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Municipality of Falköping



a modal shift in practice

Project within Interreg IVB Nordsjöregionen



The Interreg IVB
North Sea Region
Programme





a modal shift in practice

- **Take on from SustAccess**
- **Three year project, until 31 december 2011**
- **Budget: 4,8 miljoner Euro (EU 50%, partners 50%)**
- **Västra Götalandsregionen is lead partner**

WP

- **Three WP for realization**

- WP 1 – IT & IS-systems
- WP 2 – Physical planning
- WP 3 – Processes and organisational forms
- *Environmental aspect is a central issue*

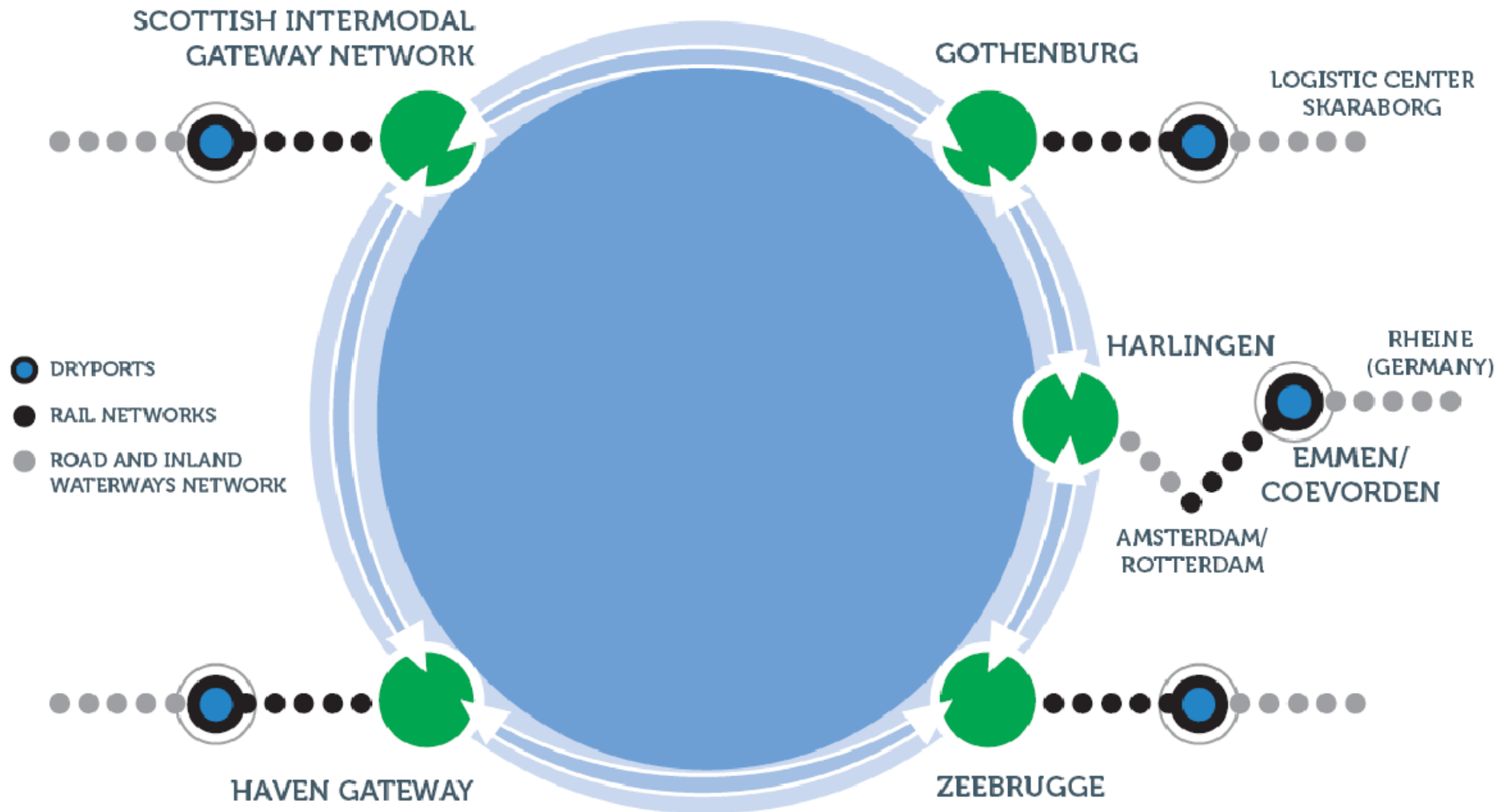


Aim and target for the Swedish project

- To establish a complete dryport in Falköping**
- To spread the dryport concept**
 - To contribute to a more sustainable and more efficient transport system**



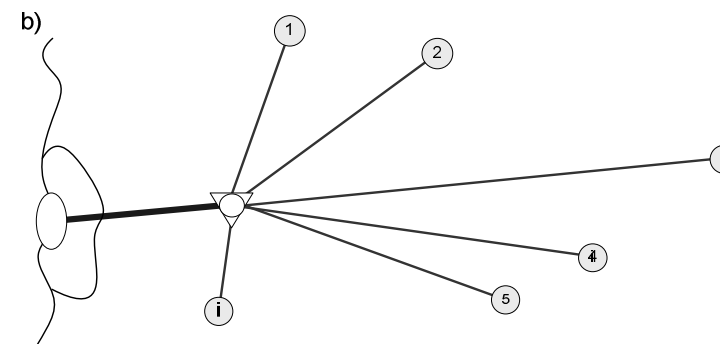
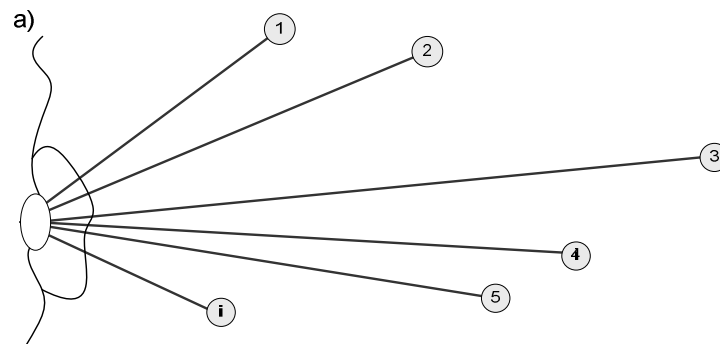
Participating regions







- “A dry port is an inland intermodal terminal directly connected to a seaport by rail, where customers can leave and/or collect their standardised units as if directly to the seaport”





- Intermodal terminal
- Situated inland
- Rail connection to a seaport
- Offers service that are available at seaports
(customs clearance, maintenance of containers,
storage, forwarding, etc.)



- Increases seaport capacity
- Increases seaport productivity
- Reduces congestion at seaports
- Reduces congestion in seaport cities
- Reduces risk for road accidents
- Reduces road maintenance cost
- Lowers environmental impact
- May serve as a depot
- Improves seaport's access to areas outside its traditional hinterland



- Support growth and development in the hinterland area
 - modern and sustainable logistic as a new businessarea in itself
 - modern and sustainable logistic as a support to already existing companies
 - modern and sustainable logistic helping to atract new businesses to the area

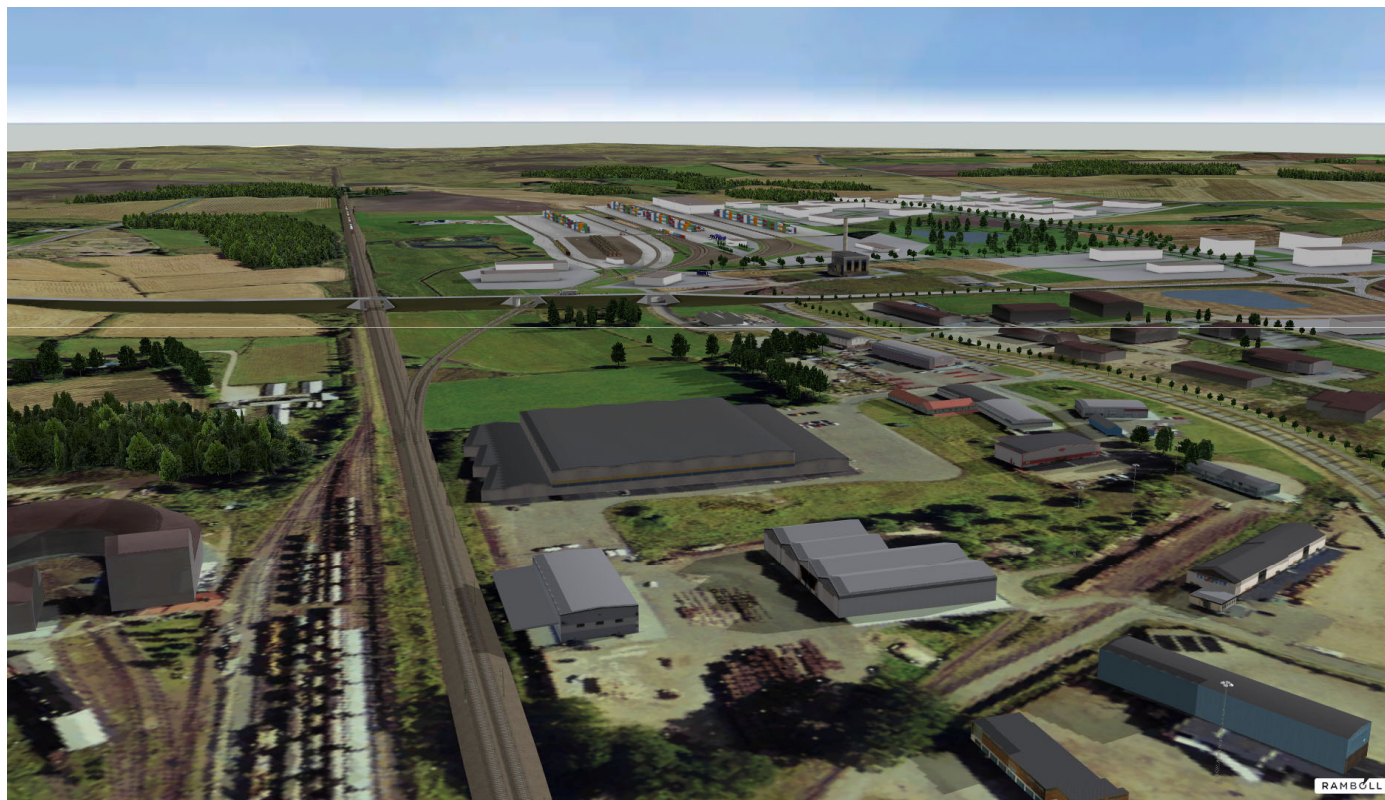




Etapp1
3 hektar
klart

Etapp2
70 hektar
2009-
2011

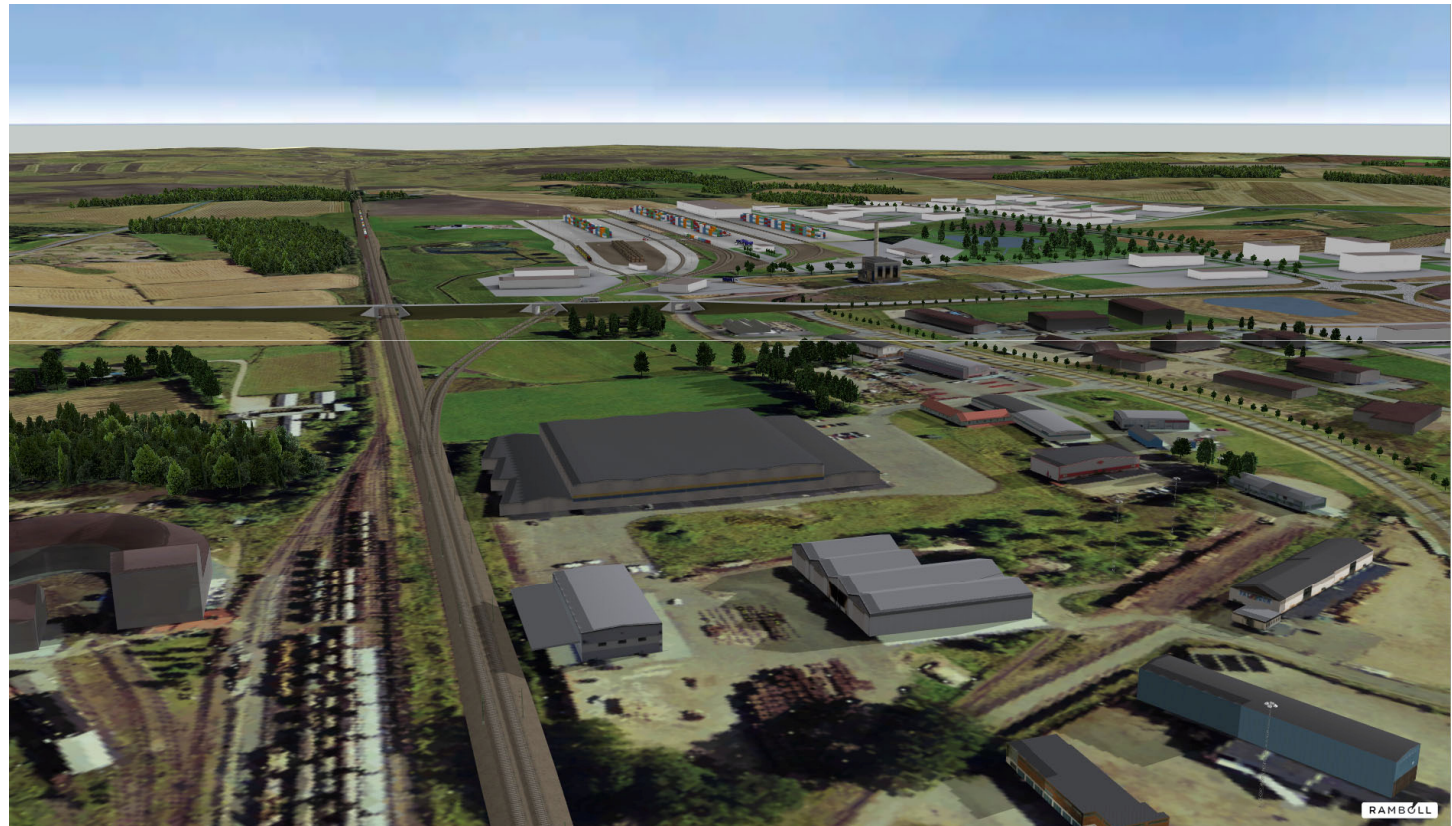
500m











Current situation in Falköping

Theoretical situation:

**Dryport - First phase ready – fact and figures
(Sustaccess)**

Practical situation:

A/ Containershuttle Falköping-Göteborgs Hamn 5 days/w and cargohandling (combined terminal) – ISS Trafficare AB and Green Cargo AB

B/ Timbershuttle Sydved/Stora Enso

C/ Education within the field of logistic at Lärcenter

D/ Logistic cluster (ISS Trafficare, Svensk Logistikpartner AB, XR-logistik, Benders, Gyllensvaans, Marbodal, Stora Enso/Sydved, Tågfrakt, BS- Mekaniska, Kinnarps AB, Volvo, Asko-Cylinda, Lantmännen, Jula, Banverket, Vägverket, Port of Göteborg.....)



Current situation in Falköping

Some *turbulence* has been noticed related to the terminal operator in Falköping. As a result, the old operator, decided to liquidate as of 30/6 2009.

This allowed us to put the *operations of the terminal up for tender* that enabled us to decide which operator would be most suitable as a long-term partner with regard to our past experiences.

ISS became our new operator

ISS and its network of terminals will be an important intermodal actor



What's next!

Physical planning

Municipality of Falköping has developed an area plan of the new logistics area included a timber terminal for Stora Enso/Sydved, a new Dryport terminal, a new logistic park and water and drainage solutions (70 ha).

New, first situation plan for the area is under development..



What´s next!

Physical planning

Municipality of Falköping together with the Swedish Rail Authority have developed and design a track solution that ensure high productivity and growth opportunities. It´s now under construction.

The track solution is the platform from which both the new timberterminal for Stora Enso/ Sydved (under construction) and the Dryport with it´s recently designed terminal may evolve and flourish.

In connection to this the road situation is also analyzed and involves both municipality of Falköping and the Swedish Road Authority.





Etapp1
3 hektar
klart

Etapp2
70 hektar
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2011

500m

What's next!

Physical planning

Visualization of the new logistics area in Falköping is nearly completed.

The purpose is to illustrate the situation both short-term but also long-term as part of a future vision for the area.

The result is a tool for developing the area in an optimal manner related to the utilization of surface, future establishments, interaction with different transport modes and terminals.



What´s next!

IT and Operations

Within the framework of the project we have conducted a first phase related to Auto-ID.

During this work we have investigated the potential efficiency improvements that can be made with the help of new technology.

At present we are preparing a pilot study related to container flows from Falköping to Port of Gothenburg. The pilot will start during second quarter 2010.



What's next!

Education

We have started the implementation of a regional (Skaraborg) logistics competence center in collaboration with Chalmers, Handels, University of Skövde and Lärcenter in Falköping.

The aim is to have the center up and running by the third quarter of 2010.

The idea is to closely link this center with the regional development organization.



What's next!

Environment

An environmental impact analysis has been constructed in connection to the development of a Dryport in Falköping.

In connection to the physical planning and visualization project the sustainability perspective have been given special attention.

Furthermore, our aim is to environmentally certify the terminal within the next two years.



What's next!

Connected projects

Different logistic projects as complement to the EU-project

-long vehicle/green corridor

-Project about center for coordinated distribution - municipality and region



What's next!

New studies

In collaboration with Chalmers and Handels there are plans to conduct studies related to the effects of closer collaboration with other terminals both related to terminal offerings but also as part of a more sophisticated production system.

Special focus will be put on concepts like sequencing, buffering and “rampfreight”.

