



Connecting Food Port Regions
Between and Beyond



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About the Food Port Project

“Connecting Food Port Regions Between and beyond”

“Connecting Food Port Regions – between and beyond” or “Food Port” for short is an Inter-reg IVB North Sea Region project, involving 19 partners including regional and local authorities, knowledge institutions, food industries and ports.

Food Port aims to optimise and coordinate food logistic chains in the North Sea Region by improving the accessibility and transport logistic system of different food clusters in the region. The project aims to strengthen the food industry and position the North Sea Region as an established food hub.

Food Port promotes the development of multi-modal and transnational transport corridors and the development of effective logistic solutions in the food supply chain.

The project brings together partners from six North Sea countries (Belgium, Denmark, Germany, Norway, Sweden and the United Kingdom) to find practical solutions to improve the efficiency, effectiveness and sustainability of the food supply chains.

Food Port started on September 1, 2010 and runs till 31 August 2013. The total project budget is € 5,1 Million of which the European Regional Development Fund co-finances 50%.



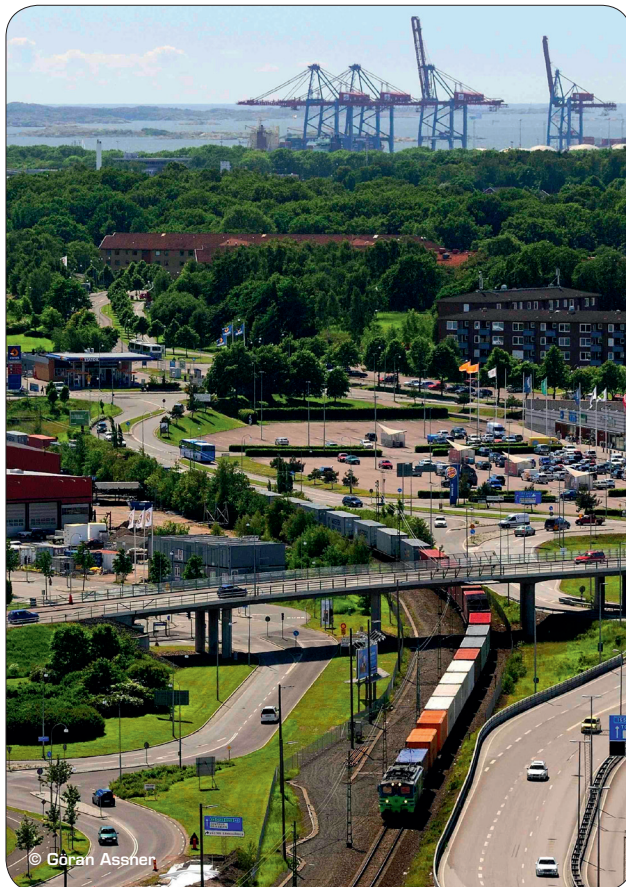
green transport corridors

Why Food Port?

Priorities & Objectives

Central Aim & Priorities

- Optimise and coordinate food logistic chains;
- Improve the accessibility and transport logistic system of different food clusters;
- Strengthen the food industry;
- Promote the development of multi-modal and transnational transport corridors and efficient and effective logistic solutions.



Objectives

- Realisation of green transport corridors for food products achieving cost savings, higher service levels and lower carbon footprint;
- Putting into practice modal shifts through transnational business cases and pilot actions in the food sector;
- Development of technological innovation in the food supply chain through upskilling logistics service providers and implementation through demonstration pilots;
- Improvement of accessibility between the 6 partner regions e.g. identification of (new) transport links for food clusters and enhancing existing transport links;
- Creation of partnerships for collaboration in food and logistics. These partnerships will be developed at local, regional and transnational level;
- Enhancing political and entrepreneurial awareness for the importance of efficient, effective and sustainable food logistic chains;
- Improved reputation for the North Sea Region as a dynamic 'food port region'.

Food Port

The Work Packages

1. Project Management

The lead beneficiary POM West Flanders is responsible for the overall project management and successful delivery of the project.

2. Publicity and Communications

The Communication work package supports the overall project aims and objectives. POM West Flanders is responsible for this work package.

3. Supply Chain Sustainability and Efficiency

Objectives:

- Creation of new partnerships for collaboration in food and logistics
- Improvement of accessibility between partner regions
- Putting into practice modal shift

- Realisation of green transport corridors for food products

4. Physical System Support

Objectives:

- Creating political and entrepreneurial awareness for the importance of efficient, effective and sustainable logistics
- Creation of new partnerships for collaboration in food and logistics
- Development of technological innovation within the food supply chain
- Establishment of an improved reputation for the NSR as a dynamic 'food port region'

5. Enhancing Market Knowledge

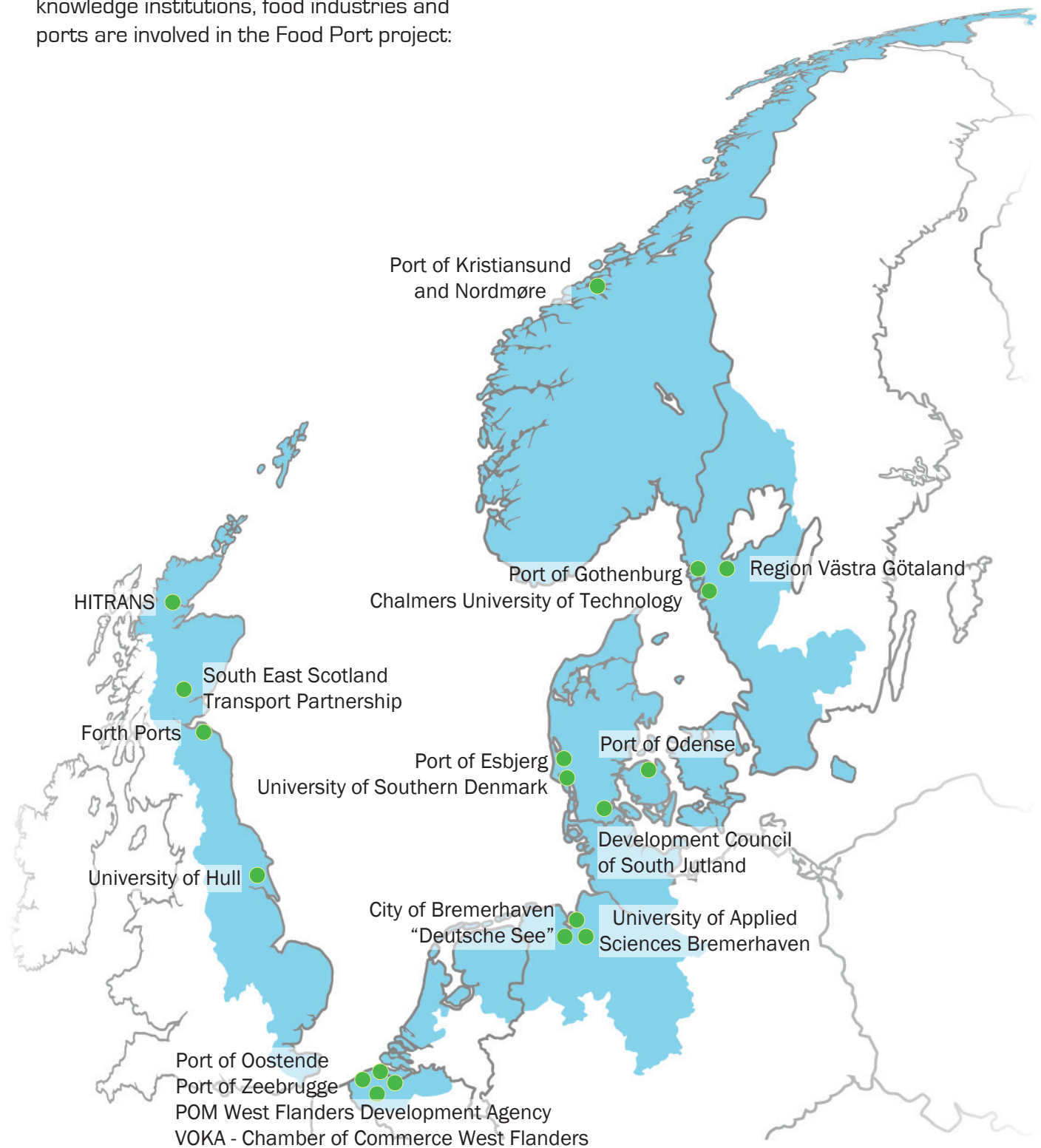
Objectives:

- Improvement of accessibility between the partner regions
- Realisation of green transport corridors for food products



The Food Port Partners

Nineteen partners from regional authorities, knowledge institutions, food industries and ports are involved in the Food Port project:





Partners in Belgium

POM West Flanders (Lead Partner)

The coastal province of West Flanders is a nerve centre close to the European institutions and decision-making power. The province is surrounded by strong economic regions of the Netherlands to the north, France to the south and London to the west.

The West Flanders Development Agency (POM West-Vlaanderen) implements the social economic policy of the Province of West Flanders. POM West Flanders initiates, coordinates and realises activities and projects focussing on Transport & Logistics, Corporate Sustainability, Business Infrastructure and Innovation.

The aim is the reinforcement of West Flanders as an internationally orientated, dynamic, competitive and innovative region with a positive working climate and an attractive environment.

www.pomwvl.be
www.investinlanders.com

Port of Oostende

The Port of Oostende is a versatile shortsea port in the North Sea at the crossing of the Channel and the Southern North Sea.

The port is linked to the European motorway system, linking the port to France, Germany and further to Central Europe. Rail connections are in place and the port is also closely linked to the airport of Oostende, specialised in the transport of perishables.



The port of Oostende has diverse functions: Roro-port, passenger and cruise port, port for bulk and general cargo.

Oostende has many tools for redeveloping food port activities, in close cooperation with the fishing port and the food producers in the region.

The port of Oostende has put forward a revised strategy, including further diversification of its activities towards renewable energy, both offshore and onshore. Biomass is a point of development for future logistic activities. A large investment plan has been made and new activities are set up, focusing on the link between renewable energy, windfarm projects and logistics.

www.portofoostende.be

Port of Zeebrugge

The Port of Zeebrugge has an ideal location to serve the markets of continental Europe as well as the British Isles. It is a young seaport with modern port equipment suitable for the largest ships. The present structure of the port dates from as recent as 1985.



Zeebrugge has gradually developed itself into a versatile port, which does not just focus on European roll-on/roll-off traffic. The coastal port is also important for intercontinental (container) traffic, container feeder traffic, conventional cargo, liquefied natural gas, cruises and last but not least, traffic of new cars.

Zeebrugge is a deepsea port and guarantees sufficient water depth in the access channel to

the outer port and along the quays, because of which the continually larger container ships can be loaded and unloaded at any time. In combination with a wide range of intercontinental services and good hinterland connections, Zeebrugge is especially suited for intercontinental companies to organise their European or worldwide distribution. Zeebrugge has grown from a pure transit port to a logistic platform. The role of Zeebrugge as engine of the regional economy is growing. Today, 28,000 people have a job, directly or indirectly, thanks to the port.

www.zeebruggeport.be

VOKA - Chamber of Commerce West Flanders

VOKA - Chamber of Commerce West Flanders represents 3400 companies in West Flanders. It aims at stimulating economic activity and intends to create an optimal business and institutional framework for success in the global economic environment. Flanders Tradelink, the international division of VOKA - Chamber of Commerce West Flanders has established a strong reputation of supporting the international activities of its member companies and today, we are pleased to offer a high level platform of distinguished speakers and experienced business people to further explore the international market and its multiple business opportunities.

A wide array of activities ranging from business clubs, common interest groups, seminars, advisory boards, business missions, info & advice and various kinds of networking events are focused on bringing together like-minded entrepreneurs, exchange ideas, knowledge and experience, share best practices, assess and enhance the overall competitiveness of our members in global markets.

www.voka.be



Partners in Denmark

Development Council of South Jutland

The Development Council of South Jutland is a private/public partnership organised as an association. It supports business development in the southern part of Denmark, on the border with Germany.

Work is focussing on:

- cluster development within the positions of strength of the region, e.g. in logistics, mechatronics, energy efficiency technology, agriculture and food, aluminium;
- improvement of frame conditions, especially in relation to infrastructure and education;
- development of relations in order to attract companies, competencies and capital.

www.soenderjylland.dk

Port of Esbjerg

Located on the west coast of Denmark, the Port of Esbjerg is the international port of Western Denmark. Due to the port's efficient hinterland connections Sweden and the Baltic countries are within easy reach. Over the years, the Port of Esbjerg has demonstrated firm determination to further develop the port's infrastructure and its capability of attracting new liner services. All in all, this makes the Port of Esbjerg a dynamic hub for cargo flows between the Nordic countries, the Baltic area and Europe.

The Port of Esbjerg also serves the oil and gas



industry as well as the ever-growing offshore wind farm industry in the North Sea. Since the start of the Danish offshore activities in the North Sea, the Port of Esbjerg has established a unique position as one of the world's leading ports for the provision of offshore services and support. Currently, 80 per cent of the Danish offshore industry is based in Esbjerg. The development into a multimodal transport centre makes the Port of Esbjerg an ideal short sea shipping alternative to road transport on Europe's congested and expensive highways.

www.portesbjerg.dk

Port of Odense

Historically a canal harbour, the Port of Odense has developed into a large central port. With recent expansions the capacity of the harbour has doubled and is beginning to show as an important port for goods transport both within Denmark and within Europe.

Short distances to the highway system and the completion of expanded infrastructure in the port area have significantly improved and enabled the port's ability to handle modal shift transport. Since September 2009 modal shift transport of goods has risen in importance to the Port of Odense.

The port management is optimistic with regards to the port's potential to become the central Danish sea transport center with high goods capacity and an infrastructure and cargo handling that is both flexible and effective.

www.odensehavn.dk

University of Southern Denmark

The University of Southern Denmark has more than 20,000 students and offers teaching and research at 6 campuses situated on Funen,

in the south of Jutland, west of Zealand and in the capital city – in Odense, Kolding, Esbjerg, Sønderborg, Slagelse and Copenhagen.

The University of Southern Denmark has created an institution of higher research and education which provides first-class educational opportunities and is a cooperation partner for both public and private businesses and organisations for providing qualified labour.

The Department of Environmental and Business Economics is part of the Social Science Faculty at the University of Southern Denmark in Esbjerg. One of the four research groups is Environmental and Resource Economics, which has a high international standing and a staff of ten researchers plus PhD students. The department is also specialised in maritime research (port development, logistics, transport, externalities) and has now incorporated the former Centre for Maritime Research and Innovation.

www.sdu.dk



Partners in Germany

"Deutsche See"

"Deutsche See" is a national market leader for fish and seafood.

With 20 subsidiaries across the country and manufacturing plants in Bremerhaven and Hamburg, "Deutsche See" has a total of over 1,700 employees. Each of the subsidiaries sets a regional standard of excellence for the



production and distribution of fish and seafood. Sophisticated cooling-logistics allows them to offer customers, from food retailers to restaurants, a delicious variety of products from oceans around the world.

"Deutsche See" stands for nationwide optimal freshness on a daily basis.

www.deutschese.de

City of Bremerhaven

Bremerhaven is the only large city on Germany's North Sea coast. Water and the port dominate the city's picture. The economy is characterised by the maritime location of the coastal town: shipbuilding, fishery, food production and one of the largest container terminals in the world.

As a centre for today's food industry, the Fisheries Harbour reflects noticeably the current transformation of Bremerhaven's economic structure. In the 1980s and 1990s, new and lucrative fields based on the traditional fish industry have been developed, for example in the production of frozen food and ready-made meals.

The Department of Economic Affairs is the interface between the administration body and regional politicians as well as between companies and institutions of the economy, and thus contact point for policy makers, regulators, as well as for the state of Bremen and Lower Saxony on all aspects of the regional economy. It is the control and coordination centre within a network of specialized public and private companies and organisations. It is primarily responsible for the strategic and conceptual planning of Bremerhaven's economic policy.

It divides into several task clusters; one of them is the logistics and transport cluster.

www.bremerhaven.de

University of Applied Sciences Bremerhaven

Bremerhaven University is a university of applied sciences – out of conviction. Thus particular value is placed on as great a practical focus as possible. Apart from practical work in modern laboratories, professional practical experience is guaranteed through work on applied research and development projects within the University.

The links between Bremerhaven University of Applied Sciences and the business community are very close. This is reflected not just in over 50 co-operation agreements, but also in the enormous support that Bremerhaven University of Applied Sciences enjoys.

www.hs-bremerhaven.de



Partner in Norway

Port of Kristiansund and Nordmøre IMC

Kristiansund and Nordmøre (KNH, an intermunicipal company) is one of the main intermunicipal ports in Norway. Møre and Romsdal County and parts of Sør-Trøndelag County represent an important export region in Norway.



The port facilities offered within this region have a long tradition as good and efficient ports of call, both nationally and internationally,

and can refer to excellent approach lanes and navigational conditions - safe and efficient ports in all respects and close to the coast line. Within the regional port network of KNH you will find the main supply base for the Norwegian Sea, industrial ports, multipurpose ports, ro-ro ports, the main fish farm industry in Norway, major engineering and service companies, airport and helicopter terminal. Kristiansund and Nordmøre Havn consist of modern and safe coastal port facilities for offshore, liner, cruise- and fishing vessels and they are all connected to efficient roads within, in and out of the region.

The growth in cargo traffic and port specialisation open for new sea/land and sea/sea connections and the development of new regional logistic- and distribution centres for Mid-Norway.

www.knhavn.no



Partners in Sweden

Chalmers University of Technology

Chalmers University of Technology is situated in Gothenburg on Sweden's west coast. More than 14000 people work and study in some of Chalmers' 17 departments. The university offers PhD and Licentiate programmes as well as MScEng, MArch, BEng and nautical programmes.

The division of Logistics and Transportation research emanates from real problems of manufacturing and trading companies, transport companies and society at large.

Concerning transportation, knowledge is developed on how to design logistics to meet the increasing demands on ecological, economic and social sustainability. One of the areas in focus is for example intermodal freight transport where different traffic modes cooperate.

Another important area is the use of advanced information technology to control material flows. Research is conducted on how information technology and information systems affect logistics and how data should be collected, processed and used to support effective and efficient logistics setups.

www.chalmers.se

Port of Gothenburg

The Port of Gothenburg is Scandinavia's largest port and is located in an excellent position to reach all parts of Scandinavia and the Baltics.



Seventy per cent of the Nordic industry and population is located within a distance of 500 kilometers of Gothenburg. 25 per cent of Sweden's foreign trade and two out of three containers in Sweden pass through Gothenburg. It is the only Swedish port that can admit the world's largest container ships. Gothenburg offers a complete range of port services; containers, ro-ro, oil, passenger traffic and cars to logistics, storage and transport by rail. Approach time from open sea to quay is less than 90 minutes.

www.portgot.se

Region Västra Götaland

Region Västra Götaland is governed by democratically elected politicians and with just over 50,000 employees is one of Sweden's biggest employers. It is tasked with offering healthcare and dental care and providing the prerequisites for good public health, culture, environment, jobs, research, education and good communications. Together with its 49 municipalities, trade and industry, organisations and academia Region Västra Götaland drives sustainable development with Västra Götaland's best as its objective.



The climate and other environmental issues are huge challenges, but also business opportunities for large and small entrepreneurs. Region Västra Götaland promotes sustainable growth in Västra Götaland through environment collaboration, networks and partnerships.

www.vgregion.se



Partners in the UK

Forth Ports

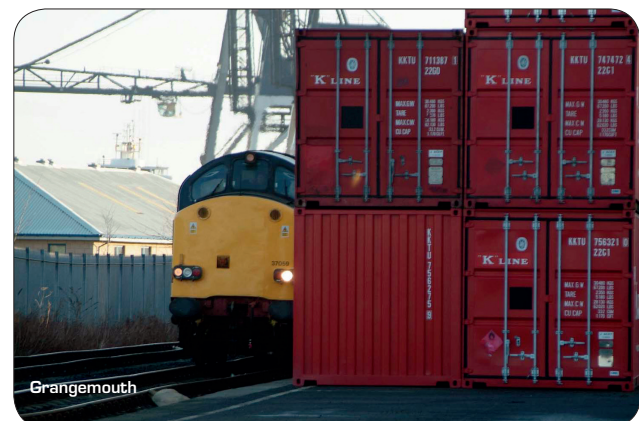
Forth Ports run a group of 7 regionally based ports in the central belt of Scotland and Tayside and the Port of Tilbury. Grangemouth is Scotland's largest container port, serving both the Glasgow and Edinburgh Metropolitan Regions, whilst the Port of Rosyth is the only Port in Scotland to have a direct ro-ro link with mainland Europe.

The Scottish Ports Operation in Grangemouth, Leith, Rosyth, Dundee, Methil, Burntisland and Kirkcaldy offers a broad range of services which include: logistics, liquid bulks, dry bulks, agriculture, offshore, cruise.

Forth Ports also provides marine services, controlling on the Firths of Forth and Tay as well as operating its own towage fleet.

The Port of Tilbury is London's major distribution hub for South East England. The company also has a port terminal at Chatham in Kent operated under the Nordic banner.

www.forthports.co.uk



SEStran

SEStran is a Regional Transport Partnership (RTP) comprised of eight local councils in SE Scotland; Borders, East Lothian, West Lothian and Midlothian, Edinburgh, Fife, Falkirk and Clackmannanshire.

Our aim is to develop a comprehensive, sustainable transportation system for the region that will enable business to function effectively, and provide everyone living in the region with improved access to health care, education, public services and employment opportunities. We aim to make public transport the mode of choice for most journeys and encourage travellers to make “smart” transportation choices, including cycling and walking for shorter journeys, and sensible use of the car – including car sharing.

SEStran's Regional Transport Strategy has four key objectives

- To encourage sustainable economic growth
- To improve accessibility – particularly for those with limited transport choices
- To ensure that development is environmentally sustainable
- To promote a healthier population

The freight industry is a key component of the region's economy and South East Scotland has two major freight nodes at Grangemouth and Rosyth.

SEStran is committed to supporting this vital industry and ensuring that freight is moved in a sustainable manner by road, rail and sea to benefit the region's economy and safeguard the local environment.

www.sestran.gov.uk



University of Hull

The University of Hull Logistics Institute (UHLI) delivers competitive advantage to individuals and organisations through programmes ranging from logistics management development to the innovative logistics stream of the executive MBA programme. UHLI is business-focussed, working with organisations of all types and sizes across the private and public sectors to improve the efficiency and effectiveness of their supply chains.

Food Port is able to call upon complementary expertise of the Business School-based Logistics Institute and the Logistics Technology Group within the Department of Engineering. The Logistics Technology Group (LTG) promotes the coherent implementation of appropriate technologies in Identification, Location and Communication (ILC) and works closely with UHLI in efficient supply chain implementations.

www2.hull.ac.uk

HITRANS *

HITRANS is the statutory Regional Transport Partnership covering most of the Highlands and Islands: Highland Council; Moray Council; Orkney Islands Council; Comhairle nan Eilean Siar (Western Isles Council) and parts of the Argyll and Bute Council area.

HITRANS' Strategy can be viewed as 10 horizontal themes applying to the whole region which aim to:

- Promote the long term development of walking and cycling.
- Prepare a sub-strategy for investment in the region's bus services.
- Enhance aviation connections between islands and peripheral areas and national gateways.
- Improve the region's community and demand responsive transport provision.
- Increase efficiency of urban travel by tackling congestion, reducing car use on short journeys, and improving public transport.
- Assist freight transport to shift from road to less environmentally damaging modes.
- Develop a programme of investment to improve the locally significant rural road network.
- Prepare a sub-strategy for investment in ports and ferries.
- Develop initiatives to reduce the cost of travel.
- Develop ways to reduce the climate change impact of transport in the region.

www.hitrans.org.uk

* membership in progress



Partners



Lead Partner:



maakt werk van West-Vlaanderen

Contact details:

Liesbet Pauwels
Project Manager Food Port
West Flanders Development Agency
Kotterstraat 99
8380 Zeebrugge
Belgium
E liesbet.pauwels@pomwvl.be
W www.food-port.eu

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*Investing in the future by working together
for a sustainable and competitive region*