



a modal shift in practice



# Congestion on the agenda?

The efficient, cost-effective flow of cargo of all types is:

- Vital to the quality of life we enjoy;
- Essential for the delivery of the everyday items we all take for granted;
- At the heart of the European economy.

Even in 'slower' economic times, many ports are facing huge pressures, often as pinch points in time-critical supply chains. And it's not going to get any easier; by 2018, maritime traffic within the EU is expected to be 50% higher than in 2008.

The ever-increasing size of the world's containerhips adds to the pressure. With the discharge of thousands of containers from one ship call, the need for excellent road, inland waterway and rail links, as well as more land for warehousing and logistics, becomes crucial. Those containers must move through and away from the seaport as quickly as possible if we are to avoid gridlock.

## The challenges:

- How can we avoid bottlenecks, congestion and delays?
- How can we create supply chains that are low-carbon and environmentally friendly?

'Dryport – a modal shift in practice', a public/private sector project, was set up 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 message is: The transport and logistics world needs to step back from the way things have always been done, and think again, be smart and dare to be different.

# What is a dryport? How can it help?

A dryport is an 'inland port' that can help ease congestion at the seaport by enabling the speedy flow of goods inland. It can also function the other way around for the export of goods already cleared and ready for export.

Many of the functions that traditionally take place at a seaport can be moved inland, including Customs and other inspections, unpacking of containers, warehousing and storage, adding value, repacking, direct distribution to the end user, empty container storage and maintenance, and logistics support.

## What is the Dryport project's role?

The main goal of 'Dryport – a modal shift in practice' is to work for a modal shift from road to rail and/or inland water. Dryport's partners are working together through a range of workshops, seminars, studies and best practice visits and individually on their own dryport-related projects.

- Dryport has pushed forward discussions and studies into green corridors and worked closely with other EU projects, such as Food Port, where consideration has been given to using dryport principles.
- Dryport has brought together players in the ports, transport and logistics sector and local and regional politicians, to exchange views and learn to understand each other better.
- Dryport has supported the creation of the European Port Community Systems Association (EPCSA). Port Community Systems provide the electronic communication platforms that are the vital cog in smooth transport and logistics operations across Europe.

# What have Dryport's partners achieved so far?

- **Sweden:** The Municipality of Falköping has developed a dryport next to the main railway between Gothenburg and Stockholm, in the middle of an important production area characterised by SMEs. The Swedish partners are also testing passive RFID tags on rail wagons in order to track individual wagons in a freight train.
- **Belgium:** The Port of Zeebrugge has a 120-hectare Maritime Logistics Zone, which is linked by road, rail, sea and inland waterway, including to a number of inland import hubs.
- **Netherlands:** The Municipalities of Emmen and Coevorden are marketing the border area as an attractive dryport facility, particularly for Rotterdam and Amsterdam and the northern German ports.
- **Netherlands:** The Port of Harlingen is moving forward with its ambitions to be a dryport for Amsterdam and Rotterdam, and develop more regular barge links to transport containers around the IJsselmeer.
- **Scotland:** The partners are studying the potential of the multimodal terminal at Coatbridge to function as a dryport for the seaports of Grangemouth and Rosyth.
- **England:** The Haven Gateway and Babergh District Council are looking at potential sites to act as logistics/dryport hubs serving Felixstowe. A Destination and Origin Study will identify flows of containers by road, rail and feeder ship in both directions between the Haven ports and the UK hinterland. An online Containerised Cargo Carbon Calculator ([www.ccccalculator.co.uk](http://www.ccccalculator.co.uk)) has been developed to help shippers and logistics companies make the environment-friendly choices.
- **Germany:** The partners have carried out an extensive study into 'Governance and Conflict Resolution in Dryport Planning'.

Lead Partner



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European Union  The European Regional Development Fund

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