

TRANSBALTIC-PROJECT



WP 5.1 DRY PORT DEVELOPMENT

PARTNERSHIP MEETING

13.9.2011 RIGA



Project part-financed
by the European Union
(European Regional Development Fund)



CONTENT OF THE PRESENTATION

1. CURRENT WORK
2. PLANNED ACTIVITIES
3. DISCUSSION



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CURRENT WORK



**ALL THE SITES PARTICIPATING WP 5.1. DRY PORT DEVELOPMENT
HAVE FOLLOWED THE PLANS PRESENTED AND ACCEPTED IN
THE THIRD STEERING COMMITTEE MEETING (HAMBURG 22.11.2010)**

- **HAMBURG** (PRE-GATE SYSTEMS)
- **W-M REGION** (FEASIBILITY STUDIES)
- **POZNAN** (FEASIBILITY STUDIES)
- **UMEÅ** (TOWARDS PRODUCTION USE OF DRY PORT)
- **LAHTI** (TOWARDS PRODUCTION USE OF DRY PORT)

ALL SITES READY TO PRESENT RESULTS IN THE BEGINNING OF 2012



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PLANNED ACTIVITIES



- 1. FINALIZE THE SITE STUDIES AS PLANNED AND REPORT**
- 2. CONTRIBUTE TO THE RECOMMENDATIONS GIVEN BY THE PROJECT**



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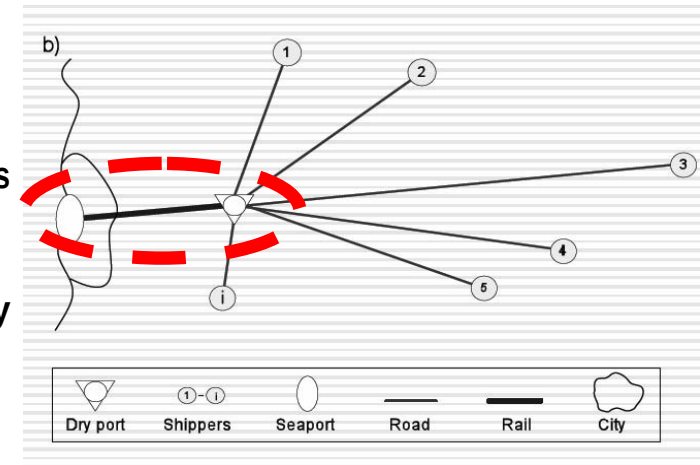


CONTRIBUTION TO THE RECOMMENDATIONS ...



DRY PORTS

- Concept beneficial for ports, hinterland areas, transport & logistics companies
- BUT it also supports EU co-modality and cohesion objectives (could be a component of the TEN-T network)!
- 4 testing sites: Lahti (FI), Västerbotten (SE), Warmia-Mazury (PL) and Wielkopolska (PL) following experience from the North Sea Region and Port of Gothenburg
- Purpose: help establish dry ports in specific local conditions
- The process (*current stage in red*):
 - Study experience of existing dry ports in Europe (success factors, suitable layout, catchment areas, use by SMEs etc.)
 - Create clusters of companies interested in infrastructure/service improvements
 - **Plan, perform and evaluate demonstrations in selected sites**
 - Compare and disseminate benefits in the network
- Results: pre-feasibility studies, master plans (Lahti), port-dry port service tests



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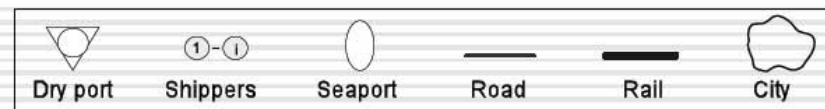
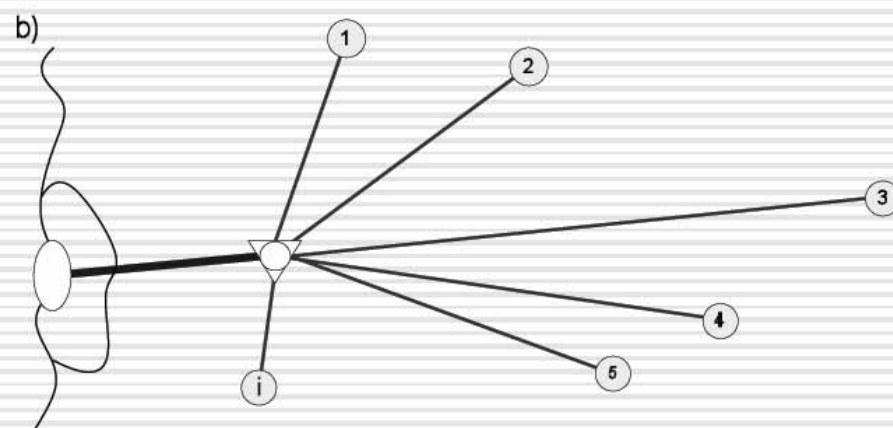
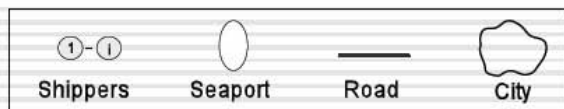
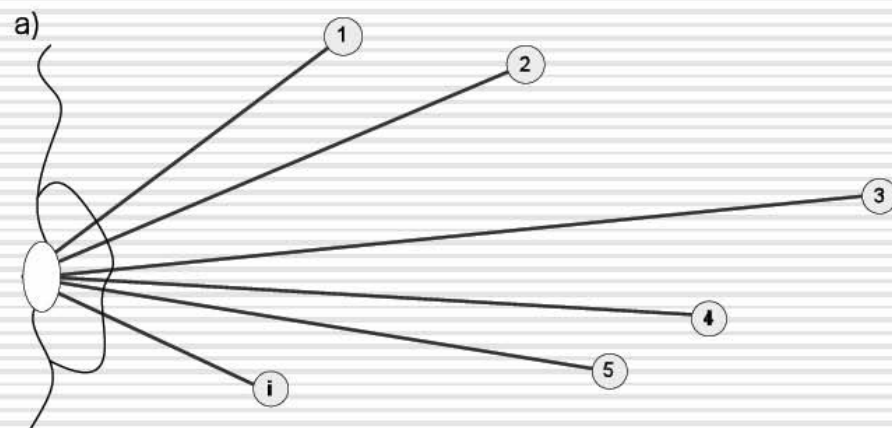


DRY PORT CONCEPT



Offers possibilities to increase transport efficiency **by reducing total number of ton kilometers:**

- CO2 savings
- transport cost reduction



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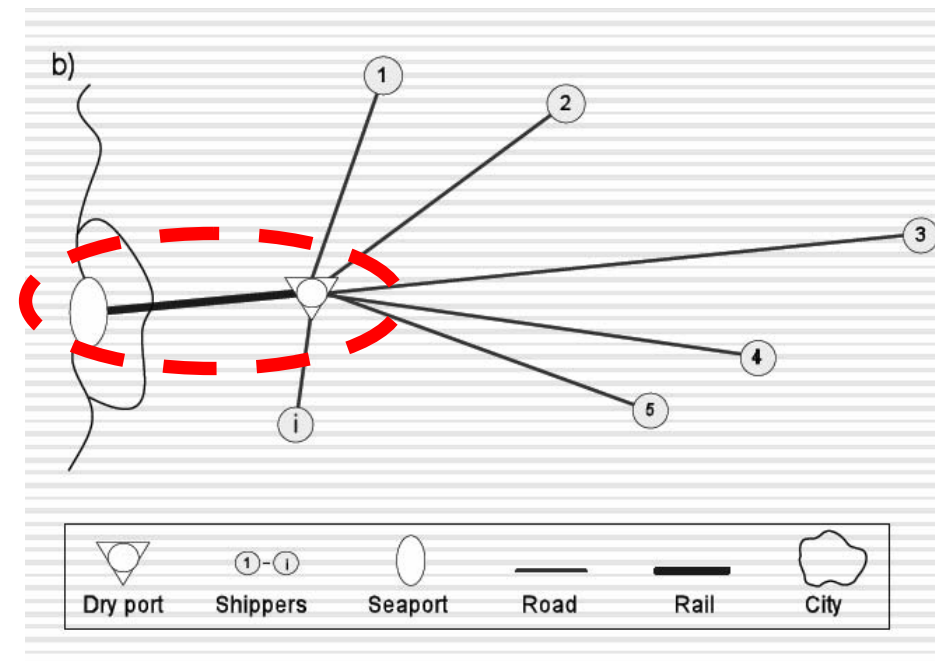


DRY PORT CONCEPT



Offers possibilities to **improve transport efficiency between the sea port and the dry port:**

- **Concentrates volumes on one corridor**
- Right transport solutions might make the corridor green



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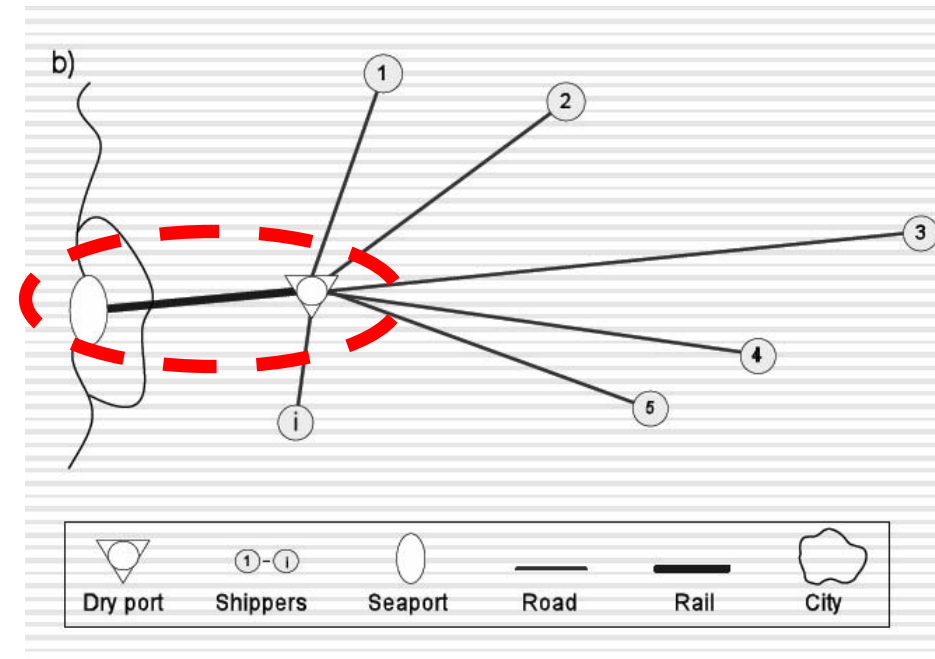


DRY PORT CONCEPT



In many case possible to use railway transport instead of road
BUT NOT ALWAYS:

- volume between sea port and dry port might be too thin for train transport
- no rail infrastructure
- no rail transport service



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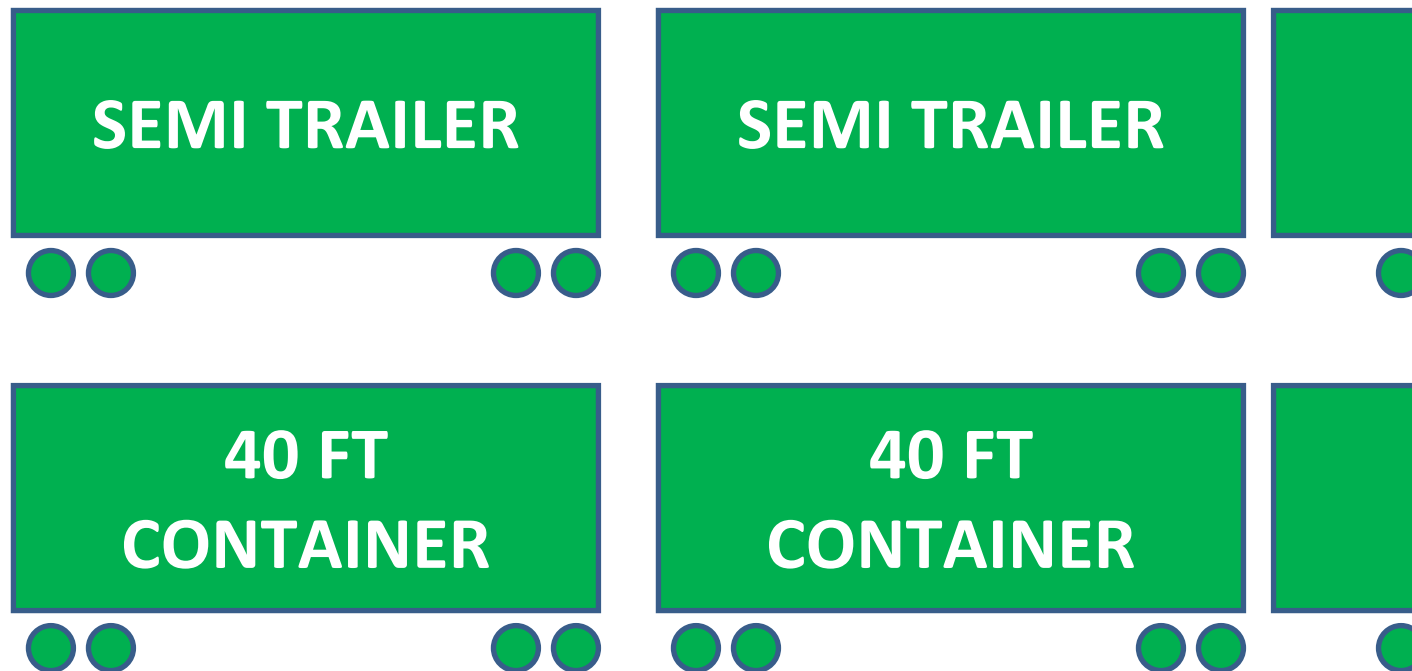


CONTRIBUTION TO THE RECOMMENDATIONS ...



HIGH PRODUCTIVITY VEHICLES

Should we try to improve the efficiency of road transport if rail is not available?



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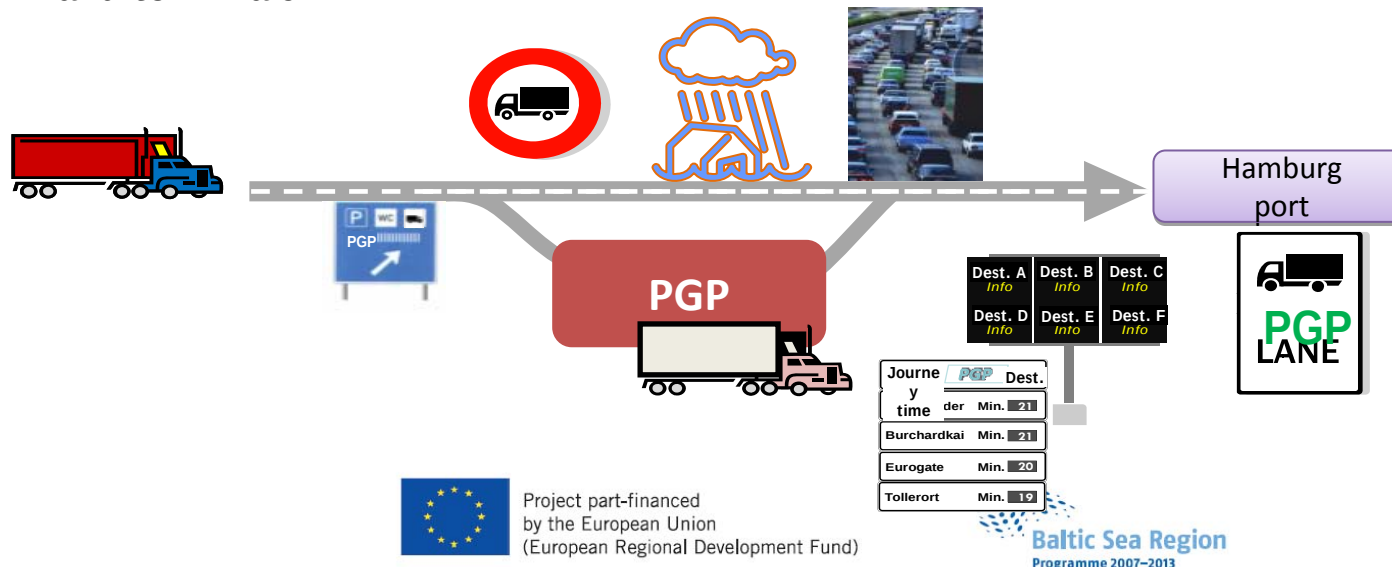


CONTRIBUTION TO THE RECOMMENDATIONS ...



Pre-gate parking system

- A control measure for port-approaching road traffic
- Implementing partner: Port of Hamburg Authority
- Experience derived worldwide (e.g. Australia)
- Purpose: set up a facility (within the radius of 50 km) recommended for use in case of traffic flow problems and other disturbances + provide traffic information to truck drivers and terminals
- The process (*current stage in red*):
 - Analyse functionality requirements for the system
 - Identify adequate location and available building area
 - **Develop an operational and financing concept**
 - Test implementation and evaluate interconnection: booking system - traffic information system
- Results: PGP implementation plan to develop physical infrastructure and start a pilot stage of the system (2013?)



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