

Dryport response to TEN-T consultation

10 September 2010

General remarks

The Interreg North Sea Region program supports projects that promote and develop the issue of sustainability in various working fields. The main challenge is to contribute to a sustainable future. Dryport – a modal shift in practice, approved 2008, aims at developing the concept of Dryports in the field of accessibility. Visit www.dryport.org for more information.

Dryport analyses, evaluates and promotes a transport system in which seaport activities are extended or shifted into multimodal inland hubs. Inland hubs, integrated with seaport systems, open up for flexible cargo handling, for moving functions from seaport to inland. Essential is that these hubs and seaports are connected by rail and/or (inland) water, in order to achieve a reduction of massive road transport in dense population areas. Further, a shift of core port activities into the hinterland can contribute to a reduction of congestions in and around traditional port areas. The growth potential of a region has to be related to planning options with least climate impact.

Comments on methodology for TEN-T planning

Are the principles and criteria for designing the core network, as set out above, adequate and practicable? What are their strengths and weaknesses, and what else could be taken into account?

To what extent do the supplementary infrastructure measures contribute to the objectives of a future-oriented transport system, and are there ways to strengthen their contribution?

What specific role could TEN-T planning in general play in boosting the transport sector's contribution to the "Europe 2020" strategic objectives?

** TEN-T: 'The core network will be made up of nodes and links of the highest strategic and economic importance throughout the EU. It will cover all modes of transport, include intelligent transport systems and provide, in a sufficiently flexible way, further infrastructural elements which are an indispensable basis for the achievement of various policy objectives in the transport and other sectors. It will, not least, be important to link East and West, old and new Member States.'*

Comment Dryport partnership

It is the responsibility of the European Commission to highlight and promote sustainability, in order to tackle the climate change, in order to work for a living planet. In the field of transport the main focus should be kept on the efforts to realize the modal shift from road to rail and water, as this shift leads to an overall reduction of traffic and external impacts (i.e. emissions, noise). Road congestion and unreliable accessibility, health issues and especially emissions are major arguments to a shift, for which a structural change of thinking and the promotion of sustainable transport concepts are needed.

The future TEN-T should focus more on the promotion of infrastructure of rail and (inland) water facilities, including short sea shipping and the Motorways of the Sea. Co-modality and intelligent transport systems are indeed key words in the management of existing corridors and for the development of new corridors. The Dryport partnership supports the North Sea Commission transport group when writing that: 'integration of the Green Corridor Concept in the planning of the TEN-T would play a very important role in the transport sector's contribution to the 2020 objectives. Green Corridors e.g. work for multimodal solutions, ITS services, and the use of overall environmental friendlier solutions and techniques to promote

a more sustainable development of transports. Hence, integrating the Green Corridor Concept in the planning of the future TEN-T would not only contribute to the Europe 2020 objectives, but also contribute to the core network in general. The European Commission should in the planning strive for all connections in the core network to be Green Corridors.'

**TEN-T: 'The main nodes determining the basic structure of the network configuration will be:*

- The biggest or most important nodes, such as MS capitals, other cities or agglomerations of supra-regional importance in administration, economy, social and cultural life and transport;*
- Gateway ports, intercontinental hub ports and airports, connecting the EU with the outside world, and the most important inland ports and freight terminals.*

Smaller or less important cities, airports, freight terminals etc. will be intermediate nodes which, when integrated into the network, define their routing in detail.'

Comment Dryport partnership

A future policy shall be open for new developments and include the unexpected, unforeseen, unplanned. A basic structure is a good starting point, but the Commission must allow (and promote) the establishment of new initiatives. 'Biggest' is not per definition best. 'Biggest' does have largest problems and needs attention, but investments do not necessarily have to end up in these large contexts only. Inland dry ports can be a solution to overcome problems in large sea ports and that support the climate change policies at the same time. The establishment of new dry ports close to important regional markets (to be defined from a regional perspective) should be an option that turns 'smaller or less important' into essential! It is probably on regional level such choices are made, and therefore the Commission should be open for regional input in a top-down methodology.

The Dryport partnership agrees upon the remarks of the NSC transport group to 'include dry ports and green corridors in the core network. The size of a dry port (in terms of volumes) should not necessarily be the only or most important criteria for inclusion in the core network.'

** TEN-T: 'The links connect the main nodes, generally "neighbouring" main nodes, cumulatively adding up to stretched polygonal chains or corridors, and reflecting important long-distance or international (potential) traffic flows.'*

Comment Dryport partnership

Ten-T concentrates on linking longer distances by corridors. The transport on the shorter distances tends to disappear. It must be of the Commission's interest to tackle the bulk of road transport that occurs between main nodes and the immediate hinterland. On shorter distances the general mode of transport is lorry and road. The Dryport concept challenges economic calculations that rail or inland water cannot be used at shorter distances. 'Shorter' is relative – in a large country as Sweden short means under 300 km, whilst it means export in the case of Belgium or the Netherlands – but it should be possible to think of alternatives even here. Probably the major climate impact can be found in those shorter distances.

For Dryport – a modal shift in practice

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