

Dry Ports Enhancing Integration of Hinterlands

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Dry Port definition as per the StratMoS Project

- *A Dry Port is an intermodal terminal situated in the hinterland, servicing a region connected with one or several ports by rail and/or road transport and is offering specialised services between the Dry Port and the overseas destinations. Normally the Dry Port is container-oriented and supplies all logistics facilities, which are needed for shipping and forwarding agents in a port.*



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Functions of the efficient Dry Port

- Extra space for the ports (“extended gates”).
- Consolidation and distribution of goods.
- Container, trailer (and bulk) handling facilities.
- Container storage, warehouses, repair facilities, etc.
- Intermodal infrastructure - contributing to a modal shift.
- Well planned and efficient connection to the port area.
- Performing customs clearance on the goods transshipment through the Dry Port.



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The well planned Dry Port

- Gives opportunities for a faster and more effective container handling at the port.
- Reduces capacity problems on access roads to and from the port.
- Clusters companies and bodies dealing with goods transportation.
- Supports the Dry Port users with added value services, job creation, etc.
- Gives extra space for development of other activities in urban harbour areas such as residential and commercial areas, etc.
- Increases the catchment area of the port.
- Reduces environmental conflicts by segregating different functions.



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Benefits for the Dry Port Users

| <u><i>BENEFITS</i></u> | Freight forwarders | Shippers | Port authorities | Society | Road operators | Rail operators |
|---|--------------------|----------|------------------|---------|----------------|----------------|
| <i>Balance between road and rail transport</i> | | | | | | + |
| <i>Shorter waiting time in port</i> | + | + | + | | + | |
| <i>Reduced road congestion</i> | + | | | | + | |
| <i>Prevention from increase in environment pollution</i> | | | | + | | |
| <i>Strengthening the sea ports role in transport chains</i> | | + | + | | | |
| <i>Reducing the use of expensive areas in the port</i> | | | + | | | |
| <i>Creation of jobs</i> | | | | + | | |



Synergies and Networking Effects

Dry Port



Dry Port

Dry Port

Dry Port



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Value-added Services in the Dry Port

Extra value for the goods

Adding value in relation to operations, services and capabilities

- Third- and fourth-part logistics
- Tailored services – labelling, packaging, sorting, storing
- Handling different types of cargo
- Handling dangerous types of cargo
- Maintenance of containers



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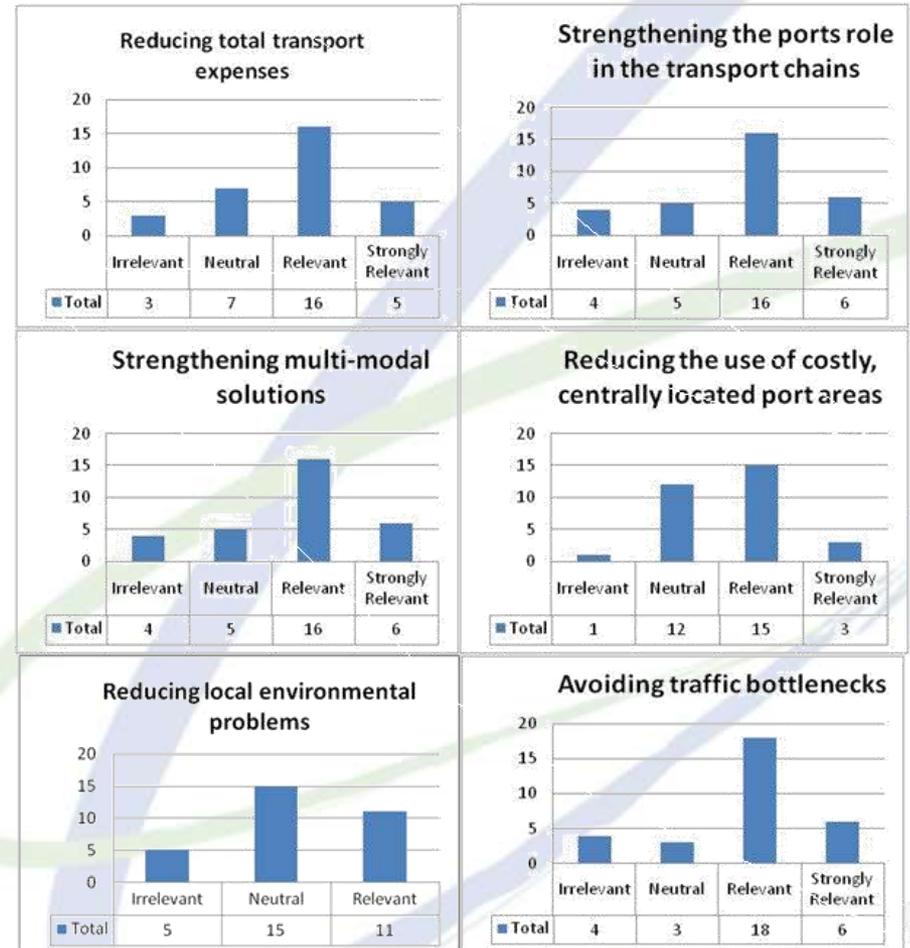
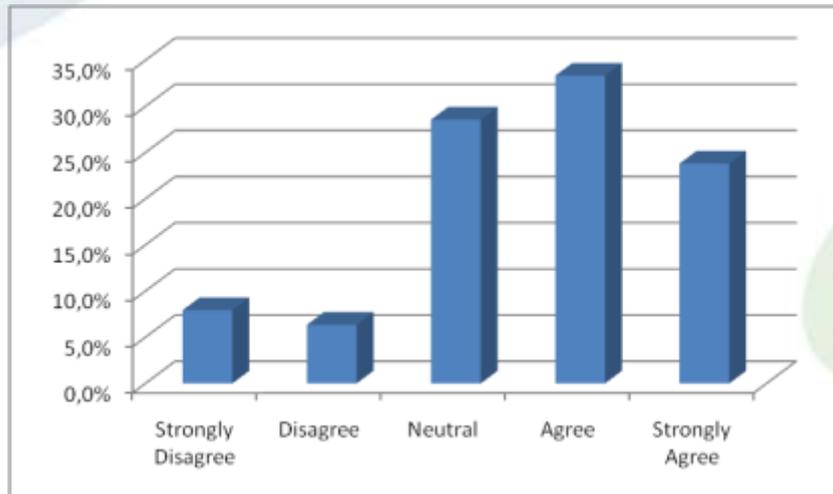
Findings from the StratMoS Dry Port Report

Question 1:

Could it be beneficial to use a hinterland terminal (Dry Port) for your transport needs?

Question 2:

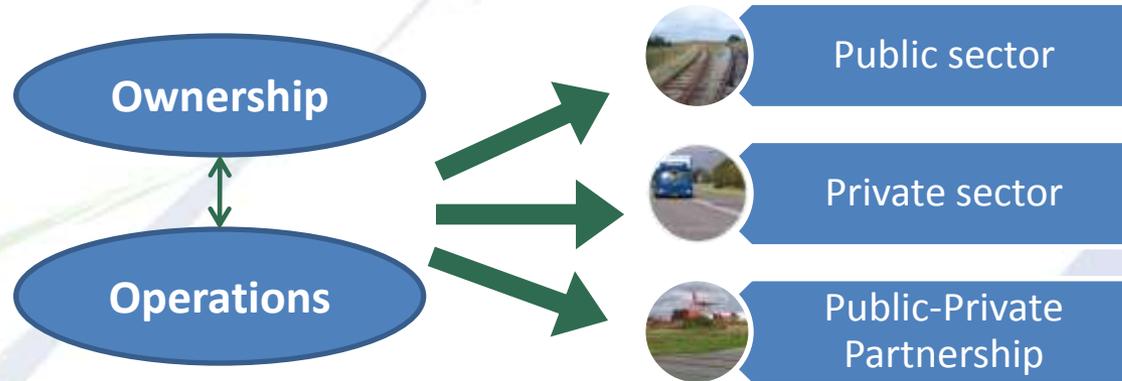
Estimation of relevance



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Governance of the Dry Port



Public governance

- + **Security** and **equality** for the users
- + **Central** transport **planning**

Private governance

- + **Private resources** for infrastructure + **Know-how**
- + High **flexibility** and quick response to market
- - **Monopoly** in a Dry Port

Public-Private Partnership

- + Share of **risks**
- + **Transparency** and information share, **security**
- + Strengthening **experience** and **knowledge**
- + Accelerated **realisation**



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Dry Port integration into the Motorways of the Sea

- The quality of Motorways of the Sea services can be improved by developing the hinterland terminals and in this way strengthening the role of the ports, meaning that hinterland is an inseparable area when developing MoS solutions.
- The concerned ports are connected to their hinterland by sufficient and non-congested links including through Dry Port terminals
- The possible key characteristics of the MoS are aiming at an adaptation of services, improving equipment and infrastructures in ports, removing bottlenecks in hinterland connections, implementing Dry Ports and streamlining operations and information flows with the intention of developing seamless goods flows across the whole logistics chain. (EC, 2009)

Dry Ports in an Intermodal Network



Regular Lines



Maritime Train



Short Sea Shipping / Feeder



ZAL (Platform logistic)



Port Sec (tmx)



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Conclusions from the Dry Port Report

Supplement to the ports,
thus enabling functions
to be outsourced from
the port to the Dry Port

Dry Ports can be
significant facilitators of
development of
efficient MoS services.

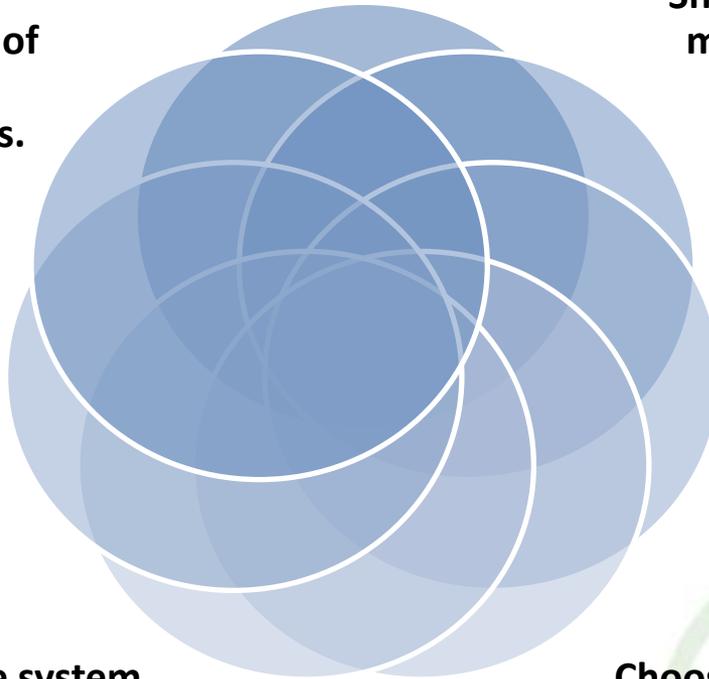
Should be equipped with
modern suprastructure
and compatible ITS
systems

EC and Member States should
work on measures that may
facilitate the integration of Dry
Ports in the logistics chain

Efficient and
sufficient hinterland
infrastructure on
multiple modes

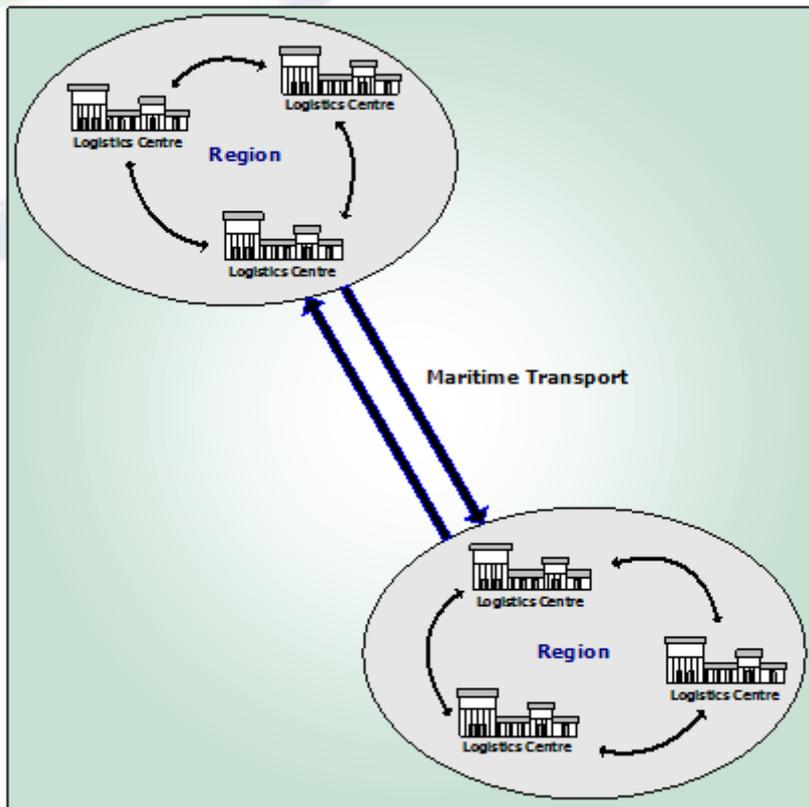
Governance system
should secure equal
treatment of the users

Choose sites with
adequate development
possibilities



Overall Conclusions

- In the hinterland there are several elements that can be developed and can have a positive impact on transport flows, especially if they are organised, cooperating and networking efficiently.



- Administrative barriers can be reduced by developing the single window/one stop shop concept where ports and hinterland terminals are organised as one administrative entity.

For further information please contact:

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