



a modal shift in practice

DryportQuarterly

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Official opening ceremony at Falköping



Dryport's Swedish partners have reached a landmark moment with an official opening ceremony and seminar at the Skaraborg Logistic Center, at Falköping.

Guests from local and regional authorities, road and rail authorities, business and industry attended the opening of the Stora Enso/Sydveds timber terminal in May. This terminal is the first major establishment at the Skaraborg site that uses the new rail connection to the main railway between Gothenburg and Stockholm. Other significant developments are expected to follow soon.

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

Eventually, the facility could cover 70 hectares, and there is plenty of space for future expansion. The site is designed to serve as a dryport/railport for the Port of Gothenburg and other regional harbours.

"We are now in full-speed ahead planning for a new intermodal terminal to serve the site," said Leif Bigsten, manager for strategic development for the Municipality of Falköping. "A number of private companies are interested in making use of this terminal and a decision to go ahead is expected this summer. We would then start to build in the autumn, with the hope of starting to use the new terminal by spring 2012."

This new intermodal terminal would be connected by additional tracks, freeing up the existing older terminal for smaller shipments and also freeing up some tracks for layby/sidings.

The Skaraborg site is already being used for transport and storage of hard and softwood, salt, pellets, building materials and other cargoes. There are plans to launch a container shuttle link to and from the Port of Gothenburg in late summer and this would bring substantial container volumes into the site.

"We have a great deal of interest in bringing in goods from Gothenburg, including some that will need a large land area at Skaraborg," said Leif Bigsten. "There are a lot of projects in the pipeline and we hope quite a few of these will be realised in the coming months."

"After a real dip in interest during the worst of the recession, we are now seeing very positive and increasing interest in Falköping as an intermodal solution. That is partly due to higher diesel prices; but also, companies have had time to think about their supply chains and they need to prepare for the next stage of their own development." (continued on page 2)

Dryport annual meeting: politics and business meet

This September, partners will gather for the Dryport annual general meeting, to be hosted by the Haven Gateway. For this event, we will take on the challenge of bringing together the worlds of politics and business!

Day one of the conference will provide a forum for politicians to discuss how infrastructure, such as dryports, is developed in different countries, and the variations in approach, national support and available funding options. This will be followed by an evening reception with businesses from around the Haven Gateway and other Dryport partners' regions.

On day two, the focus will be on operational matters. Working with Hutchison Ports (UK) at the Port of Felixstowe, the core group of Dryport managers will 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.

The past few months have been busy ones for the Dryport partners, with activities ranging from an official opening at Falköping to a joint seminar with Food Port.

In this Quarterly, we also report on the work carried out by IAW as it develops four dryport case studies, and on the progress of two Haven Gateway projects – the Carbon Calculator and a Destination and Origin Study. We also take a look at the achievements of StratMoS, a sister Interreg project with which Dryport has worked closely.

We look forward to welcoming Dryport partners to the Haven Gateway!

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.

*Dirk Harmsen
Project Manager, Dryport*



(continued from page 1)

The purpose-built Stora Enso terminal, adjacent to the main dryport site, is a significant hub for the forest products group. Stora Enso trucks timber from surrounding forests to the terminal, where the timber is reloaded to train for transport to its plants further north.

At the seminar, Håkan Alexandersson, head of logistics at Stora Enso, described the rapid development of the terminal from green field site to working system.

"Where possible, we prefer to load wood to rail rather than truck and use this kind of terminal to keep costs down and be more environmentally friendly," he said.

The Falköping terminal is saving Stora Enso about €1.7 million a year and has already reduced CO2 emissions by 6%, he added. At present about 300,000 tonnes of logs a year are coming into the terminal and Stora Enso wants to increase this volume. It is also planning to start the transport of biofuel from Falköping.



Credit: Jan Bremner

Railport system

The Skaraborg Logistic Center is very important for the Port of Gothenburg, which works with a network of about two dozen inland rail terminals, said Stig-Göran Thorén, the port's senior manager, business development.

"Our vision is to double the number of containers handled through the port in the next eight years; we are just below one million teu at present, and are aiming for two million," he said. "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."

Gothenburg estimates it is saving about 51,000 tonnes of CO2 a year by using this railport system; the port achieves a 50/50 road/rail modal split for containers, which is a remarkable performance when compared to other European container ports.



Stora Enso transports timber by rail whenever possible.

Rating the star performers

From one-star to five-star, we are used to a hotel ranking system that helps us manage our expectations. The Port of Gothenburg is taking the same approach with regard to its inland terminals – rating them on a five-point scale so that customers will know exactly what to expect.

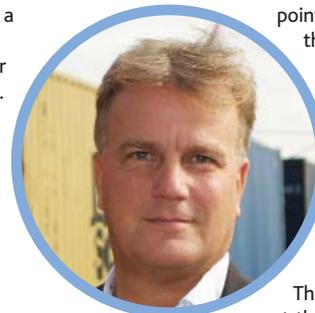
"If inland terminals show a good rating in our marketing brochure, it will give transport owners and industry – the customers of the terminal – an idea of what level of services they will find," said Stig-Göran Thorén (right), the port's senior manager, business development.

The idea is to reinforce the network of two dozen inland terminals by highlighting the significance of

the terminals to logistics flow. "As a hotel customer you choose your accommodation according to your wallet and needs," said Mr Thorén. "In our system, the number of stars tells owners and industry what to expect."

The rating system measures four factors: conditions and geographical location, range of services, safety and security, and physical layout.

Not only does this help customers make their choices, but it will also help the rail terminals, he



pointed out. "If a terminal is judged three-star today, it can do some gap analysis and know what to work on to move the terminal closer to four-star."

"We are going to rate most of the terminals in our railport system," said Mr Thorén. "By the end of the summer we expect to have ranked at least five."

The port is using its own staff to carry out the assessments: "It is our job and our system," he said. The team will also go back regularly to re-assess and check each terminal.

IAW study compares and contrasts dryports

In what context do we develop dryports and how do we listen to stakeholders? What are the common themes and what are the major differences?

A study by the University of Bremen's Institute of Labour and Economy (IAW) has set out to compare and contrast four regional case studies within the Dryport partnership – focusing on operations and experiences at Felixstowe, Falköping/Gothenburg, Zeebrugge and Bremen/Bremerhaven.

"Our study is looking at different dryport strategies in European ports," said Dr Günter Warsewa (pictured), director of IAW. "Our goal is



to understand under which conditions variations of dryports make sense.

We are considering factors such as whether they include added services; whether they are near to a sea port or a long distance away; whether they are explicitly created to reduce carbon emissions; and whether they specialise in certain goods or cargoes.

"Another consideration is whether a dryport is cooperating or in competition with the operators of the sea port."

And a less obvious but often crucial aspect is the political culture of a region – and what kind of relationship and interdependencies exist between

the economic and political situation in a region, added Dr Warsewa.

"The development of the seaport and of the dryport can be seriously constricted by many different local or regional conflicts and thus it is of importance how these conflicts are handled and solved."

The IAW team has visited the four regions and carried out a series of interviews to gather their information. The first step of the work is to draw up individual case studies. The second stage will be to compare and analyse these cases in order to establish the commonalities and variations between dryports and their development.

A final report is expected to be ready by the end of the summer. Regular updates will be published on the Dryport website.

Packed agenda at joint seminar with Food Port

Dryport and Food Port partners gathered together in Bruges in May to discuss the challenges of intermodalism, seaports and inland logistics in the European context.

This unique joint seminar for the two Interreg IVB North Sea Region projects had a packed agenda of speakers who examined the issues from some very different perspectives.

With port competition at the highest level, particularly in the fresh food sector, economic criteria generally outweigh environmental criteria in developing port policies, Prof Dr Michael Dooms of Vrije University, Brussels, told delegates.

Discussing logistics issues and specific challenges for the fresh food sector, he said there is a 'myopia' that means high employment figures are primarily the main criterion to convince governments that investments in ports are good for society. Hence there is a conflict between employment/value added in the seaport area and modal shift and network development, where employment creation can be outside the seaport area, he said.

Road transport is still the dominant mode for fresh food products, said Dr Dooms. Barge and rail transport is difficult for a number of reasons, including speed, reliability, cost and the type of product – damage in this transport sector is 'out of the question'.

However, he said factors encouraging modal shift included the increasing containerisation of fresh food, growing problems of road congestion, increasing environmental awareness of retail players and consumers, and technological solutions such as pallet transport for barges.

This highly successful joint event attracted more than 100 people.

"The seminar focused on innovative logistic chains in the food and retail sector and the added value

of dryports and inland distribution centres for the organisation of logistics chains," said Richard Morton, communications manager for Dryport. "Some very specific modal shift case studies were presented and discussed in detail."

Other speakers included Simon Dwyer, managing director of Seafront Logistic, who spoke about the impact of international supply chains on the Yorkshire and Humber region of the UK, with a particular focus on seafood; Stephann Windels, division manager logistics at Colruyt, who presented 'Optimising transport in retail: the Colruyt case'; Nik Scott Gray, development manager at Forth Ports, who talked about Scotland's food chain logistics; and Alexander Demon, head of the transport and logistics department at POM West-Vlaanderen, who discussed horizontal collaboration between food manufacturers for optimising transport chains.

Carsten Westerholt, project development and communications unit manager at the Interreg NSR Secretariat, opened the speakers' programme with a presentation on transport and logistics-related activities in the Interreg IVB NSR programme, and Marc Vanderhaegen, of DG MOVE, closed the seminar by speaking on co-modality and the EC's Motorways of the Sea and Marco Polo initiatives.

Food Port and Dryport have many common aspirations. Food Port aims to increase the access and improvement of logistics systems from different food clusters in the North Sea Region. Its intention is to strengthen the food industry through the development of practical solutions that promote an efficient and sustainable logistic chain. Dryport aims to reduce road congestion through the creation of inland logistics centres



Top: Dr Michael Dooms gives his presentation. Above: Dryport project manager Dirk Harmsen with Hilde Crevits, the Flemish minister of mobility and public works, who opened the seminar with a welcome speech.

where goods are stored, consolidated, stripped and/or distributed in close cooperation with the seaports with which they are linked – preferably by inland waterway or rail.

"This was a very popular, interesting and constructive seminar with partners from both projects contributing their knowledge and experience and learning from each other," said Richard Morton.

Sharing knowledge: StratMoS

Dryports have been an important topic of discussion for another Interreg IVB North Sea Region project – StratMoS, which has focused on the need for, and the viability of, Motorways of the Sea and intermodal transport.

The StratMoS vision is one of efficient, safe and sustainable transportation, connecting coastal areas and enhancing regional development in the North Sea Region.

In the StratMoS partners' workshops and seminars over the past three years, the role of dryports within this vision has created useful overlaps with Dryport; and the two projects have worked together strategically to share and coordinate their work and knowledge gained.

StratMoS project manager Olav Hauge has been welcomed to key Dryport meetings and events and Dryport will be a cooperating partner at StratMoS's final conference in Belgium this September, when the conference agenda will include presentations on the Dryport project.

Other speakers will include Christian Byrith, head of the Interreg North Sea Region programme;

Adelix Torsten, of SIJ International Spedition; and Xavier Gese, of the Spanish Port Authority.

According to Mr Hauge, one of StratMoS's most important recent achievements has been the launching of a new concept for a transshipment port – a floating container storage and transshipment terminal.

The concept was presented to the StratMoS workshop in Scotland earlier this year by the Transport Research Institute (a partner in both StratMoS and Dryport) in partnership with Gottwald Port Technology, which gave technical input about floating crane applications. The project was originally focusing on transshipment terminal options at Scapa Flow in the Orkney Isles – however, it developed into a broader concept. The idea is that a floating terminal could be fixed or transferred to anywhere where there is a demand, including to alleviate congestion at a port or terminal.

Another recent milestone for StratMoS was the publishing of a paper on 'Accessibility to Peripheral Areas', which promotes the idea of targeted funding through Marco Polo and Motorways of the Sea to improve such accessibility.

The paper concludes: "The short-term recommendation from this [StratMoS]work is that there is a need for a more targeted funding mechanism, with revised criteria aimed at facilitating and encouraging peripheral based MoS TEN-T applications. The long-term recommendation is that greater coordination of EU funding instruments for transport and infrastructure (such as TEN-T, MoS and Marco Polo) could contribute to strengthening territorial cohesion and the accessibility of peripheral areas."

The main theme for the closing conference of StratMoS will be 'Driving the Motorways of the Sea'. The presentations will consider what role MoS will play in future European transport, how to drive the MoS idea forward and how intermodal transport can become more competitive. Delegates will also hear about how StratMoS's findings and ideas promote 'driving on the sea' instead of on motorways. The conference takes place at the Flemish Ministry of Mobility and Public Works in Brussels on September 7, to be followed on September 8 by a visit to the Port of Antwerp.

Carbon calculations online

How large are the carbon footprints of your logistics choices – or, indeed, have you ever measured them? Just about everyone has 'green' aspirations these days, but it can be difficult for shippers and logistics companies to be sure they are making the most environment-friendly supply chain choices.

Now there's a new way to work it all out, and to find the components for a supply chain that fits both cost and carbon aspirations.

It's time to consult the brand new Containerised Cargo Carbon Calculator! A unique tool developed for Dryport partners Haven Gateway and Babergh District Council, the Carbon Calculator offers a user-friendly website (www.ccccalculator.co.uk) where logistics operators can compare and contrast different cargo movement methods and the carbon emissions for each method or

combination of methods, as they plan your transport to and from the Haven Ports.

"The Carbon Calculator is now ready – and it will be free to use," said Richard Morton, projects director of the Haven Gateway. "This tool has been developed by consultants AECOM on behalf of the Haven Gateway and Babergh District Council, as part of our strategic work within the Dryport project.

"Users can compare road, rail and water transport options and get a clear answer which will help them make the right choices for the movement of freight, giving consideration to carbon emissions."

This study will have implications beyond the Haven Gateway; initially it will cover the whole of the UK and Northern Ireland, including all UK ports that handle containers. But it will also be flexible enough for expansion to the rest of Europe if required by other Dryport partners.

Destination and Origin Study

A study is progressing to pinpoint the origins and destinations of containerised cargo passing through the Haven Gateway's ports.

The pattern of container traffic moving in both directions between the Haven Ports and the UK hinterland has never before been scientifically mapped, but this study on behalf of the two partners will identify key traffic flows of containers by road, rail and feeder ship, with the main focus being on Felixstowe.

"Our Destination and Origin Study is progressing well," said Richard Morton (Haven Gateway projects director). "Maritime Cargo Processing (the Felixstowe-based Port Community System) is providing support to MDS Transmodal in gathering

data and a number of major shipping lines are supporting us in this project.

"We are looking to establish real evidence as opposed to forecasts or perceptions and the result should be a really valuable set of data and analysis. The study will also predict future trends in line with market expectations – which will help to provide a robust evidence base for the development of a potential dryport."

He added: "With two new deepwater berths opening at Felixstowe later this year, major plans for expansion at Harwich and the projected substantial long-term growth in container traffic, it is crucial that we understand these traffic flows as we plan future infrastructure investments."

Dryport Events

22-23rd September 2011

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

For more info visit www.dryport.org



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