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ABOARD!

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COMPANIES ON THE RADAR

CATAMARAN SHIPPED FROM OSTEND TO TURKEY

The catamaran "Alexandros" had been lying idle in the port of Ostend since 1994. Eventually, the 80-ton vessel, with its 32,6 x 10.8 x 9 metre dimensions (LWH), was sold to be deployed in the



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tourist trade in Fethiya (Turkey). In the spring of 2011 it was shipped by shortsea shipping.

The loading took place in two steps. First, the catamaran was loaded onto a pontoon in the inner port and towed by tug to the outer port, where Normed's MV "Sukap" took the boat on board using her two 80-ton cranes. Eleven days later the catamaran was unloaded safely in the Turkish port of Fethiya.

The shipping company Normed is specialised in the transport of steel, conventional freight and project cargo and it operates so-called "multi-purpose ships" in a regular service from Antwerp to Turkey.

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European Shortsea Network



WIND TURBINE PARTS OUT OF OSTEND BY SSS

From the Halve Maan site in the port of Ostend a first shipment of piles was taken on board the MV Maersk Finder at the end of March. The piles will be used for the foundations of the new windmills to be built in the 2nd and 3rd phase of

the C-Power windmill project in the North Sea. The ship brought the cargo to the Thornton Bank, where the work on the foundations for the aforesaid phases has meanwhile started.

The tug Sea Bravo also picked up 4 anchors which will be used to consolidate a platform that will position the foundations of the windmills in the right place.

www.portofoostende.be

ADDED VALUE FOR MECHEL'S STEEL TRAFFIC IN ANTWERP

Antwerp Stevedoring International (part of Wijngaard Natie) has been operating an all-weather terminal for some time now. At the covered loading and unloading facility for coasters (up to 10,000 tons) and inland barges, steel and project material is conveyed via shortsea. There the freight is transferred onto train, lorry and/or inland vessel.

Next-door to the all-weather terminal the Antwerp Decoil Center has been in service since September 2010. There

steel coils are cut into 3 to 18 metre long steel plates: clearly an added value for the steel traffic.

Mechel, which became active in Antwerp in 2003 and is one of Russia's largest manufacturers of steel (next to other products such as coal, iron ore etc.), has from the outset entered into a cooperation with Wijngaard Natie. The latter takes care for the group of all port-linked activities (unloading, marking, sorting, storage, order picking, re-bundling, transport etc.).



The Russian Group wants to develop a real distribution hub in Antwerp, which means that the clients' steel orders are prepared to the desired dimensions in



the port itself. To that end Wijngaard Natie has launched a new service centre in May 2011, specifically to receive an additional 20,000 to 25,000 tons of Mechel's steel products, which will be delivered to the all-weather terminal via shortsea using additional coasters. The total tonnage of Mechel steel will then amount to 150,000 tons per year, an important shortsea traffic that is now being anchored in Antwerp.

The new service centre that creates the additional added value for the steel traffic covers an area of 5,500 sqm and boasts five saws to cut the steel products to size. The orders thus prepared go to the final recipients directly instead of through middlemen, which leads to a respectable reduction of emissions. The transport to the final recipient takes place on the road, as the volume of freight is relatively limited. In order to supply the service centre optimally an additional 40,000 sqm open storage space has been put into service.

Wijngaard Natie has invested 2.5 million euros in the project.

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SEAWORTHY PONTOON TAKES 2 SUBSTATIONS TO LONDON

On 12 and 14 June two substations, each weighing 1,300 tons, were placed on a seaworthy pontoon at Hoboken, on the banks of the River Scheldt. The colossuses measure 25x 25 x 25 metres. During loading a tugboat kept the pontoon on its place against the current. Once each of the whoppers started to move onto the pontoon, its ballast had to be adjusted constantly. The substations were then welded to the pontoon and the final touches were made. Towed by seagoing tugs the transport left on 20 June for the Thames

estuary, where the floating crane "Rambiz" positioned the substations at the "London Array", a wind turbine park that is being constructed for the 2012 Olympics. The substations form the link between the windmills at sea and the cables that take the electricity to shore. THV Future Energy (Iemants Staalconstructies, Fabricom GDF-Suez, Geosea) and Siemens collaborated in the project. The crossing took about 24 hours.

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FOUNDATION ELEMENTS LEAVE HOBOKEN FOR THE THORNTON BANK

Since June foundation elements (jackets) are shipped by shortsea from the Smulders Projects site in Hoboken to the Thornton Bank off the Belgian coast. These elements are between 44 and 54 metres high and weigh up to 575 tons. They will be used at C-Power's wind turbine park.

www.c-power.be



SHORTSEA IN MOTION

SEAGO LINE, THE NUMBER 2 INTRA- EUROPEAN SHORTSEA CARRIER

Maersk daughter Seago has taken over all the activities of Maersk, Safmarine and KNSM to become the number 2 of the shortsea sector. The purpose of the operation is to attract more shortsea traffic and to increase the shortsea market share to 15 percent. To that end branches have been set up in 25 countries.

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TRANSFENNICA INCREASES CAPACITY

To cope with the increasing demand for extra space on the Iberia route

Transfennica has chartered since 31 March the much larger mv Louise Russ to replace the mv Friedrich Russ. With its capacity of 426 teu and its 2,500 line metres the mv Louise Russ, together with the mv Elisabeth Russ, will provide 3 sailings per week. The sailing

schedule hasn't been altered.

Since the middle of May the MV Bore Sea (2,900 line metres) has been deployed on the Iberia route Zeebrugge-Bilbao. On the brand-new ship there is room for 205

unaccompanied trailers, 500 cars and 450 teu. That means that the transport capacity is almost doubled. Apart from that, high & heavy vehicles (up to 7.4 m high and up to 225 tonnes) and accompanied trucks (accommodation for 12 drivers) can be transported, thus avoiding the transit through France. The Finnish MV Bore Sea has been designed to reduce fuel consumption, while at the same time the vessel's speed is sufficient to guarantee a sailing time of 38 hours.



TRANSFENNICA MOVES ITS IBERIA SERVICE

Since the middle of March the Iberia operations of Transfennica take place at quay 140-143 of the Wielingendok. This, in accordance with the cooperation agreement with the new PSA ZIP (Zeebrugge International Port) Terminal in Zeebrugge. The new location makes it possible to operate as a shortsea hub. Cargo that is transhipped from shortsea to deep-sea services does not have to leave the terminal. Inside de ISPS zone there is a conro, ro-ro and break bulk terminal (2 ro-ro berths and a 700-metre multipurpose quay), as well as a brand-new deep-sea container terminal.

An additional advantage is the 80,000 sqm storage space alongside the Wielingendok. *"Our new location in Zeebrugge also offers additional advantages, such as a better accessibility, 24/7 accessibility for trailers and an even better link with the services towards the UK and Scandinavia"*, says Helmut Walgraeve, the manager of Transfennica Zeebrugge.

Transfennica

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EUCON WILL FROM NOW ON CALL AT ANTWERP WITH THREE SHIPS

Because of the large amount of cargo destined for Antwerp Eucon has recently decided to mobilise a third ship on its LoLo service to Ireland. The sailing schedule is as follows: M/S Elbfeeder (974 teu) calls at Antwerp on Tuesdays and Wednesdays, Cork on Fridays, Dublin on Saturdays and Sundays. The ship then returns to Antwerp on Tuesdays. M/S Gerd (750 teu) calls at Antwerp on Tuesdays and Wednesdays, at Belfast on Fridays and Saturdays and returns to Antwerp on Tuesdays. And, finally, M/S Emstal (390 teu) calls at Antwerp on Fridays and Saturdays, Dublin on Mondays and Tuesdays, returning to Antwerp on Fridays.

This weekly sailing schedule with fixed departure dates has a sufficiently large buffer capacity to keep the rotation going at all times. Eucon specifically points at the short transit times. The shipping company loads its own intra-European cargo at PSA's Scheldt container terminal. Equally, the MSC Home Terminal or the two large container terminals at the Deurganckdok are regularly used by Eucon to load or unload feeder cargo from other carriers.

Herfurth & Co

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DFDS LOGISTICS EXTENDS EXISTING 'OSLOFJORD - GHENT' SERVICE

Since 1 January 2011 DFDS Logistics is also linking up its paper and container shipments out of Oslofjord with Zeebrugge. The schedule for the 'Lysvik Seaways' is as follows: Moss - Halden - Zeebrugge - Gent - Immingham - Moss. This means that deliveries can be made in Ghent each Friday morning for export to Norway, with deliveries in Moss as from Monday.

Starting on 1 April DFDS also offers a weekly container service to Bergen. Cargo from Flanders and Northern France is brought together with other Benelux cargo and shipped via Rotterdam on Fridays. The transit time to Bergen (arrival on Monday) is a short one and afterwards the ship continues to Skogn (Trondheim). DFDS has a wide range of containers available: 20ft, 40ft and 45ft pallet-wide high cube dry (33 europallets, the equivalent of a 13.6m trailer) as well as special equipment such as 45' reefers, flat racks, curtainside containers etc.

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BG FREIGHT LINE LINKS ANTWERP TO TEESPORT

The shipping company, which transports both feeder cargo from large carriers, tank and bulk containers and its own cargo in 45' high-cube containers, has added an Antwerp-Teesport link to its sailing schedule. Departure from Antwerp is on Wednesdays and arrival in Teesport on Fridays. Both the "Novitas H" (340 teu) and the "Margareta B" (525 teu) will carry freight from and to Katoennatie's and PSA's Antwerp terminals.

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WEC LINES LAUNCHES NEW SERVICE OUT OF ANTWERP

Using an 868 teu vessel the Dutch shipping company WEC Lines has launched a new service from Antwerp to Gijon and Bilbao. The feeder "WEC Van Eyck" leaves Antwerp every Monday and will load and unload in Gijon on Wednesday and Thursday. She will call

at Bilbao on Fridays. Both Northern Spanish ports were already served by WEC from the Portuguese port of Sines. In that service the "WEC Van Eyck" is now being replaced by the smaller "Green Fast" (601 teu) as from now on some transshipment traffic will shift from Sines to Antwerp. With this new service WEC aims at both the feeder traffic and the intra-European shortsea cargo.

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NEW OPDR SERVICE TO TUNIS

Since the beginning of 2011 OPDR operates a weekly container service from Northern Europe to Tunis and vice versa, as an extension of the existing link to Southern Spain. The containers can be loaded in in Rotterdam, Felixstowe, Hamburg and Antwerp and will be unloaded in Tangiers. At the Tangier Med Terminal the cargo is then transhipped and forwarded to Tunis/Rades. The transit time for cargo from Antwerp is 14 days. Since 17 May Almeria has been added to the schedule too. In that case the focus lies on producers who wish to export their fruit

and vegetables from the Almeria region to Northern Europe. This also is a weekly service with short transit times. Cargo delivered at Antwerp is taken to Rotterdam by inland navigation vessel.

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ICO TO COOPERATE WITH UST-LUGA COMPANY

During the recent mission of the Belgian crown prince to Saint Petersburg, the Zeebrugge-based company International Car Operators (ICO) and Ust-Luga Company (Saint Petersburg) have signed a cooperation agreement to establish a sustainable logistic chain which would serve Russia via Zeebrugge with miscellaneous ro-ro cargo from the Far East and Europe. In the long run it is the intention to develop a "vehicle processing centre" (VPC) in Ust-Luga. In such VPC technical interventions and controls will be carried out and cars will be adapted to the wishes of the customers by adding various options.

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CORNEEL GEERTS USES THE ZEEBRUGGE - BILBAO SERVICE

By using Transfennica's Zeebrugge-Bilbao ro-ro link Corneel Geerts Transportgroup has further extended its multimodal services to Spain and Portugal. Out of its base in Jabbeke, West Flanders, where deliveries can be made on a daily basis, the Antwerp transport group deploys 200 trailers. In this multimodal concept the group joins forces with its Spanish partner Grupo TT. Corneel Geerts Transportgroup is, among other things, specialised in the transport of wine, chemicals and pharmaceuticals.

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OOCL ADDS A VESSEL

Orient Overseas Container Line (OOCL) has added a sixth ship (1,000 teu) to its fleet serving Scandinavia and the Baltic region. The newcomer will be deployed on the SBX1 service which links Rotterdam and Antwerp with Saint Petersburg, Gdynia and Gothenburg.

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NEW FEEDER SERVICE TO SAINT PETERSBURG

On 30 April Maersk Line launches a new feeder service between Antwerp/Rotterdam and Saint Petersburg/Rauma. With its "Kronstadt PLP-service" Maersk Line offers each

Saturday a sharp 4-day transit time from the PSA terminal in Antwerp to Saint Petersburg. The rotation is as follows: Rotterdam - Saint Petersburg (Kronstadt) - Rauma - Rotterdam - Antwerp - Saint Petersburg (Petrolesport) - Rotterdam. In this regular service two 868 teu feeder vessels and one 956 teu ship are used.

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REGULAR BREAKBULK CONTAINER SERVICE TO HUELVA (SPAIN)

As from 1 May Port Service Company bvba provides a regular breakbulk container service to Huelva (Southwest Spain). In a first phase a single ship is used (MS Elation), which will load at Rotterdam every 8-9 days. The container cargo is consolidated at Antwerp and taken to Rotterdam, for instance by barge. As soon as there is a sufficient volume of cargo, Antwerp and/or Zeebrugge might also be called at. The transit time amounts to some four days. Thanks to its network of agents PSC bvba can also offer connections to the UK, Ireland and Russia.

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DFDS SEAWAYS THRICE WEEKLY TO SCOTLAND (ROSYTH)

The weekly departure from Zeebrugge on Thursdays has been scrapped. That means that there are now only three sailings per week instead of four. The decision was taken because of the high fuel costs and the insufficient amount of

SHORTSEA IN MOTION

freight. With departures on Monday and Wednesday at midnight and Saturday morning at 10 o'clock the 'Tor Finlandia' will make the 23-hour journey to Scotland. Should the supply of cargo rise again, the frequency may be increased anew.

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INCREASED CAPACITY AT TSCHUDI LOGISTICS

Since 13 May the MV Pachuca (750 teu) has been mobilised on the North Sea Container Service. And one day earlier, the MV Pagola (700 teu) made her entry on the Baltic Sea Container Service. "The 40% increase of capacity on the North Sea Line and the 30% rise (on a monthly basis) on our Baltic Sea Line, strengthens our position on the market and our logistic door-to-door commitment", says managing director Eskil Odegaard. Various types of containers are available to, respectively, Drammen, Oslo, and Tallinn, Klaipeda, Helsinki (with transit into Russia).

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MSC ADDS GREENOCK TO SCHEDULE

The Scottish port of Greenock has been added to the schedule of the weekly feeder service between Antwerp and Dublin. Greenock is the seventh

ABOARD!

destination of MSC in the United Kingdom. Each Tuesday the "MV Miltiadis Junior III" (1700 teu) will load at the MSC Home Terminal in Antwerp with departure on Wednesday. The transit time to Dublin is 2 days. Cargo for Greenock will reach the port 4 Days after leaving Antwerp.

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INNOVATIONS

LNG-DRIVEN COASTERS

As "future" fuel for shortsea coasters LNG has in recent years increasingly been discussed on all kinds of forums. So far the use of LNG as fuel was limited to ferries and offshore vessels in addition to LNG carriers. But now the orders for other ships using that fuel appears to be steadily increasing.

Norway's NSK Shipping has ordered an LNG-driven cargo ship capable of carrying more than 2,000 tons of fish



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products along the Norwegian coast. Both cost-price and environmental considerations come into the picture in this project, which is co-financed by the Norwegian NOx Fund which will

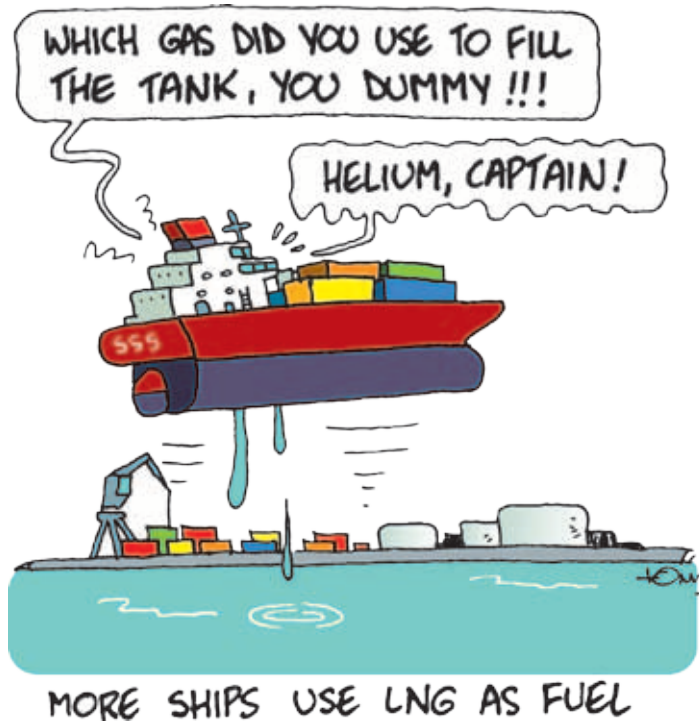
cover NOK 18 million of the estimated total cost of NOK 28 million.

The ship is being built in Turkey and will be delivered in 2012. It will have

Rolls Royce engines running on LNG and a 90 m3 LNG tank.

The problem of supplying the ship with LNG will be solved by weekly bunkering from a permanent bunkering facility in the vicinity of the BioMar factory. The latter company has commissioned the building of the ship.

Source: Det Norske Veritas www.dnv.com
 Author of the original article: Martin Christian Wold



CLASSIFICATION OF GAS-DRIVEN SHIPS

The growing interest in LNG-driven ships has inspired the classification society ABS to release a guide for propulsion and auxiliary systems in such ships. ABS is anticipating a strong development of this type of vessel but at the same time it points at the bunkering problem on longer distances within Europe.

Source: De Lloyd – 31 May 2011

POLICY

EUROPE: BLUE BELT PILOT PROJECT

The Blue Belt project, which was launched last year during the Belgian EU-presidency, has taken off in May 2011. The pilot project aims at simplifying (or abolishing) administrative procedures and promoting digital communication. Messages concerning the vessel, the cargo, the last port visited, the ship's journey etc. will be sent to the local customs offices via SafeSeaNet. At a later stage satellite-based positioning will be used too. Currently 250 ships participate in the project, which runs until November 2011. It is managed by EMSA

(European Maritime & Safety Agency) and ought to diminish the red tape surrounding SSS considerably.

TEN-T: EU AWARDS 170 MILLION EUROS FOR INFRASTRUCTURE PROJECTS

The European Commission has published the list of infrastructure projects that will receive support from the Trans-European Transport Network (Ten-T). 170 million euros have been made available to tackle a number of "missing links" in the field of infrastructure, to eliminate bottlenecks,

to promote the links between different transport modes etc. In each case this involves co-financing in the framework of a public-private cooperation. The Motorways of the Sea infrastructure projects come under this support measure.

The list:

<http://europa.eu/rapid/pressReleasesAction.do?reference=MEMO/11/101&format=HTML&age=d=0&language=EN&guiLanguage=fr>
 Information: <http://ec.europa.eu/tentea>



FINANCIAL INCENTIVE IN THE PORT OF ANTWERP FOR ENVIRONMENT-FRIENDLY SHIPS

As from 1 July the Port of Antwerp has introduced the ESI (Environmental Ship Index). From that date the most environment-friendly ships will be granted a discount of 10% on the tonnage dues (the fee that a shipping company pays to the Port Authority and which is calculated on the basis of the gross tonnage). The aim of the Port Authority is to further reduce emissions of pollutants such as NOx and SOx.

This measure follows on from an initiative by the International Association of Ports and Harbours (IAPH), in which the port authorities of Le Havre, Bremen, Hamburg, Rotterdam, Amsterdam and Antwerp introduced the Environmental Ship Index (ESI). Until further notice the measure applies until the end of 2011.

Shipping companies can register their ships for this index at www.environmentalshipindex.org. So far more than 250 ships have been given a score on the basis of the data entered, such as fuel consumption and emissions. The ports themselves decide what advantages to offer participating ships.

In the case of Antwerp, seagoing ships with a score of 31 or more will be granted a discount of 10% on the tonnage dues, which appears to be quite stringent. If fewer than 25 seagoing ships qualify for the discount, then the Port Authority will reward the 25 vessels with the highest ESI score (on a scale from 0 to 100, from highly polluting to emission-free) and this for a period of three years. The discount will then be available retroactively over the previous quarter. The list of the ships that have been awarded a discount will each time be published.

The Antwerp Port Authority itself uses low-sulphur fuel for its fleet. In addition,

ships and barges are able to use onshore power supplies at various locations in the port, so they do not have to run their engines while at berth.

Source: Press release of the Antwerp Port Authority - 8 June 2011

MARCO POLO

2011 work programme adopted

The 2011 Marco Polo Work Programme was adopted on 31 March. This year, the call text will be adopted separately, during the autumn of 2011.

Find out more on: http://ec.europa.eu/transport/marcopolo/about/in-law/index_en.htm#work-prog

32 new projects selected for funding under the call 2010

Following the fruitful negotiation phase, 32 new projects were selected to receive a total of € 57 million Marco Polo funds under the 2010 call for proposals. Find out more details about the projects on: http://ec.europa.eu/transport/marcopolo/about/in-law/2010-projects/index_en.htm

Marco Polo Info Day: save the date!

This year, the Marco Polo European Info Day will take place on Tuesday, 13 September in Brussels. Mark your calendar now so you don't miss it!

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NEW WAYS TO A GREEN HORIZON

MARCO POLO
 NEW WAYS TO A GREEN HORIZON

Marco Polo offers a new way forward for freight transporters. This European Union funding programme is designed to help the industry overcome the challenges of the future and find more environmentally friendly, less congested ways of transporting goods across Europe. €450 million is available from 2007-2013 to help shift goods from the road onto the sea, rail and inland waterways and reduce traffic on European roads.

Opens natural bottlenecks and eases road congestion by taking the motorways of the sea.

eaci

SHORTSEA FIGURES AND SSS AWARD 2010-2011 MEET WITH BIG RESPONSE

The press conference in Zeebrugge on 18 March (Newsletter 40) received much attention in the press. Focus TV and Lloyd TV also showed pictures, which you can look at on our film page http://www.shortsea.be/html_nl/publicaties/film.html (only in Dutch).

And an interview was broadcast on Radio 2. Both the strong shortsea growth figures and the SSS Award ceremony were highlighted.



At the reception afterwards (fltr) J. Coens (MBZ), minister H.Crevits, G. De Clercq (ACB Agencies – winner SSS award), H. Walgraeve (Transfennica – nominee), Y. Vlamincx (Fast Lines – nominee), W. De Decker (Shortsea Promotion Centre) en C. Scheers (Fast Lines)

LINKS

Maritime education for a job on the water: www.areyouwaterproof.be

JOINT WORKSHOP WITH THE DUTCH SHORTSEA INFORMATION CENTRE

After a joint workshop in Ghent in July 2009 focused on “shippers and intermodality”, now Terneuzen was chosen to host a joint Flemish-Dutch workshop. This time the handling of goods took centre stage with, amongst other things, presentations of Zeeland Seaports and a visit to Verbrugge Terminals.

ESN ANNUAL REPORT NOW ONLINE

The annual report of the European Shortsea Network can from now on be downloaded at:

http://www.shortsea.be/html_nl/publicaties/rapportenestudies_esn.html

OPEN CALL FOR MOTORWAYS OF THE SEA IN THE NORTH SEA

The text concerning the open call has been updated in June 2011. You can look up the latest version under this link:

http://www.shortsea.be/html_nl/publicaties/rapportenestudies_promobureau.html

FLEMISH PORT DAY (25 JUNE)

At the second Flemish Port Day the 4 Flemish ports opened their doors to the public at large. Promotion SSS Flanders had information stands and panels in each of the 4 ports.



ACB Agencies in front of the camera

PROMOTION CENTRE

TRANSPORT & LOGISTICS MUNICH (10-13 MAY)

The Promotion Centre was present at **T&L Munich** on a joint stand with, amongst others, the 4 Flemish Ports and the Promotion Office for Inland Navigation in Flanders. This trade fair has developed into the absolute transport and logistics event with no less than 51,000 visitors from 134 countries (+7% compared to 2009). There were 1,850 exhibitors from 59 countries, including 50 from Belgium.

The European Shortsea Network was also present at the trade fair with information panels on the stand of the German promotion centre. Some eight promotion centres took turns on the stand to inform interested visitors.



TRANSPORT & LOGISTICS ANTWERP (20-22 SEPTEMBER)

Pay us a visit at **Transport & Logistics Antwerp** in Antwerp Expo (stand B4018).



BREAKBULK CONFERENCE ANTWERP (17-19 MAY)

The **Breakbulk Conference Antwerp** enjoys a growing success as it attracted 4,100 professional visitors to the conference and/or the exhibition. The promotion centre visited several stands. In addition the centre also attended the SSS conference in Hamburg (29-30 June).

Quote:

"To boost maritime sectors, the first thing to do is to make maritime careers appealing to young people."

Maria Damanaki, European Commissioner for Maritime Affairs at the European Maritime Day in Gdansk (19-20 May 2011).

Search engine SSS services

Are you looking for regular services to or from Flanders? Then surf to www.shortsea.be and click on the red banner. You'll find all regular shortsea services in a jiffy.

Are you in search of tailback-free transport? The Shortsea Promotion Centre Flanders helps you in your search for shortsea opportunities.
www.shortsea.be - shortsea@shortsea.be

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.

Shortsea Promotion Centre Belgium c/o Promotie Binnenvaart Vlaanderen

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