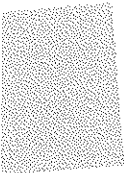


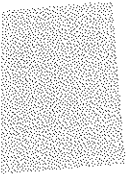
Content of the presentation

1. WP 5.1 Dry Port Development Task
Rationale
2. Partners and budget
3. Implementation in the first project period



Content of the presentation

- 1. WP 5.1 Dry Port Development Task**
 - Rationale**
- 2. Partners and budget**
- 3. Implementation in the first project period**



WP 5.1 Dry Port Development

Task Rationale

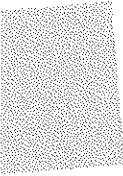
The task promotes a concept of dry port, understood as a part of a seaport moved some 30-200 km into the hinterland in order to satisfy the customers demand and at the same time to ease operational constraints (e.g. traffic bottlenecks in the main port area).

The concepts seems very applicable to the BSR conditions as several container ports around the Baltic Sea encounter problems with the lack of space, queuing times, road access and low share of rail transport mode in cargo supply. For that reason dry ports, located in the proximity to TEN-T links, could offer an additional capacity to the container ports.

Although some Baltic ports are advanced in setting the system of operational dry ports (e.g. port of Gothenburg in the project partner area of Västra Götaland Region), there is lack of an overall experience across the BSR in using this concept in practice as a driver for regional development.



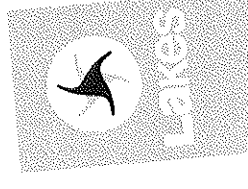
Lakes



WP 5.1 Dry Port Development Task Rationale

The purpose of the task is to thus to test the suitability of the dry port concept in several areas around the BSR based on the voiced interest of some project partners (e.g. Lahti Region, Hamburg, Warmia and Mazury Region) and consequently - to assess applicability of this concept for solving capacity problems of Baltic ports in general and to provide conclusions for sustainable regional growth. An important component of this work will be a pilot case in the port of Hamburg to use innovative telematics in managing road container haulage within the city limits in order to mitigate negative externalities (e.g. noise, pollution, queues, blockage of the network for passenger commuting traffic etc.).

The task ought to demonstrate usefulness of the concept for the cohesion and co-modality objectives of the EU transport and regional policies, and evaluate the dry ports as a possible component of the future TEN-T network (now under revision).



WP 5.1 Dry Port Development

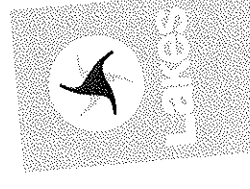
Task Rationale

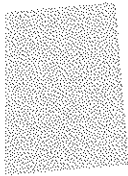
Period 1. Months 1 - 6

Established transnational working group. Selected sites for testing and demonstration of the concept; developed detailed action plan, including organisational setup.

Period 2. Months 7 - 12

Analysis of the present situation and existing forecasts, benchmark investigations concerning implementation in other European ports.





WP 5.1 Dry Port Development

Task Rationale

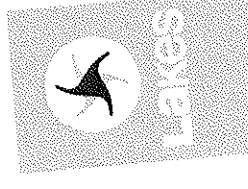
Period 3. Months 13 - 18

Finland: expansion planning towards full scale production use;

Sweden: completion of case studies related to the dry port network of the Gothenburg port (activity outside the project)

Germany: Research and evaluation of innovative telematics and transport solutions, Port of Hamburg;

Poland - Start-up of the dry port concept feasibility analysis for Warmia and Mazury Region



WP 5.1 Dry Port Development

Task Rationale

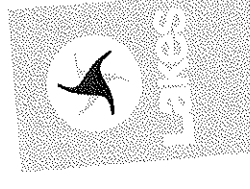
Period 4. Months 19 - 24

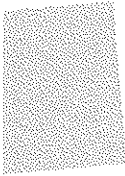
Finland: implementation of dry ports expansion plans, utilisation of findings made by the Swedish and German sites

Sweden: best practice conclusions of the dry port network of the Gothenburg port shared with other investigation sites

Germany: Creation of target concepts, creation of an implementation guide, including risk assessment

Poland – completion of the study, deployment conclusions for Warmia and Mazury Region





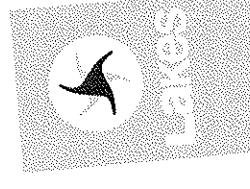
WP 5.1 Dry Port Development Task Rationale

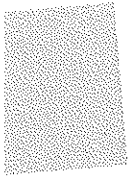
Period 5. Months 25 – 30

Preliminary results of demonstration actions (WP5) discussed at the Stakeholders Cooperation Forum (task 2.4) and presented in

Brussels to the EU Baltic Sea Strategy implementation structures and other European level authorities and networks (task 2.5).

5.1 - Summing up of the work and evaluation of results; assessed possibilities of the dry port concept implementation in other BSR areas; conclusions transferred to WP4 discussion





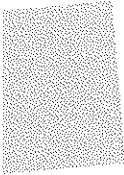
WP 5.1 Dry Port Development

Task Rationale

Period 6. Months 31 – 36

Conclusions inserted to the regional action plan (task 3.4). Dissemination activities and follow-up discussion with business stakeholders for full deployment of the pilot demonstrations

5.1 - Attempt to install the dry port facility in designated BSR areas and to embed the concept in the TEN-T policy

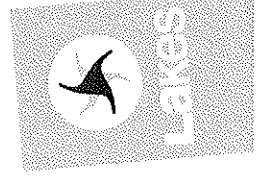


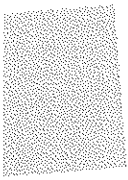
Content of the presentation

1. WP 5.1 Dry Port Development Task
Rationale
- 2. Partners and budget**
3. Implementation in the first project period

WP 5.1 Partners and budget

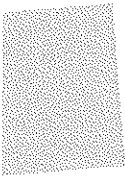
PARTNER NUMBER	PARTNER NAME	TOTAL (EUR)
Partner 2	Region Västerbotten	40 000
Partner 3	LAKES	443 275
Partner 6	Region Sjaelland	1 500
Partner 9	Västra Götaland Region	6 480
Partner 11	ILIM	3 000
Partner 13	West Pomeranian Business School	2 700
Partner 17	Maritimes Competence Centre Hamburg	800
Partner 19	Hamburg Port Authority	188 325
Partner 20	Warmia and Mazury Region	29 770
Partner 22	Latvian Transport Development and Education Association	7 000
TOTAL	ERDF PARTNERS	722 850





Content of the presentation

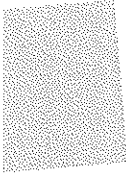
1. WP 5.1 Dry Port Development Task
Rationale
2. Partners and budget
3. **Implementation in the first project period**



Implementation in the first project period

Period 1 (months 1-6) objectives

- established transnational working group
- selected sites for testing and demonstration of the concept
- developed detailed action plan
- organisational setup



Implementation in the first project period

1. Demonstration site partner interviews (background, objectives and plans concerning the site) during October 2009
2. **WP 5.1. Kick-off meeting Friday 30th October 2009, Hamburg**
 - 1st Session Dry Port Workshop with partners
 - general presentations of Dry Port concept implementation
 - demonstration site presentations (background, objectives and plans)
 - discussions
 - 2nd Session WP 5.1. Planning meeting
 - established transnational working group
 - selected sites for testing and demonstration of the concept
 - developed detailed action plan
 - organisational setup

3. Results reported in WP 5.1 implementation plan

