The TransBaltic Dry Port development process. Cooperation with the industry

TransBaltic WP 3
Stakeholders debate
29 March 2012

Venue:
Danish Regions, Dampfærgevej 22, Copenhagen, Denmark

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AGENDA

1. DRY PORT CONCEPT

2. BENEFITS

3. TRANSBALTIC WP 5.1 RESULTS

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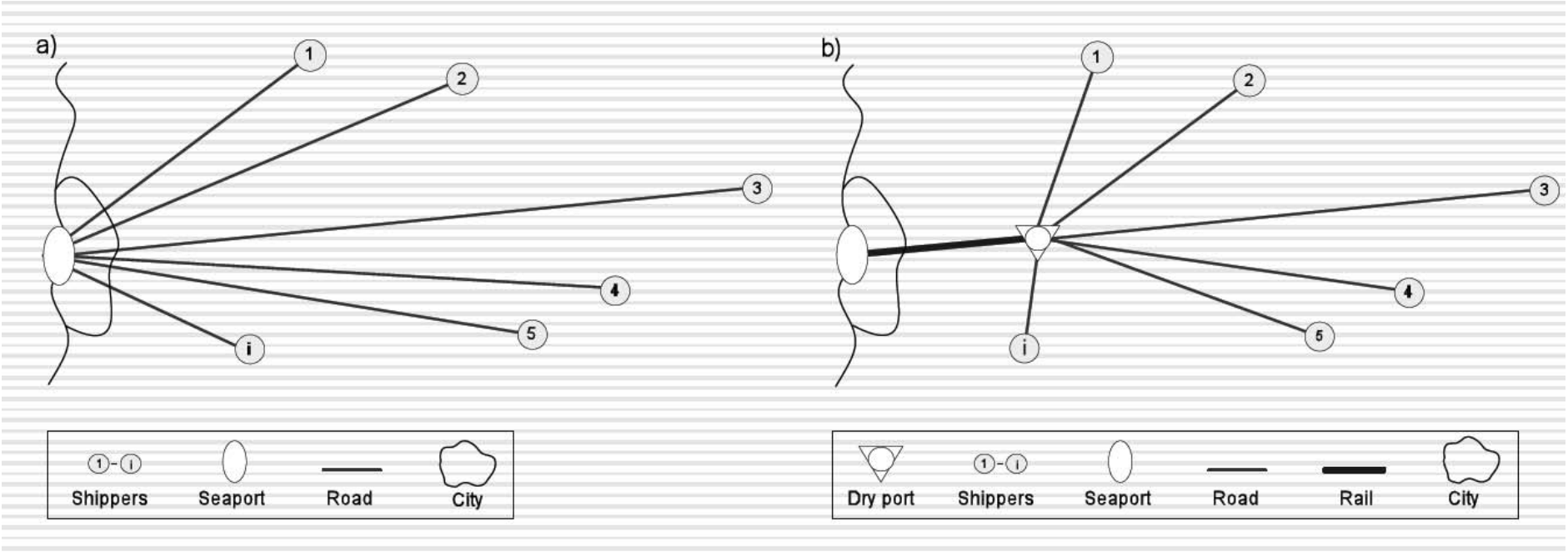
DRY PORT CONCEPT

The Dry Port concept is based on a seaport directly connected to inland intermodal terminals, where shippers can leave and/or collect their goods in intermodal loading units as if directly at the seaport. (Dr. Violeta Roso)



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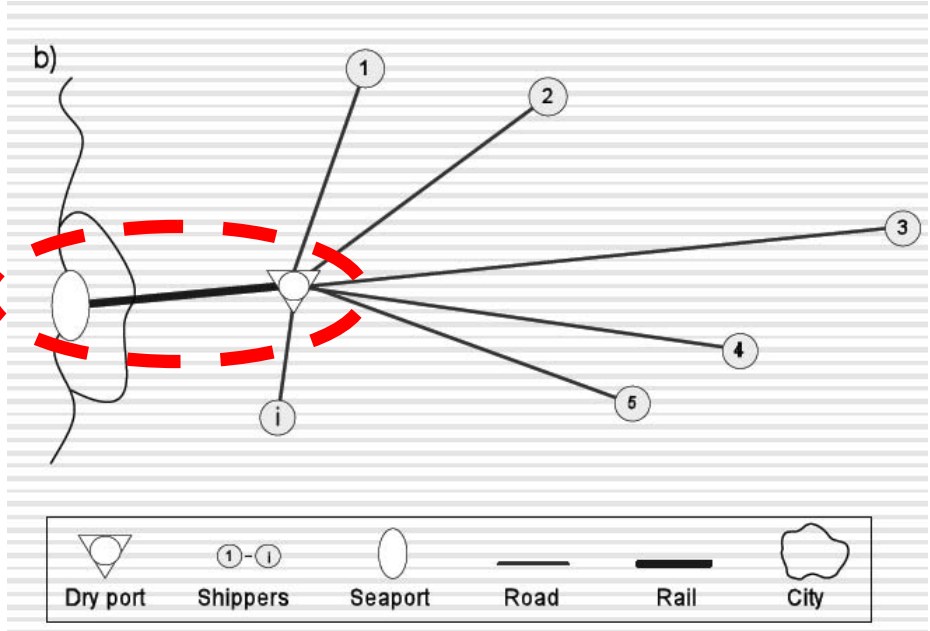
DRY PORT CONCEPT

Offers possibilities to improve transport efficiency :

- Concentrates volumes in one corridor, a green corridor
- Offers possibilities to increase transport efficiency by reducing total number of ton kilometers -> CO2 savings and transport cost reduction



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BENEFITS OF DRY PORTS

The Dry Port Concept could be needed by

- EU:
  - Dry Port Concept supports the cohesion and co-modality objectives of the EU transport and regional policies
  - Dry Port Concept offers possibilities to sift cargo from road to rail and reduce CO2 emissions
  - Dry Port Concept could be component of the future TEN-T network (now under revision).

- Ports and areas around the ports:
  - Dry Ports offer expansion areas for seaports with limited space
  - Dry Ports can partly solve problems caused by increasing truck traffic close to the seaports

- Hinterland regions:
  - Dry Ports can generate jobs
  - Dry Ports can increase hinterland region logistics competitiveness

- Transport and logistics companies:
  - Dry Ports can offer new business model and open new markets
  - Dry Ports can reduce cost
  - Dry Ports can offer possibilities to achieve environmental objectives

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WP 5.1 PARTNERS

1. Västerbotten (SE)
2. Warmia-Mazury (PL)
3. Poznan (PL)
4. Region Sjaelland (DK)
5. Region Skåne (SE)
6. Hamburg (GE)
7. Lahti Region (FI)

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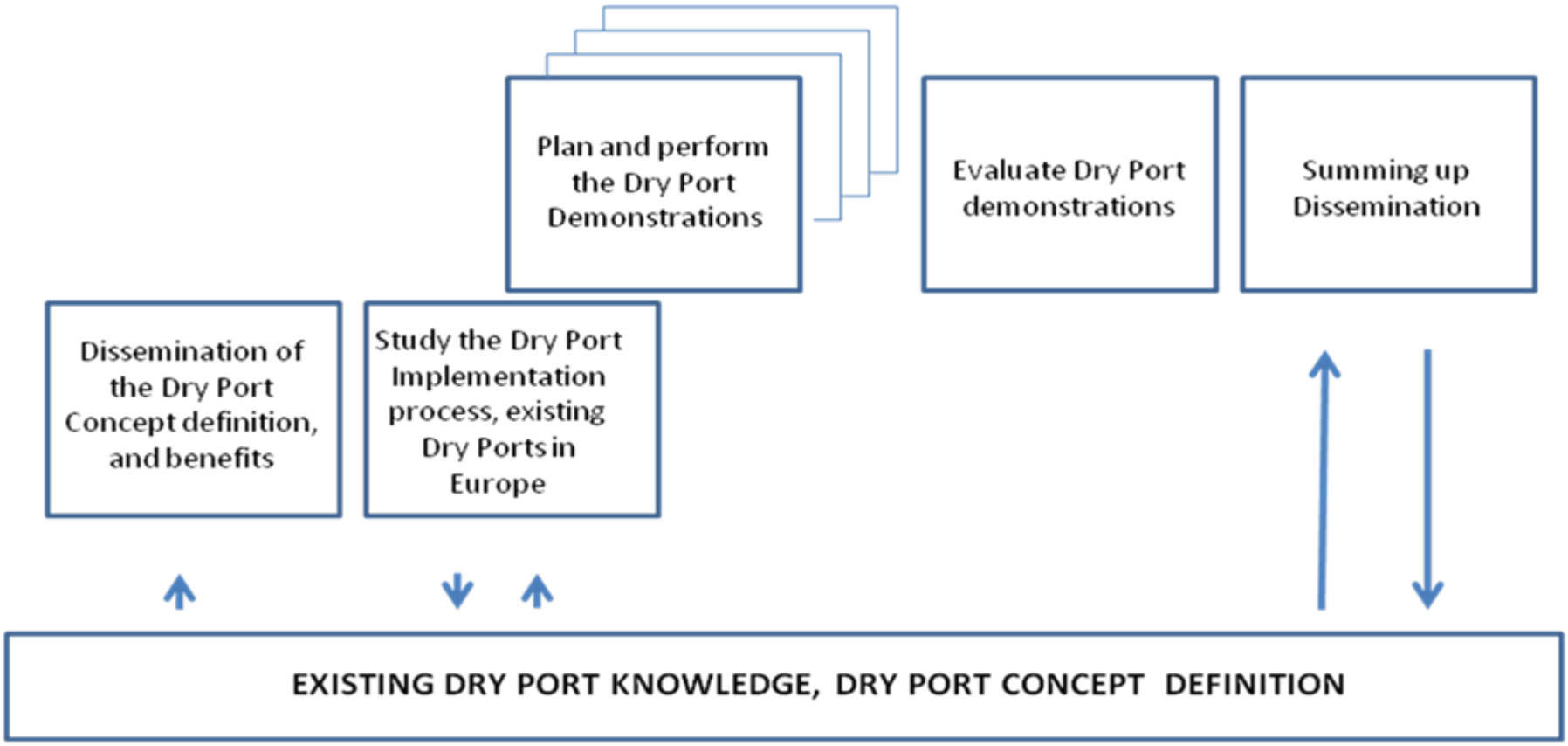
TRANSBALTIC WP 5.1 DRY PORT DEVELOPMENT



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Dry Port implementation phases

1. Create normal hinterland terminal operation including container handling
   - Minimum volume maybe 6 000 – 8 000 units / year

2. Expand services of the hinterland terminal
   - Stuffing and stripping
   - Minimum volume maybe 10 000 – 12 000 units / year

3. Introduce customs activities (Dry Port stage 1)
   - Minimum volume maybe 20 000 units / year

4. Connect with Port terminal production process (Dry Port Stage 2)
   - IT – integration between Port Terminal and Dry Port
   - Minimum volume over 20 000 units / year

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WP 5.1. contribution to the TransBaltic General Conclusions

- Dry Ports are needed because of several reasons.
- The implementation process of Dry Ports has turned out to be slow.
- Stakeholders of the Baltic Sea Region should be open for various means in order to accelerate the implementation of Dry Ports.
- WP 5.1 will propose a list of activities which would speed up the utilization of Dry Ports in the Baltic Sea Region.

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High Capacity Transport

TransBaltic

"High Capacity Transports"

Lower social costs

Higher industrial efficienc and competitiveness,

Reducing energy usage and CO^2 emissions

TRAFIKVERKET

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The 4-step principle leads the way (towards the targets with the least possible cost).

1. Measures that can affect the transport needs and choice of modes
2. Action that provide more efficient use of existing infrastructure and vehicles
3. Improvements of existing infrastructure and limited investment in new infrastructure
4. Investment in new infrastructure

It is vital to use capacities in existing infrastructure which meets industry's demand for transport!

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THANK YOU !

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