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Published four times a year

ABOARD!

newsletter | shortsea promotion centre belgium | nr. 39
January - February - March 2011

COMPANIES ON THE RADAR



VPK Packaging Group, "We therefore follow closely the development and the possibilities of shortsea shipping."
The group also makes use of transport by rail, e.g. to Sweden.

VPK Packaging Group

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EGEMIN'S MASOUTIS PROJECT GOES SHORTSEA

The Greek supermarket chain Masoutis has contracted with Egemin Automation for the optimisation of its internal logistic organisation. Apart from an input of know-how this also involves the shipment of equipment, in particular in-floor chain conveyors. The volume of that transport represented the equivalent of 5 truckloads, i.e. 5 x 40' pallet-wide containers. After contacts with the promotion centre and having consulted the liner services databank on www.shortsea.be, Egemin has compared the prices of road haulage and shortsea. The shortsea solution turned out to be the best choice.

In the course of September the goods were forwarded by ship from Antwerp to Thessaloniki and subsequently delivered by road to the site 15 km further down.

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CARDBOARD AND PAPER CROSS THE CHANNEL BY FERRY

VPK Packaging manufactures solid cardboard and paper which are transported as rolls and on pallets. As there is quite some time pressure as far as the deliveries are concerned and as a number of destinations in Europe are situated far inland, subcontracted trucks are used to deliver the merchandise.

Towards the United Kingdom some 50 trucks per month use the ferry, mainly from Zeebrugge. At the same time three or four lorries a month make use of shortsea connections to Ireland.

"Our company but also our clients increasingly show a 'green' reflex", says David Wellens, Corporate Supply Chain Manager at



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European Shortsea Network

FINNLINES ON THE RISE AGAIN



After the losses of 7.1 million euros at the end of the second quarter of 2009, the efforts of the shipping company now appear to show results as over the same period of 2010 a profit of 9.2 million was realised. After a thorough reorganisation the fleet currently consists of 26 units, 7 (ro-ros) of which are 'in charter' and 19 remain in the hands of Finnlines (15 ropax, 4 ro-ro). The 3 ro-ro cargo vessels on the new Antwerp to Russia service will transport LORO cargo (containers up to 200 teu), project goods, new cars, heavy loads, steel and machinery, break bulk, 45' containers on mafis and other ro-ro freight. Currently six environmentally-friendly ro-ro ships are under construction. They will boast moveable car decks with a capacity of 900 units.

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ANTWERP EUROTERMINAL (AET) IS FINNLINES' NEW HUB

At the inauguration of the new Antwerp to Saint Petersburg service at the end of September, Uwe Bakosch (CEO of Finnlines) has announced that AET will serve as a hub. "We focus on the Russian market, which is growing at full force. With AET Antwerp will fulfil a hub function

because of the many links that are available with the network of shortsea and deep sea services offered by the Grimaldi shipping company", Bakosch said at that occasion. Russia is Antwerp's fifth largest client with considerable volumes shipped in and out of the port of Antwerp (9 million tonnes in 2009). After the crisis, although Finnlines currently has less ships at its disposal, it is stronger than ever, the CEO of the Finnish carrier says, and it is now "ready to move forward".

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EXTENSION OF CONTAINERSHIPS' EUROPE MED SERVICE

As from the middle of January a third ship will be added to the Europe Med service of Containerships. This will allow the shipper to provide a weekly frequency between North Europe, Piraeus, Istanbul and Izmir. The schedule will remain unchanged: Sheerness - Teesport - Rotterdam - Ghent - Piraeus - Istanbul (Kumport) - Izmir (Aliaga) - Tunis (Rades) - Cadiz. Tunis and Cadiz will be called upon every 12 days by two



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ships, instead of three per week. From Cadiz, the last port in the northbound rotation, the ships will reach Ghent after only 4 days.

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NEW SHORTSEA COMPANY

Maersk Line and its sister company Safmarine are introducing a new intra-European shipping company whose name hasn't been revealed yet. The new shipping company will use chartered container ships and will also have the group's containers at its disposal in order to penetrate that reefer market. "Our intra-European market share turns around 6%", Maersk Line's CEO Eivind Kolding says. "It is our aim to double that and even to reach 15%."

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NEW PORTUGUESE DRY PORT TERMINAL FOR MSC



MSC vessels are calling the port of Sines 3x per week (transit 3 days) and the port of Leixoes once a week (transit 4 days). From the port of Sines there are 3 shuttle trains per day to and from the dry ports of Entroncamento en Bobadela with a transit time of 5 to 6 hours, which makes the inland-bound container transport faster and cheaper. The Terminal do Entroncamento is fitted out with the newest technology and mechanical equipment. It disposes of a container yard of 50,000 sqm.

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EXPANSION OF THE SCANDINAVIAN FEEDER NETWORK AT MSC

Both the Norwegian and Swedish feeder services are being extended. Kristianstad will now also be served on a weekly basis within the Antwerp-Kristiansand-Oslo-

Kristianstad rotation. In Loop 1 from Saint Petersburg Larvik is now being called at too, making the rotation Antwerp-St Petersburg-Larvik-Antwerp. Since October there is an extra feeder service to Sweden. The Scandinavia Loop 9 now calls at Sodertalje and Norrkoping from Bremerhaven. From Antwerp there are ample possibilities to Bremerhaven available to link on to this. Equally from Antwerp, Göteborg and Helsingborg are also being called at in the Scandinavia Loop 5.

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NEW SISTER VESSELS UNDER CONSTRUCTION FOR COBELFRET

The ro-ro ships "Vespertine" and "Palatine", two out of a new fleet of six, are currently being fitted with an additional upper deck, CLdN's CEO Michael Gray announced at the christening ceremony end September. That means that both vessels will only be ready to be deployed by the end of 2010 or the beginning of 2011, but this solution is less expensive than ordering a seventh ship. The capacity extension is necessary because the ships are already fully booked and sufficient contracts have been signed



to guarantee full usage. With their current capacity they can load a maximum of 390 containers in double stack on mafis or a combination of 163 trailers and 105 cars. With the new deck no less than 80 extra trailers and some hundred additional cars can be shipped.

Together with two other newcomers, the "Mazarine" and the "Peregrine", the said ships will be deployed on the Zeebrugge-Rotterdam-Dublin-Purfleet-Killingholme service. The Ireland-bound cargo consists mainly of containers, whereas the cargo to the UK chiefly includes trailers and motor cars. According to the CEO the car traffic is at present still 15% under its normal level and decent margins fail to materialise for the time being, but the trailer and container volumes are back to their pre-crisis levels of 2008. The "Opaline" and "Amandine" were delivered at the end of 2010. Apart from the extension of its fleet, Cobelfret has also invested in 250 trailers and 1,700 45' PW containers.

Source: Article in the Belgian Lloyd 29/09/2010

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NEW FULL-CONTAINER SHIP FOR TURKON LINE

At the end of November the "Mustafa Dayi", a new full-container ship for the Turkon Line, was launched at the shipyard in Turkey. In January the ship will be added to Turkon Line's NW Cont service, thus completing the upgrade of this service. Four identical 1,880 teu vessels will commute between NW Cont / North Med / Turkey & East Med ports. Mid January the new ship's maiden voyage will start at Gemlink. It will call at Antwerp for the first time in the beginning of February.

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DELTA SHIPPING LINES OPTS IN FAVOUR OF ACB AGENCIES FOR ITS SAINT PETERSBURG ROUTE



Since the middle of November ACB Agencies has become Delta Shipping Lines' commercial and operational agent for the Belgian and Luxembourg markets. For the time being the Belgian cargo will be taken to Rotterdam. It is however the intention to provide sailings from Antwerp

as soon as possible. The fleet, which consists of 20, 40, 45pwhc and 40hc reefers, will sail to Saint Petersburg twice a week in both directions with a transit time of 5 to 7 days.

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WITH MERILINJA TO FINLAND ON A WEEKLY BASIS

The Finnish shipping company Merilinja has recently started to work together with the Swedish company Osterströms. This makes a weekly instead of a ten-day container service possible out of the MSC Home Terminal in Antwerp. The "Baltic Sea" (366 teu), which is chartered by Merilinja, and Osterströms' "Carina" (503 teu) leave Antwerp every Thursday to sail via Raahe (Northern Finland, transit 6 days) to Kokkola in Finland (transit 7 days) and then return to Antwerp.

SYNERGY WITH INLAND NAVIGATION

STAGECO NOW ALSO OPTS FOR INLAND NAVIGATION

In the article "Concert Stages are floating in the European Seas" (see Newsletter 37) the Belgian stage construction company Stageco was portrayed as a convinced user of shortsea. The company has now also found its way to inland navigation: it transported 100 containers from Rotterdam to Willebroek via the inland waterways. Stageco designs and builds stages for festivals, concerts etc. ... and it uses shortsea shipping to carry out the transport of the equipment within Europe. After U2's concert tour in the United

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Earlier this year Osterströms launched regular Rotterdam - Raahe and Amsterdam - Kokkola services, as the ships can take containers on board to Finland as return cargo. The cooperation with Merilinja also means that more export cargo can be shipped to Finland in containers. Herfurth & Co represents the Merilinja service in Antwerp. Osterströms has its own office for the Benelux in Zuiddorpe near Terneuzen (Netherlands).

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A VISIT TO ONE OF TRANSFENNICA'S ROLL ON/ROLL OFF SHIPS



Mid October the Shortsea Promotion Centre Flanders, together with the Shortsea Promotion Centre Holland, organised a workshop to promote the intermodal transport chain in which the synergies between road haulage and shortsea shipping occupied centre stage. It included a visit to a ro-ro vessel, which allowed the road hauliers to become acquainted with the possibilities of SSS in a very special and practical way, hopefully leading to future cooperation.

Because of the overwhelming success of the initiative (there were over 80 participants) an extra date was fixed immediately and even now there is still a waiting list for a similar event in the future. The Flemish and Dutch visitors were shown around by people from Transfennica, who enthusiastically informed them about the ins and outs around and on board the ship. A visit to

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the bridge and a talk with the captain were also planned. After the guided tour additional information was given in a number of presentations by the port of Zeebrugge, Transfennica and the Promotion Centres. After which a very instructive day was concluded with a drink and a snack.



ESN REPORT

Take a look at ESN's annual report 2009 via this link http://www.shortsea.be/html_en/publicaties/rapportenestudies_esn.html

45FT CONTAINER DESTINATIONS

On the website of our Dutch colleagues you can find a useful map showing all the countries to which the shipment of 45' containers is possible. Follow this link: <http://www.shortsea.nl/index.php?language=2>.

REPORT MOTORWAYS OF THE SEA

The annual activity report 2009-2010 of Ten-T – Motorways of the Sea – Luis

Valente De Oliveira, European Coordinator. Can be found at: http://www.shortsea.be/html_en/publicaties/documents/annual%20activity%20report%202009-2010.pdf

NEWS

"Green Image" and "Best Practice" sections have been added under "News" too.

Quote:

"It is a pity that, when discussing the place of logistics in the economy, the term 'logistic sector' is often used thereby referring to the suppliers of logistic services. When looking for logistical solutions one ought to work on the basis of logistic processes, not on the basis of the 'logistics sector'"

Nik Delmeire, OTM, 18 November 2010 at Flanders Logistics 2010



LNG - THE FUEL OF THE FUTURE FOR SHORTSEA SHIPPING? ECSA'S VIEW.

The volatile oil market, doubts about the oil supplies and the policy aimed towards the use of environmentally-friendly energy sources have given momentum to initiatives promoting the use of LNG as an energy source in shipping.

LNG is clearly environmentally friendly. It produces no sulphur (SOx) and scores well in terms of nitrogen oxide (NOx minus 90%) and dust particles (almost nil). The use of LNG would also result in a reduction of CO2 by more than 20%.

The European Community Shipowners Association (ECSA) and the European Maritime Safety Agency (EMSA) have already organised two workshops investigating the possible use of LNG in shortsea and to find a solution for outstanding problems.

The focus is on shortsea because the quantity of LNG that can be bunkered on sea-going ships is quite limited to date. That already exposes a first problem: the bunkering potential of shortsea shipping in Europe. Actually, it should be possible to bunker in every European port one calls at, but in that respect there is still a lot of work to do. Indeed, the potential to bunker LNG is non-existent or marginal.

Infrastructure has to be converted and safety standards for bunkering have to be drawn up, preferably on an international level. ECSA and the European port association ESPO together with EMSA are analysing the current situation as a basis for further action.

An interesting possibility that emerged from the last ECSA/EMSA workshop in September 2010 was the use of a small tanker for bunkering purposes. This idea will be elaborated further.



Illustration newbuilding Hull 357 of Sea-Cargo, propelled by LNG
With kind permission of Sea-Cargo

It is technically possible to use LNG for shipping. Wärtsilä supplies engines that can run both on LNG and oil. Rolls-Royce has engines that run on LNG only. Both types of engine are already in use. Retrofitting existing engines for LNG is possible but obviously quite expensive.

Another question mark is the price of LNG. Until now that was strongly related to the price of oil on the world market. Very recent experience, however, points to an uncoupling of the price of LNG from the price of oil.

The final cost-price of the use of LNG in shortsea is as yet unclear. The services that are currently testing the use of LNG are all subsidised in one way or another. At the latest workshop the European Commission has said, therefore, that support via Marco Polo or Ten-t ought to be possible.

At the same workshop it also became clear that the initiatives aiming at the use of LNG as a fuel for shortsea shipping have clearly matured. Concrete action is undertaken in various fields and that is undoubtedly a positive development.

In addition, such initiatives suggest that without doubt there is a future for the use of LNG as fuel in shortsea shipping.

The remaining issues, primarily as far as bunkering, safety and the technical cost-price are concerned, still make it clear, however, that the widespread use of LNG in shortsea is still a long way off.

Alfons Guinier, secretary general ECSA (European Community Shipowners Association).

www.ecsa.eu

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DIFFERENT APPROACH TO GOVERNMENT SUPPORT

The European ports association ESPO recommends prior notification to the European Commission of any government support. "The way in which the European Commission approaches government support of the port industry has changed", says Patrick Verhoeven, secretary general of ESPO in their latest newsletter. This is a consequence of the transfer of authority to rule on government assistance from the current DG Move to DG Competition. "It is no longer a safe choice to think that support will not be considered as government assistance because it concerns investments in infrastructure that benefit the entire port community and therefore are in the public interest." The European Commission has as yet to draw up the guidelines on the application of the rules for government support it promised years ago. Currently this does not yet create a problem, but the change of method is worth mentioning, ESPO says.

Sources: www.espo.be / De Lloyd 13/10/2010

SPECIAL EDITION 2E3S

During the first weekend of November the Escola Europea de Short Sea Shipping, in short 2E3S, has organised a special edition of the "Motorways Of the Sea (MOS) Training courses". This time representatives of European organisations took part instead of students and professionals. Grimaldi, DFDS Seaways and Brittany Ferries were the participating operators, but representatives of IRU, ECSA, ECASBA, ESPO, ESN, Clecat, DG Move etc. took part also.

In the special training course the viability of SSS, the part played by the operators and MoS's role in Ten-T were examined.



Giving a number of practical examples, Willy De Decker, the chairman of the European Shortsea Network (ESN), demonstrated the versatility of SSS, although he also had to point out that a quarter of the European Shortsea Promotion Centres (SPCs) are currently under threat for want of financial means. Next to the promotion of SSS, ESN is currently exerting itself to refute a number of fallacies concerning volumes and times.

Indeed, the extensive SSS networks of Grimaldi, DFDS Seaways, as well as Brittany Ferries, lead to rising volumes and an extension of the frequencies and services, thus demonstrating that the concept works. "The road-sea policy continues to have but a limited success", says ESPO's Santiago García-Milá: "the MoS should not only link ports but also hinterlands, which have to be seen as the maritime part of a major network."

An analysis of road transport led Xavier Lluch of the 2E3S school to the conclusion that limitations indeed exist, such as increased transit times, transport costs, the working time legislation etc. Still, he said, intermodal transport is not possible without road haulage.

Co-modality offers a solution for said limitations. With SSS, for instance, the working time regulations can be circumvented. Also, higher frequencies can be provided.

The fact that the road haulage sector advocates multimodality was stressed by Jens Hügel of IRU. Simplification of the transshipment process is an important aspect in that context.

Sources: www.2E3S.eu / De Lloyd 10/11/2010

5 LOGISTICS COLLEGES GET ACQUAINTED WITH SHORTSEA

On two trips with the m/s Cruise Barcelona between Barcelona and Civitavecchia more than 120 logistics students were given the opportunity to acquaint themselves with shortsea shipping. In October and September technical colleges from Antwerp, Mechelen, Ghent, Kortrijk and Hasselt took part in the shortsea immersion during a round trip on the ropax vessel (passengers and freight) and once again a number of practical workshops, visits to both ports, presentations and teamwork to "solve" a practical case were organised during the voyage. In

between, a visit to Rome was organised also.



All those activities are part of the 2e3s project that is run by the school of the same name in Barcelona, amongst others for students of the European logistics colleges. A new project called "Life Logistics" will be launched as of March 2011 with the support of the Marco Polo Common Learning programme. The school also pays attention to the synergy between rail and shortsea. For that purpose training sessions are given to students and professionals.

www.2e3s.eu

THE ECONOMIC IMPORTANCE OF THE BELGIAN PORTS – FLASH ESTIMATE 2009

The value added generated in the Belgian maritime ports fell back significantly in 2009 (-11.7 percent). The decline was evident in both the maritime

and the non-maritime clusters. The port of Antwerp saw its maritime cluster added value collapse as a result of the losses incurred by shipping companies, victims of the slump in the world market for maritime transport, and the decline in cargo handling. The shipowners' sector in the port of Zeebrugge has been very badly hit, too. In the non-maritime cluster, most of the ports continued to face difficulties in industry, notably the metalworking industry and car manufacturing. Employment in the maritime cluster was affected by the decline in traffic in most ports, Ghent being the only one to record a positive trend, mainly as a result of the business expansion at a cargo handling firm. In the port of Zeebrugge, employment could not withstand the deterioration in ro-ro traffic. Employment in the non-

maritime cluster also suffered from the economic slowdown, especially in the industrial sector. Total employment in the ports fell by 3.3 percent.

Direct value added maritime + non-maritime cluster in 2008: 16,903.7m euros

Direct value added maritime + non-maritime cluster in 2009: 14,933.4m euros*

** estimates produced by means of statistical techniques, the final figures will be published in the spring of 2011.*

Source: National Bank of Belgium press release of 20 October 2010



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Shortsea shipping is the modern form of coastal navigation that encompasses maritime transport in the whole of Europe and in North Africa, the Mediterranean and the Black Sea. Shortsea vessels have no limitations as far as capacity is concerned and in certain countries they can operate on the inland waterways too. Such sea-river navigation is also called shortsea shipping.

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