financial value against it.

As well as offering the dividend of up to 30%, the Low Carbon Freight Dividend project will feature six 'Optimisation of Freight Movements' workshops, to be held across the East of England. This series of seminars will provide advice, guidance and practical examples of how to reduce carbon emissions in the movement of freight, including areas such as loading techniques, better driving techniques, and fuel efficiency.

In addition, the project will include a Low Carbon Transport Marketing Package for SMEs; enabling SMEs to market their services as carbon friendly and thus attract new customers.

"The whole aim of the project is modal shift, to get containers off the roads and on to rail," said Trevor Carr, representing the Haven Gateway at the Dryport annual conference. "The second thing is behavioural change. We hope that at the end of the three-year programme, at least 300 SMEs will have made a step change in the way they do business; and we hope that at least 80 of those will be exemplars, showing other companies the way forward in the years to come."

The project should lead to a reduction in fuel consumption, improved methods of working and increased opportunities to support the supply chain, a decrease in road congestion and road accidents, and reduced noise pollution, he said.



# APMT ready to build on Gothenburg RAILPORT system

The Port of Gothenburg has earned plenty of 'green' points with its well-developed RAILPORT Scandinavia system, which is a central strategy for its further growth.

Now global port operator APM Terminals, having signed a concession agreement to operate Gothenburg's Skandia Container Terminal for the next 25 years, is gearing up to create further rail capacity and throughput.

Gothenburg is involved in Dryport; the Skaraborg Logistic Center is a flagship development within the Dryport project and the concept was created and developed by the Municipality of Falköping in cooperation with Dryport's lead partner, the Region Västra Götaland, the Swedish Transport Administration and the Port of Gothenburg.

The Swedish port works with a network of about two dozen inland rail terminals, and up to 50% of containers have been heading to and from the port by rail – a remarkable performance when compared to other European container ports.

APMT is to invest over \$115 million in the first five years of operation, 'to make the port more competitive as a northern Europe hub for the Nordic markets'.

Martin Poulsen, APMT's CEO Europe, said: "It is important to note that APM Terminals has an integrated view on ports and hinterland transport. Apart from our 56 ports worldwide, we also

operate 68 inland companies in over 100 different locations around the globe.

"We are investing over \$1 billion in new terminals and expansions worldwide to ensure port and inland infrastructure keeps pace as part of growth strategy. Worldwide, we're working closely with government and business leaders to help them make their port and inland infrastructure into an economic engine using the highest environmental standards."

The Gothenburg deal is subject to approval by the European competition authorities, with the transfer of management and operations planned for the first quarter 2012.

After taking over the Skandia terminal, APMT will build on the port's strengths of an ice-free, strategic location with deep water, super-post-panamax cranes and excellent rail connections,



said Mr Poulsen. "We will add our expertise in world-class operational excellence and safety, improving productivity levels and developing new solutions that attract more business."

APMT strongly believes in the future of container rail transport in Sweden and the Skandia terminal will play a key role in this, he said.

"Today, already, 45% of all containers are transported to/from the terminal by rail and there are 24 daily rail shuttles between the Port of Gothenburg and logistical locations in Sweden and Norway," said Mr Poulsen. "APMT expects that under our management this percentage will increase even further."

APMT plans to invest in a sixth rail track in the container terminal in order to increase capacity, and purchase three rail-mounted gantry cranes – replacing two older ones and adding a third, to boost rail productivity. "These investments will increase the capacity of the terminal's railhead and will ensure it can handle the increase in rail volumes that we anticipate. We also count on the Hamnbanan capacity increase with the new Gota Alv crossing and the doubling of most of the main track.

"And through our inland services business unit, we will, together with our customers, explore further opportunities to serve Swedish and Norwegian inland destinations in the most efficient and environmentally friendly way."

## Taking up the TEN-T challenges

**MAJOR changes and challenges lie ahead for Europe's transport network and transport operators, as outlined in the EU's Transport White Paper published earlier this year (2011). In addition, and tied in with the White Paper, is the EU's proposals for review of the European Trans-European Transport Network (TEN-T) policy.**

TEN-T has formed the policy framework for developing infrastructure across the EU for the two-and-a-half decades. However, the White Paper, 'Roadmap to a Single European Transport Area – towards a competitive and resource efficient transport system', identifies the significant challenges ahead, and the review proposals define a long-term strategy and policy for TEN-T.

Of particular note is that, for the first time, ports and inland ports find an important place in the TEN-T network.

Dimitrios Theologitis, head of unit for ports and inland navigation at DG Move's European Mobility Network Directorate, spoke about the White Paper and TEN-T revisions at the recent GreenPort Congress in Hamburg (pictured right).

He told delegates: "The main change of these [TEN-T] guidelines is the inclusion of ports as entry nodes into the whole European transport network. They talk about connecting major European nodes with maritime networks. There are a number of ports that will be connected in the core network and from this the rest of Europe will be connected."

This presents a great opportunity for ports to develop locally but also as part of a great 'hub and spoke' system, he added.

Linked with this is the issue of air quality and the need for cleaner fuels in shipping. "Already some cities have had problems meeting air quality targets because they are very much characterised by the emissions of the ports themselves."

Many ports already see inland waterways connections as a vital part of their own existence, said Mr Theologitis. "The task of the EC is to create a framework."

The European Federation of Inland Ports (EFIP) has already welcomed the inclusion of inland ports in the TEN-T maps. However, EFIP director Isabelle Ryckbost said: "We have to make sure that being a 'TEN-T inland port' or a 'core TEN-T inland port' is not just a nice title or award. We have to examine to what extent inland ports are really involved and integrated in the governance and implementation of multimodal corridors."

The White Paper outlines ambitions to reduce Europe's dependence on imported oil and cut carbon emissions in transport by 60% by 2050. Key targets include the shift of 30% of road freight over 300 km to other modes by 2030 – and shifting more than 50% by 2050. There should be a fully functional and EU-wide multimodal TEN-T 'core network', the development of which will be supported by a new financial instrument, the Connecting Europe facility. And, finally, by 2050 all seaports should be linked to rail freight and, where possible, inland waterway system.

Mr Theologitis said: "The challenges are even more difficult because maritime traffic will rise in the years to come. In 2008, when we came up with a new document on maritime transport policy for the next ten years, it was apparent that by 2018 maritime traffic would rise by about 50% – which means a tremendous strain on ports.

*Despite the existence of TEN-T since the mid-1980s, the transport infrastructure within the EU is still fragmented, both geographically and between and within transport modes, and there are considerable bottlenecks at key points.*

*The TEN-T review notes that when it comes to making multimodal connections, many of Europe's freight terminals, passenger stations, inland ports, maritime ports, airports and urban nodes are not up to the task. As a result, the potential of multimodal transport and its ability to remove infrastructure bottlenecks and to bridge missing links is insufficiently exploited.*

*The purpose of the review is to establish and develop a complete TEN-T, consisting of infrastructure for railways, inland waterways, roads, maritime and air transport, through the 'core network' design.*



# Getting the message across

Dryport continues to work closely with colleagues in other EU Interreg-funded projects on specific and common issues and aspirations – sharing knowledge and lessons learned, and avoiding duplication of work.

One of these projects is the North Sea Freight Intelligent Transport Solutions project, NS FRITS, which has been working to develop a multilingual electronic communication system that informs drivers of relevant conditions in the country they are about to enter.

The aim of NS FRITS is to improve accessibility, contribute to sustainable economic development and growth and improve the quality of life and job opportunities for people living and working in the North Sea Region.

The Intelligent Transport Solution (ITS) concept has been developed to provide live in-cab communications to HGV drivers and has been tested in key transport corridors, providing up-to-date information regarding traffic flow, congestion, safety and security.

On November 23, NS FRITS will be holding a conference in Brussels to share the successes of the project with key stakeholders and discuss the impact of its work on the road freight industry and regional economy.

Speakers will include Diana Wallis, the vice president of the European Parliament, and Christian Byrith, of the Interreg IVB NSR programme secretariat, and representatives of a variety of public and private sector organisations.

“We will be presenting our project findings and the system we have developed,” says NS FRITS project manager Helen Parr. “What is exciting from our point of view is that we have proved that information and data can come from a very wide range of sources and can be manipulated successfully and transmitted via a platform in whatever language the driver chooses – via, for example, tablet, existing in-cab system, or transport manager.”

The concept could help reduce congestion, freight volumes, security threats to drivers, and carbon emissions.

“Our conference will address how such improvements can help the economy and support the logistics and transport sector,” says Helen Parr. “Plus, the conference will allow the NS FRITS partnership to share their thoughts on the future of innovation in the road freight industry.”

*For more information, visit [www.nsfrits.eu](http://www.nsfrits.eu)*



For more information:

web: [www.dryport.org](http://www.dryport.org)  
e-mail: [info@dryport.org](mailto:info@dryport.org)

or telephone:

Dirk Harmsen, Project Manager, on:  
0046 705 144 977

Richard Morton, Communications Manager, on:  
0044 7769 962 554



European Union



The European Regional Development Fund

Lead Partner

