



DRYPORT

a modal shift in practice



Dryport – The Project

Dryport is a three-year public/private sector EU Interreg North Sea project with partners from the ports and logistics sector and from local authorities representing important logistics areas.

Working together through a programme of workshops, studies and tours, the **Dryport** partners will examine the development, design and effective operation of dryports.

Dryport is about helping to support port capacity by improving hinterland distribution hubs and looking at the potential of inland ports with multimodal connections.

The total funding for **Dryport** is €4,870,750 million. Of this, 50% is ERDF Interreg IVB North Sea Region funding.



Dryports: the reasons

A dryport is an inland intermodal freight transport hub which, with careful planning and in the right location, can operate as an extension to an existing seaport, increasing capacity and efficiency.

A successful dryport can move traffic off the roads and onto rail or inland waterways thus supporting the reduction of carbon emissions within the logistics chain

Many seaports have limited room for further expansion – they are often next to conservation areas, beautiful countryside or sensitive coastlines, so suitable land for logistics activities can be hard to find.

A dryport can provide valuable space for activities such as customs clearance, unpacking containers, added value and distribution.



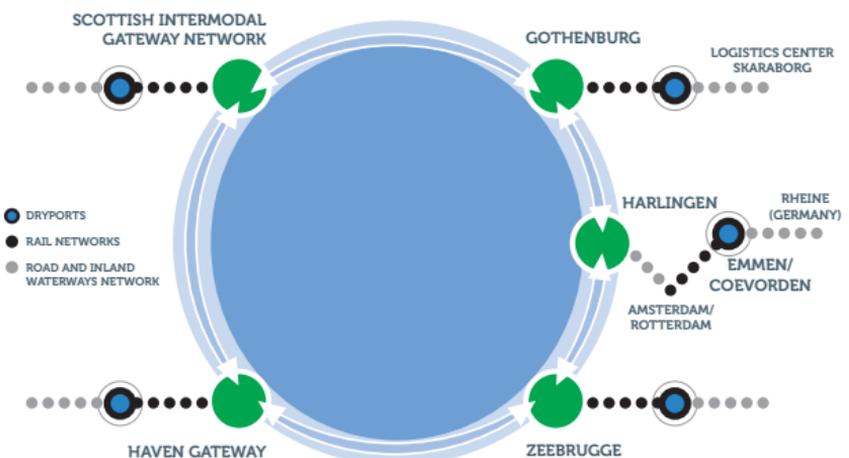
The Partners

The partners in **Dryport** are key players with strong regional and national impact and connections. They are all positioned to have influence in national policy-making and regulations.

Region Västra Götaland in Sweden is the lead partner in **Dryport**. The other core partners are:

- *Municipality of Falköping, Port of Göteborg, Swedish Road Administration and Swedish Rail Administration, Sweden*
- *Port of Zeebrugge and VOKA Chamber of Commerce, West Vlaanderen, Belgium*
- *Haven Gateway and Babergh District Council, England, UK*
- *Transport Research Institute (TRI), Edinburgh Napier University and SEStran (South East of Scotland Transport Partnership), Scotland, UK*
- *Province of Fryslân and Harlingen Seaport, the Netherlands*
- *Municipalities of Emmen and Coevorden, Province of Drenthe, the Netherlands*

Partners' individual projects will play a major part in the **Dryport** project. These range from transforming a combi-terminal into a mid-range, rail-oriented dryport, to identifying potential sites for development as dryports, with the possibility of rail shuttle links to nearby seaports.





What will Dryport do?

Four Work Packages will make up the Dryport programme, covering:

- *Financial and land assessment decisions*
- *Modular physical planning of dryports*
- *Delivery of an IT system and investor pack as a blueprint for dryports across Europe*
- *The environmental interface, including delivery of monitoring data for carbon neutral freight handling*

The Dryport objectives:

- *Identify suitable dryport sites in parallel with port developments and regional policies and consider the best ways to design, develop and operate effective hinterland intermodal freight transport hubs, fully integrated with the freight handling systems of the seaports with which they connect.*
- *Analyse, study and report on the facilities and activities that can be incorporated at dryports – from storage and consolidation through to container repair and maintenance, customs clearance and even logistics training.*
- *Develop a business model blueprint for a dryport that is commercially viable for private sector ownership and operation.*
- *Assess the environmental and socio-economic impact of making better use of intermodal solutions, including monitoring the carbon dioxide effects of using dryports.*
- *Look at the integration of dryports into the EU's Motorways of the Sea concept. With concentrated goods flows from seaport to dryport, the concept can make a real difference in shifting cargo from road onto rail or inland waterway.*
- *Consider other issues ranging from IT solutions to goods flow analysis.*

Lead Partner



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European Union  The European Regional Development Fund

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