



Interreg IVB North Sea Region Programme

PROJECT IDEA FORM

Please fill out one form per project idea. Please fill out as many fields as possible, but try to keep it short.
Please write in the grey boxes in order to complete the form electronically.

Project Title	dryport		
Priorities Interreg IVB NSR Programme <i>Please choose one theme that fits best with your project idea</i>	<input type="checkbox"/>	1. Building on our Capacity for Innovation	
	<input type="checkbox"/>	2. Promoting the Sustainable Management of our Environment	
	<input checked="" type="checkbox"/>	3. Improving the Accessibility of Places in the North Sea Region	
	<input type="checkbox"/>	4. Promoting Sustainable and Competitive Communities	
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Project Description			
<p>The flows of goods will increase in the near future, making the road based transport system underdimensioned. This will ultimately lead to less attractive gateways as the delivery cannot be guaranteed. Hinterland solutions are essential to avoid congestions and traffic related problems, unreliable freight management, loss of market positions and loss of work capacity. Hinterland solutions can help in the process to find sustainable transport solutions that in the end are part of the struggle to meet the threat of a climate change. The freight handling capacity of gateways depends on the smoothness of transport, on space and on expansion possibilities. The strategic function of a gateway depends more and more on good and functional hinterland accessibility. A dryport is the hinterland point for a gateway, where goods come in for shipment already in the hinterland, are transported to the gateway by rail or inland waterway and the dryport is an integral part of the transportsystem with the same IT as the major ports. The concept of a dyport offers the opportunity to regionalise harbour activities, to strengthen the local industry as transport solutions are around the corner and is an important instrument to shift freight from road to rail. Main focus is to become the forepost of a gateway in a region's inland. The immediate advantages are less road movements and smooth handling of goods at the spot. The side effects can be that a dryport offers space for a gateway (storage, reparation, slot time space). A side effect can be that knowledge on sustainable transport is decentralised and thus is available for regional SME's. Dryports could have as an impact that existing regional employment remains and future growth of employment.</p>			

Central Aim	
<p>To establish a network of dryports around the North Sea to shift goods flows from road to rail/ inland waterway to develop a common market strategy to study legal aspects of inland harbour systems to study and implement smart integrated computer systems for both gateway and dryport</p>	
Envisaged Outcomes	
<p>Dryports as a rail and inland waterway alternative for middle range transport flows that normally tend to be transported by road. Dryports as integrated transport chains from gateway to final destination, from producer to destination, from dryport to gateway. Smooth and reliable handling of goods taking away the pressure on gateways as main entrances. Employment opportunities in the Hinterland. Decentralised logistic knowledge available for SME's.</p>	
Thematic Keywords <i>(max. 5 words)</i>	dryport, sustainable transport, rail and inland waterway. smart IT cooperation,
Partners already found	Municipality of Falköping, Sweden & Region Västra Götaland
Partners requested	Thames Gateway England, Scotland, gateway entrances in Germany, Belgium The Netherlands
Estimated budget	€ 6 m
Date <i>(dd/mm/yyyy)</i>	26.01.2007

Please submit this form to info@interregnorthsea.org.