Minutes of the meeting

Attendees:

- Kent Bentzen (KB) - WP3 leader, FDT – Denmark
- Jørgen Kristiansen (JK) - WP1 leader/coordinator, Aalborg University – Denmark
- Leif Gjesing (LG) – Aalborg University – Denmark
- Horst Pahl (HP) – Managing Director of Logistics Centres in Lübeck – Germany
- Michiel Nijdam (MN) – Erasmus University - Netherlands
- Bianca Dumey (BD) – Erasmus University – Netherlands
- Erik Fridell (EF) – Swedish Environmental Research Institute (IVL) - Sweden
- Henrik Koch (HK) – Institute of Shipping Economics and Logistics (ISL) - Germany
- Hans-Dietrich Haasis – Institute of Shipping Economics and Logistics (ISL) – Germany
- Susanne Neumann (SN) - Fachhochschule Kiel (FHK) – Germany
- Vaida Cerneckyte (VAC) – FDT – Denmark
- Michael Stie Laugesen (MSL) – FDT – Denmark
Presentations and the discussions

On the 26th of January 2007 WP 3 Workshop was held in Bremen in Germany. Professor doctor Hans-Dietrich Haasis from ISL welcomed all participants to the WP 3 Workshop at ISL in Bremen. Professor Hans-Dietrich Haasis shortly presented ISL and told about the city of Bremen.

After the short welcoming Mr. Kent Bentzen took the word. Mr. Kent Bentzen also welcomed all participants and thanked ISL for hosting the conference. Mr. Kent Bentzen made a short presentation of the overall purpose of the Sutranet Project hereunder a more specific presentation of the content of WP3. Thereafter he presented the agenda of the workshop. There was a small change in names of the presentations: Bianca Dumey did the presentation of Erasmus University instead of Mr. Michiel Nijdam and Henrike Koch made the presentation of ISL in stead of Mr. Thomas Nobel.

Afterwards Mr. Kent Bentzen asked each of the participants to present themselves.
Presentation of Miss Bianca Dumey

After this short introduction Miss Bianca Dumey made a presentation of the “Results of the case study of the economics and logistics of intermodal network components, port terminals and logistics centres”. In the presentation Miss Bianca Dumey mentioned that the distribution is becoming more hybrid. And still the clients want the products just in time. Main goal is to get insight into the actual developments of Port of Rotterdam.

Mr. Leif Gjesing from Aalborg University asked whether this meant that in 2012 we would have a new concept of the hybrid distribution? This was answered with the following comments - The facilities in Rotterdam are mainly leased. All incoming goods are coming by ships. The main flows of goods come from the sea and are then distributed to the hinterland. The presentation only concerns the cargo handled at the port of Rotterdam and the logistics facilities here. There is almost no use of intermodal transport, because it is not flexible enough.

Mr. Kent Bentzen summed up Miss Bianca’s presentation by mentioning that the rail operator Hupac has started a daily shuttle train between Rotterdam and Hamburg. Maersk has started a new service, which takes maximum 8 hours for filling a very large ship. Mr. Kent Bentzen asked about Venlo terminal. To this it was explained that Venlo terminal is still working and the entire basis is the idea of having the goods out of the port.
Mr. Leif Gjesing stressed that it seems like it is relevant to use intermodal transport for logistics facilities in ports. But in Holland it is not used that much. The rail services are close to the logistics centre so it can be very easy to put the goods on the trains.
Presentation of Mr. Kent Bentzen

Mr. Kent Bentzen made a presentation about “Results of the analysis of institutional and organisational solutions in the development of Transport and Logistics Centres”. Mr. Kent Bentzen presented different examples of Public Private Partnership Logistics Centres. Mr. Kent Bentzen presented the following PPP Logistics Centres:

- The BILK Kombiterminal, where 8 companies are working as service providers for the BILK terminal.
- Interporto Bologna SpA – Italy
- Dresden GVZ – Germany
- Klaipeda Logistics Centre (KLC) – Lithuania
- Nordic Transport Centre (NTC) – Denmark
- Bikakobo-Aparcabisa (Bizkaia) Transport & Logistics Centre – Spain.

Mr. Kent Bentzen stressed the aspect of the corridor. At the end of the 1980’s Mr. Kent Bentzen and Mr. Jørgen Kristiansen presented a network of transhipment operators. But today there is in Danish context only intermodal rail opportunities in Taulov.
Mr. Kent Bentzen gave an example of cooperation between Logistics Centres in Catalonia in Spain. Furthermore the TRACECA project was mentioned where Logistics Centres are cooperating with each other.

Mr. Horst Pahl gave an example from his experience in Lübeck. In Lübeck they have established a network of logistics facility areas where they enhance cooperation. They try to connect to other logistics regions in cooperation. Already before Christmas, Kiel and Lübeck established cooperation between the Logistics Centres. The future of Logistics Centres is facing a new structure. Co-modality will be one of the new concepts. According to Mr. Horst Pahl the companies are not ready for cooperation what steps synergies.
Mr. Kent Bentzen continued saying that the Russian corridor should be linked to the European Union. The UNECE project should open up for this dialog. On the corridor there will be a need for facilitators. Russia, Germany and China have already agreed on 18 intermodal terminals from Berlin to Beijing.

Mr. Jørgen Kristiansen asked what are the lessons to be learned for the North Sea Region. Mr. Kent Bentzen explained that in the report FDT has decided to describe the East-West corridor in Northern Europe. There is a need for facilitators in this transport corridor. The solution of this could be to identify the corridor and to do the networking between the companies.
Presentation of Mr. Erik Fridell

Mr. Erik Fridell presented the “Results of the case study on the spatial and environmental impacts of port/logistics centres development”. Mr. Erik Fridell stressed that most of the work was made by Åke Sjödin.
Port of Gothenburg, which is a rapidly developing major NSR port, was presented. Port of Gothenburg has been on the frontline, and has been there since forever. The port is the 10th largest port in the North Sea Region and is especially large in ro-ro traffic. The major port areas are outside Gothenburg.

Figure 8: Harbour areas in Gothenburg [IVL, 2007]

General issues on spatial and environmental barriers for port development were discussed during the presentation. The biggest issues for the Port of Gothenburg is the cultural heritage and natural habits. In overall there are no environmental advantages in expanding the harbour. Mr. Erik Fridell among others presented the following chart.
As it can be seen there is almost no CO2 emission from the trucks, which is one of the trucks’ advantages. The air pollution is highest for the ships.

In the report IVL compared different alternatives for bringing goods to Russia by different transport routes. Measures to reduce spatial and environmental barriers for port development were presented.

Mr. Kent Bentzen asked how the use of logistics centres could reduce the negative impact? And how logistics centres could contribute to a better development?

Mr. Erik Fridell explained that Logistics Centres and dry port are under development on the schedule. But still there is a high increase in the number of trucks.

Mr. Kent Bentzen asked what about moving out the facilities. Mr. Erik Fridell answered that in Gothenburg it is a real political issue, but they will continue to develop port inside Gothenburg. Mr. Kent Bentzen added that Gothenburg is also involved in MOS.
Presentation of Miss Henrike Koch

Miss Henrike Koch made a presentation of the “Results of the promotion of strategies for Intermodal transport solutions”. Short Sea Shipping promotion centre was presented. Freight Integrator and IDC concepts were investigated. An IDC is defined as a neutral non-profit organisation acting as a platform along European corridors.

![Figure 10: Miss Henrike Koch giving the presentation of ISL](image)

Miss Henrike Koch stressed that there is no existing promotion strategies, which succeed. Talking about intermodal transport, costs play the major role. GVZ, which was the first freight village in Bremen in Germany, was introduced. In GVZ in Bremen the goods are coming in from Bremerhaven with barges and trucks.
Mr. Michiel Nijdam asked what is the difference between the concepts, which Miss Henrike Koch presented. The explanation of Miss Henrike Koch was the following:

Freight Integrator + Promotion Centre = Intermodal Development Centre

Mr. Leif Gjesing asked if the IDC is the same as a forwarding agent? Miss Henrike Koch explained that the forwarding agent is only using the mode of transport that the companies the forwarding agent represents uses. The agents so to say only use their own sluts. The forwarders have to find the best combination of transport modes, provided that it is most efficient to use different modes of transport in the supply chain.

Knowledge and information are playing an important role when talking about intermodal transport. Test and demonstration are necessary when using intermodal transport.
Presentation of Prof. Dr. Hans-Dietrich Haasis

Prof. Dr. Hans-Dietrich Haasis presented “Logistics Centres development outside EU (Russia, China)”. In the regional part Logistics Centres play an important role. It is necessary to analyse markets and to analyse supply chains. International traffic flows and structures in Eastern Europe. Before penetrating the new markets there must be made market analysis. To analyse whether it is possible to introduce the LC in the new regions first step is to analyse the supply chains. Second step is to investigate whether or not it is possible to create value added services in the new region.

Logistics Centres cannot be built efficiently if you don’t have in mind the cooperation structure between the companies. Knowledge exchanges and learning between the regions is essential. Eastern Europe, Russia and Ukraine are important regions to look at. Sankt Petersburg could be an important hub as car distribution centre. The port structure in Sankt Petersburg is very complicated. Northern Africa is also important because it is a part of the Mediterranean Sea. Furthermore China is important to look at as a new market. ISL is
having a discussion about the Logistics Centres in China. The main problem in China is that there are new and old transport technologies. In China the knowledge management is important.

![Figure 12: Prof Haasis giving his presentation](image)

Professor Haasis mentioned four main risks:

- High transaction cost;
- Unknown decision structures;
- Risky knowledge management processes;
- Fuzzy financial conditions – Hard financial conditions.

Mr. Kent Bentzen had a question whether we today are developing efficient Logistics Centres just in one end of the supply chain, for instance in Europe? Mr. Prof. Dr. Hans-Dietrich Haasis stressed that we always need to look on all the supply chain. The whole supply chain has to be efficient enough to being able to compete with the other supply
chains. It is important to optimise the supply chain from both points – at the beginning and at the end.

**Final words of the workshop said by Mr. Kent Bentzen.**

The area with logistics and co-modality is very important at the moment. Logistics Centre is the engine for development in the region.

At the end of the workshop Mr. Kent Bentzen presented three main outcomes from the WP 3:

- How to develop NSR ports and terminals into integrated intermodal logistics centres.
- Identification of environmental and spatial barriers for intermodal transport.
- Recommendations and measures for increased use of sustainable and effective intermodal transport.

The question of the time plan was raised. Mr. Kent Bentzen said that a workshop paper would be made and distributed among the partners. All the partners agreed to make a contribution to the introduction, the conclusion, the recommendation and the perspective chapter in the comprehensive WP3 report. The contributions should be FDT at hand at latest the 22nd of February 2007

Each work package leader should furthermore make a contribution to the dissemination brochure.

On the 22nd of March 2007 Sutranet Seminar will be held in Aalborg in Denmark.

FDT would like to thank all participants for a fine workshop in Bremen.