

THE UPSHOT is the North Sea Region Programme's newsletter for project results of the 2007 - 2013 Programme. THE UPSHOT 6 sums up the results of Dryport and DANS Cluster.

Published 9 February 2015

The North Sea Region Programme

THE UPSHOT

Your news update on project closures



Dear colleague

In a time with increasing traffic to and from North Sea Region ports, how can we optimise traffic flows and avoid congested ports and roads? The Dryport project presented in this edition of THE UPSHOT offers some good and tested solutions to just that challenge.

THE UPSHOT 6 also revisits the DANS Cluster project, which explored how the Digital Agenda for Europe could best be implemented in the North Sea Region. Turns out, a bottom up citizen-focused approach makes the whole difference.

Mark your calendars

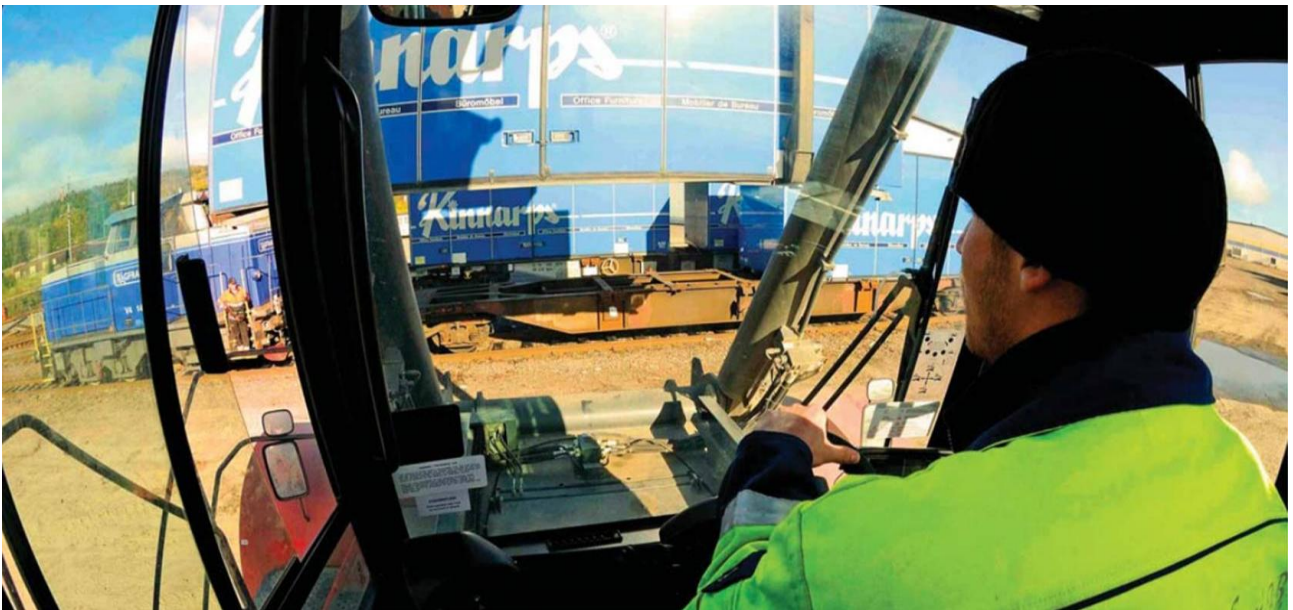
It is official: The first call of the VB programme opens 27 April. For those of you interested, we are hosting an information and networking event centered around the first call in Hamburg on 25 – 26 March. For more information on the first call as well as the event, please visit www.northsearegion.eu for regular updates.

Best regards

The North Sea Region Programme Secretariat

Dryport

A modal shift in practice



Containers at Dryport site. Photo by Göran Assner/View. See more photos from Dryport [here](#).

Making our ports greener and more efficient

In a time with increasing traffic to and from North Sea Region ports, how can we optimise traffic flows and avoid congested ports and roads?

This is the question a transnational partnership consisting of experts from the United Kingdom, Sweden, Belgium, the Netherlands and Germany set out to answer with the Dryport project.

Highlights

The Swedish Skaraborg Logistic Center, one of the flagship developments within the Dryport project, offered a solution to this challenge. Skaraborg Logistics Center works within a network of two dozen inland rail terminals transporting goods to and from the Port of Gothenburg.

Making strategic use of this network, Skaraborg helps move containers closer to owners, end users and industry. And thanks to freight terminals like Skaraborg, the Port of Gothenburg has achieved a 50 / 50 road / rail modal split for containers, which is a remarkable performance compared to other European container ports.

The other flagship is the dryport in Emmen/ Coevorden (NL), which managed to put the region of Southeast Drenthe on the Dutch logistical map. During the project, they actively marketed the potentials of the EMTECC site in Emmen and of the Euroterminal in Coevorden for the seaports of Rotterdam and Amsterdam. A successful conference with more than 250 participants was the starting point to formalize this cooperation into the economic association that now carries the name of Dryport Emmen Coevorden.

As a direct result of the Dryport and GreCOR projects, a train shuttle service between Coevorden/Emmen (NL) and southern Sweden has recently been established.

Besides Skaraborg and Emmen Coevorden, two other dryports were established as part of the project: A close range one in connection to the port of Zeebrugge and a cross-estuary cooperation between the Forth ports in Scotland.

Stories from the project

Besides the purely logistical challenges addressed by the Dryport project, the environmental benefits of getting goods off the roads were also central to project partners. The port of Gothenburg, as an example, estimates it is saving about 51,000 tonnes of CO₂ a year by using dryports.

And to give freight forwarders a tool to find the best, green transport options, project partner Haven Gateway developed a [smart carbon calculator](#) to estimate freight emissions.

Better yet, a greener solution does not necessarily equal a more expensive solution. At the Port of Harlingen (NL), much effort was put into communicating environmental as well as economic benefits of moving containers by barge instead of trucks. And according to Harlingen Port Manager Jeroen van den Ende, it all comes down to simple math:

“When you put 80 containers on a barge, you only need two people to run the barge. Put 80 containers on the road, and that is a potential queue of 80 trucks, driven by 80 drivers, heading to Rotterdam.”

Other key achievements

Dryport was part of the [MTC Cluster](#), which brought together 14 North Sea Region Programme projects to build a structure for exchange on the latest knowledge and experiences concerning maritime transport.

MTC's final results are compiled in the Policy Paper [“Maritime Transport and Future Policies - Perspectives from the North Sea Region”](#).

Dryport on video

As a direct result of the Dryport and Grecoir projects, a train shuttle service between Coevorden/Emmen (NL) and southern Sweden has recently been established.

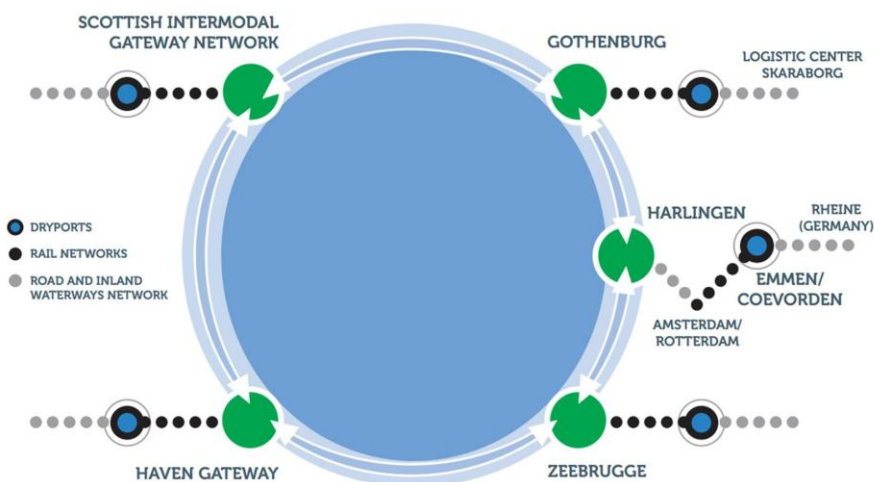
[This video](#) was shown at the inauguration in late January 2015, as public and private representatives from the Northeast Netherlands region sent the first train shuttle on its way. Less than 24 hours later, the train was welcomed to Malmö by Swedish representatives.



Furthermore, a few other videos were produced in Swedish and Dutch:

- Find a Swedish introduction to Dryport [here](#)
- Learn more about the Swedish Skaraborg site [here](#) (top right corner of page)
- Get an impression of the Emmen-Coevorden case [here](#) (in Dutch)

Dryport made visual



Word of mouth



Paul Scheffer, former Mayor of Harlingen (NL)

50 - 60 % of employment in Harlingen is still port and maritime-related. 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.



Stig-Göran Thorén, Senior Manager, Port of Gothenburg (S)

The railport system is a central part of our strategy for growth. Rather than storing containers in the port, it is much better to move them closer to owners and industry. We need to move cargo inland swiftly, by rail, to make the supply chain more efficient.



Dirk Harmsen, Dryport Project Manager (S)

Dryports offer many virtues: increasing the capacity of sea ports under pressure, enabling cargo to be whisked inland with minimal delay, offering 'green' supply chain opportunities, providing critical hubs to serve the import/ export needs of a hinterland. It also serves landlocked countries and helps to provide trade growth in developing countries.

Did you know that...

- Transport's energy consumption, and therefore greenhouse gas emissions, has been steadily increasing because transport volumes are growing faster than the energy efficiency of different means of transport.
- The EU White Paper on Common Transport Policy called for a return of the alternative modes to their 1998 share by 2010, and then for an increase in the use of these more sustainable modes.
- The development of dryports could play a key role in achieving a better balance.
- With effective planning and careful choice of location, a dryport can significantly increase the capacity and efficiency of a sea port, provide vital support in the form of valuable space for logistics and distribution activities, and help to shift freight traffic off roads and on to the more sustainable transport options of rail or water.



Project facts

Project started 1 June, 2008 (49 months duration)

Total budget was 5,533,490 €

Lead beneficiary was Västra Götalandsregionen,
Regionutvecklingssekretariatet, Sweden

Lead beneficiary contact: Rolf Thor, Max Falk (from 2012) and Dirk Harmsen

(max.falk@vgregion.se and info@dryport.org)

Visit [project website](#)

Read more [here](#)

Transnational partnership

United Kingdom

Transport Research Institute

SEStran

Essex County Council for Haven Gateway

Babergh District Council

Sweden

Västra Götalandsregionen

(Regionutvecklingssekretariatet)

Falköping Kommun

Port of Göteborg

Trafikverket Region Västra Sverige

Belgium

Port of Zeebrugge

VOKA, Kamer van Koophandel West

Vlaanderen

The Netherlands

Gemeente Emmen

Provincie Friesland

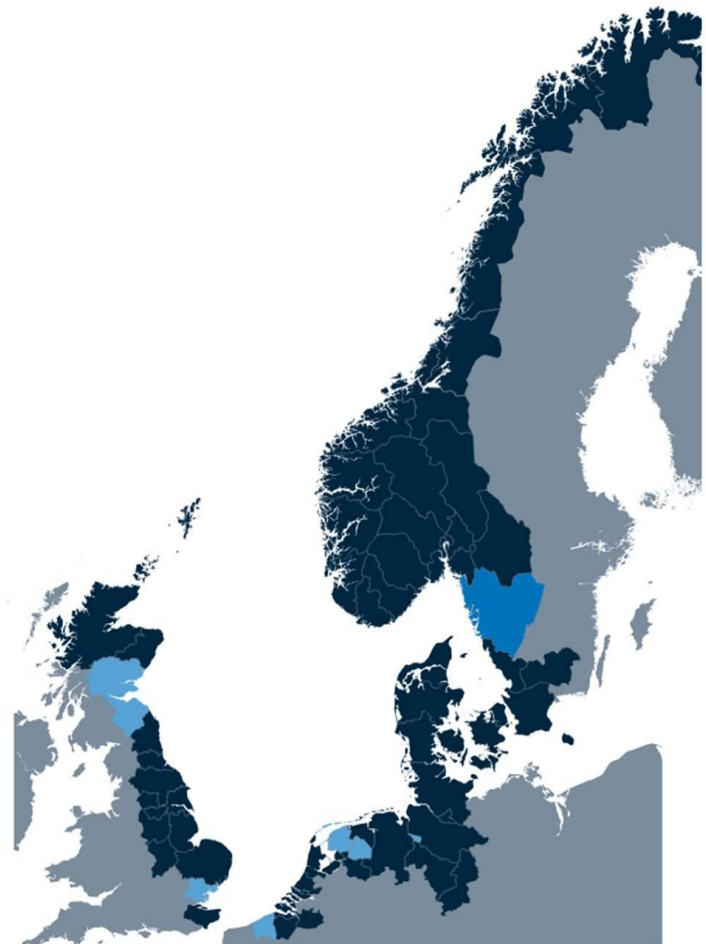
Provincie Drente

Gemeente Coevorden

Germany

Institut Arbeit und Wirtschaft, Universität

Bremen





Related transnational projects

NS FRITS
NSF
CNSS
E-Harbours
S@IL
ACCSEAS
e-harbours movement
StratMos
GreCOR
Foodport
Cluster: MTC
Cluster: EVNSR

Learn more [here](#)

Dryport was a priority 3 project and thus worked for the overall goal of improving the accessibility of places in the North Sea Region. Its area of intervention was 3.3: To promote the development of efficient and effective logistics solutions.

The programme's [ANSWERS Transport Magazine](#) offers a collection of articles related to transport and accessibility in the North Sea Region.

DANS Cluster

Digital Agenda for the North Sea



A bottom-up approach to regional development

How can we adapt and implement the Digital Agenda for Europe in the North Sea Region in a way which benefits our citizens the most?

The “Digital Agenda for the North Sea (DANS)” cluster connected the three projects Creative City Challenge (CCC), Smart Cities and E-CLIC, in order to explore just that.

Highlights

One of the main outcomes of DANS was the development of a good practice guide collecting the most important lessons learned from the three projects in the cluster partnership. Besides from making more visible the projects' outcomes and conclusions, this also lead to the development of the DANS Model.

The DANS model was based on [the E-CLIC model](#) for regional and transnational development in the fields of innovation, applied research and broadband media services. The E-CLIC model

showed how the public sector, industry and academia could connect and exchange knowledge in a ring of collaborative innovation centres to stimulate innovation, growth and employment in the entire North Sea Region.

[The DANS model](#) introduced the citizen as a fourth helix, showing how local and regional systems can improve their impact by involving citizens in ICT innovation in a bottom-up manner. The model is especially suitable in innovation processes where citizen needs are central, as in health care, public e-services, energy efficiency and smart transportation.

Stories from the project

DANS Cluster was presented as an example of transnational best practice at the Congress on Innovation and Entrepreneurship in Nicosia, Cyprus, on 1 - 4 September 2012, as part of the Cypriot EU Presidency. The event was organised by the European Office of Cyprus and explored new tools to bring researchers and enterprises together from all over Europe.

Other key achievements

As part of the project, an online consultation among stakeholders of the Digital Agenda for Europe was carried out to investigate the current implementation status in the North Sea Region. One of the main learning points was that stakeholders emphasized the need for a more personalised, user-oriented focus, while the regulatory and technological background was understood to be a matter of business models and general political will.

Read the full results of the consultation [here](#).

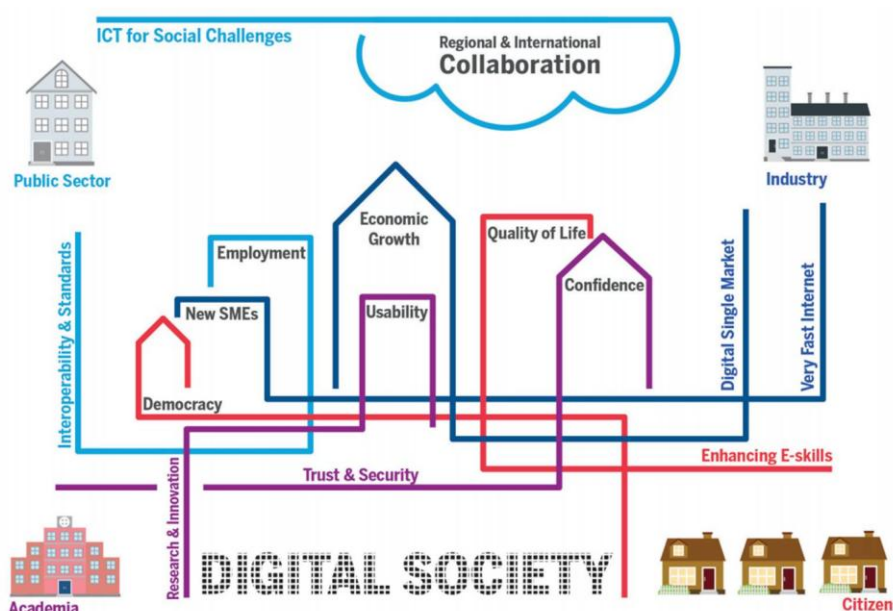
DANS Cluster on video



[This video](#) captures the outcomes and impact of the DANS Cluster. For more project results videos, please visit the Programme's YouTube channel.

DANS Cluster's quadruple helix model

As part of the project, DANS developed the so-called quadruple helix model for stimulating ICT innovation on a transnational level.



Read more in THE DANS MODEL: Supporting the Implementation of the Digital Agenda for Europe on Regional Level in the North Sea Region [here](#).

Word of mouth



Walter Leal, Project Coordinator of DANS Cluster

We believe that the implementation of the Digital Agenda for Europe will lead to substantial enhancements in respect of regional development in the North Sea Region and in Europe as a whole. DANS Cluster is built on a strong partnership which helps to address this issue.



Filip Meuris, Intercommunale Leiedal (B)

DANS Cluster managed to bring together the agendas of European, national and regional governments and made clear that it is not all the national governments or the European agenda that is important, it is all the agendas together.



"If we are to succeed in the implementation of the Digital Agenda at the regional level a joint effort is required where the public sector, citizens, the business community and academia work closely together with a view to increase and make the best of using digitization opportunities in the North Sea Region."

From DANS Cluster's Good Practice Guide. Read it in full [here](#).

Did you know that...

- The Digital Agenda for Europe aims to reboot Europe's economy and help Europe's citizens and businesses to get the most out of digital technologies. It is the first of seven flagships initiatives under Europe 2020, the EU's strategy to deliver smart sustainable and inclusive growth.
- The full implementation of the updated Digital Agenda would increase the European GDP by 5%, or 1500€ per person, over the next eight years, by increasing investment in ICT, improving eSkills levels in the labour force, enabling public sector innovation, and reforming the framework conditions for the internet economy.
- Up to 900.000 digital jobs risk going unfilled by 2020 without pan-European action while 1.2 million jobs could be created through infrastructure construction. This would rise to 3.8 million new jobs throughout the economy in the long term.

Read more about the Digital Agenda for Europe, which the DANS Cluster is centered around, [here](#).



Project facts

Started on 1 October, 2011 (18 months duration)

Total budget was 750,000 €

Lead beneficiary was Hamburg University of Applied Sciences, Germany

Lead beneficiary contact is Kathrin Rath

(kathrin.rath@haw-hamburg.de)

Visit [project website](#)

Read more [here](#)

Transnational partnership

Germany

Hamburg University of Applied Sciences

(Representing project CCC)

Breitband Büro des Bundes/Agency of
Technology and Networking (AteneKOM)

(Representing project Smart Cities)

Belgium

Intercommunale Leiedal (Representing project
Smart Cities)

Sweden

County Administrative Board of Värmland

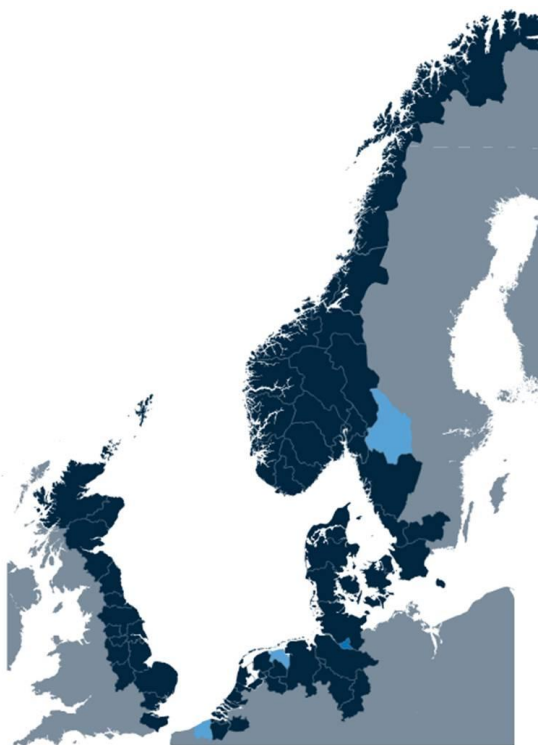
(Representing project E-CLIC)

United Kingdom

Porism Ltd. (Representing project Smart Cities)

The Netherlands

Hanze University Groningen (Representing
project E-CLIC)





Related transnational projects

E-CLIC
Smart Cities
CCC
CCC reloaded: CREALAB

Learn more [here](#)

DANS Cluster was a priority 1 project and thus worked with the overall goal of building on our capacity for innovation.

Web links

THE UPSHOT is first and foremost an online newsletter intended to be read as an email, in your browser or as a pdf on your screen. This is why we have used embedded links throughout. Should you wish to print this newsletter, the general web links referred to in our newsletter are:

All project information	http://www.northsearegion.eu/ivb/projects/
All videos	http://www.youtube.com/user/NSRProgramme
All photos	http://www.flickr.com/photos/northsearegion/sets
The North Sea Region Programme website	http://www.northsearegion.eu/ivb/home/
The North Sea Region Programme on facebook	https://www.facebook.com/NorthSeaRegionProgramme
The North Sea Region Programme on twitter	https://twitter.com/NorthSeaRegion
The North Sea Region Programme papers (including the ANSWERS magazine)	http://northseapapers.northsearegion.eu/

The Interreg IVB North Sea Region Programme

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



About the programme

The Interreg IVB North Sea Region Programme runs from 2007 - 2013. Bringing together regions around the North Sea from seven states, namely Denmark, Sweden, Norway, The United Kingdom, Belgium, the Netherlands and Germany, the programme has approved 78 projects in total, including five cluster projects and seven future perspectives projects and involving more than 850 beneficiaries.

Learn more on our [website](#), our [YouTube channel](#) and [flickr](#) and get the latest buzz on [facebook](#) and [twitter](#).

European Union



The European Regional Development Fund

Our mailing address is:

Interreg IVB North Sea Region Programme Secretariat
Jernbanegade 22
8800 Viborg
DENMARK

Please contact newsletter editor Rikke Sørensen at rikke.soerensen@northsearegion.eu if you have questions, comments or wish to subscribe to the newsletter via email.