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# ABOARD!

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## COMPANIES ON THE RADAR

### SUGAR FOLLOWS A CHAIN ALONG EUROPEAN WATERS

The sugar refinery Tiense also ships bulk cargo in 20'dc to various European destinations, for a number of which it uses a combination of truck, inland navigation and shortsea shipping.

In that respect the Cargovil inland container terminal in Vilvoorde, which since the beginning of May is operated by Van Moer Stevedoring, is used as a hub. From the different loading sites the containers are taken to the terminal in Vilvoorde to be loaded on an inland boat.



That barge takes the containers to the port of Antwerp, from where they are shipped to the European clients by various regular shortsea services. On the whole that traffic can amount to some 1,500 containers per year.

*"This is a nice example of the synergy between inland navigation and shortsea shipping, in which the containers are already put on water far inland",* says the Van Moer Group.

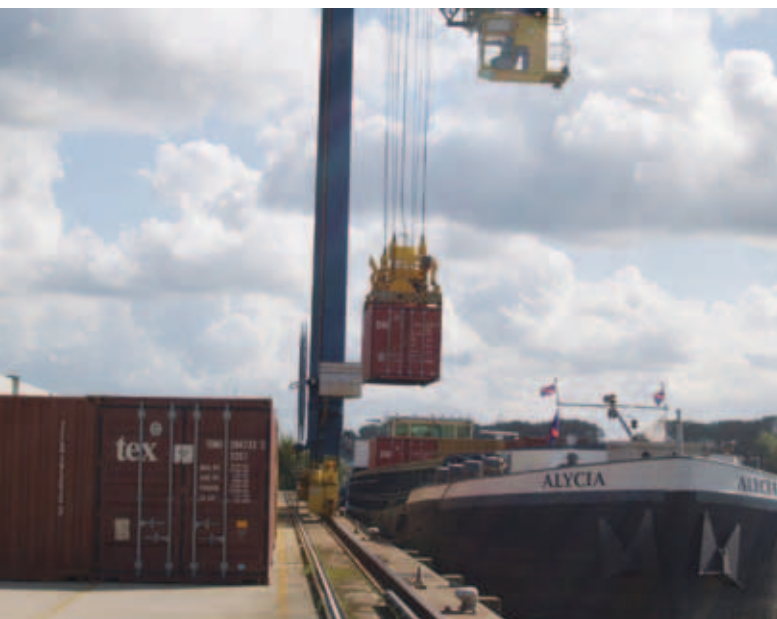
#### **Van Moer Group**

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European Shortsea Network



## BEER TANKS TO VALENCIA

Recently nine impressive beer tanks were shipped to Spain from the Zuidnatie terminal in Antwerp. The tanks each weighed 38 tonnes and they were 21,63 m long and had a diameter of 7,03 m. The overall volume amounted to almost 10,000 cbm.

The transport formed an entirely water-linked chain: the tanks are brought in by inland navigation vessel and subsequently forwarded through shortsea shipping.

The tanks were transported as partial cargo by two ships, one of which was the MS "Laganborg".

Securing the enormous tanks on deck was a painstaking task, which was carried out by the company Anspac. A mere 7 days later the nine tanks were unloaded in perfect condition at the port of Valencia, from where they were transported to a nearby site.

ARS Agencies acted as agent for both coasters. This firm is specialised in the transport of conventional and project cargo, both in inland navigation and in shortsea.

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## SHORTSEA IN MOTION

### REGULAR LINE SERVICE TO PORT SAID EAST

Since the beginning of September OOCL is operating a regular line service from Antwerp to Port Said East with a transit time of nine days. The Egyptian port is used as a transshipment hub for services to Ashdod and Haifa with transit times of 17 and 16 days respectively.

On the same basis the Turkish ports of Ambarli (14 d), Izmir (18 d) and Mersin (21 d) are also called at.

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## SHORTSEA GROWS 4.7% IN THE FIRST 6 MONTHS OF 2011

On the whole 70,437,327 tonnes of merchandise has been shipped via

shortsea in the first half of 2011. This means that shortsea transport has done even better than in the first half of the record year 2008. Again more than half (51.52%) of all maritime port traffic consisted of shortsea shipping. Compared to the semi-annual figures of 2010 the shortsea traffic increased by

4.7%. In relation to 2008 the increase amounts to 1.95%.

Port	Jan-June 2006	Jan-June 2007	Jan-June 2008	Jan-June 2009	Jan-June 2010	Jan-June 2011	Total traffic port Jan-June 2010	% SSS
Antwerp	36.476.054	38.928.691	44.363.150	35.835.447	41.460.308	44.578.828	95.869.515	46,50 %
Bruges - Zeebrugge	14.413.419	13.678.910	13.542.974	11.673.087	15.073.751	14.707.785	24.435.589	60,19 %
Ghent	5.462.322	6.114.508	6.765.761	5.930.029	8.251.968	8.902.739	14.148.859	62,92 %
Ostend	3.718.294	4.610.606	4.421.354	3.120.489	2.489.451	2.247.977	2.258.263	99,54 %
<b>Total SSS</b>	<b>60.070.089</b>	<b>63.332.715</b>	<b>69.093.239</b>	<b>56.559.052</b>	<b>67.275.478</b>	<b>70.437.329</b>	<b>136.712.226</b>	<b>51,52 %</b>

Sea / River	Jan-June 2006	Jan-June 2007	Jan-June 2008	Jan-June 2009	Jan-June 2010	Jan-June 2011
Albertcanal	260.484	244.557	211.850	101.257	151.489	143.152
Brussels-Scheldt	548.544	672.154	706.110	436.428	660.186	742.083
Total	809.028	916.711	917.960	537.685	811.675	885.235

Figures in tonnes • Source: Shortsea Promotion Centre Flanders • [www.shortsea.be](http://www.shortsea.be)

## MSC'S NEW BISCAY SERVICE IS OPERATIONAL

The new service links the MSC Home Terminal in Antwerp to Gijón and Bilbao (Spain) since the beginning of July. The weekly rotation starts from Antwerp on Wednesday/Thursday, calls at Bilbao on Saturday/Sunday and ends at Gijón (Sunday/Monday). On Wednesday Antwerp is called at again.

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## NEW RO-RO LINK AT TRANSATLANTIC

The weekly TransBothnia Line service with rotation Oulu - Kemi - Antwerp - Zeebrugge is used for the transport of

paper on the basis of a contract between TransAtlantic and StoraEnso which will end in late 2014. The ro-ro vessels "Tyrolsland" and "Vikingland" call at Antwerp on Wednesday and at Zeebrugge on Thursday.

**TransAtlantic**  
[www.rabt.se/en/Schedule/](http://www.rabt.se/en/Schedule/)  
**TransBothnia-Line**

## ACB AND CONTRADE OFFER 45' CONTAINERS ON THEIR NEW GREECE SERVICE

The NVOCC service between Northwest Europe and Greece offers a door-to-door concept with 45' pallet-wide high cube containers exclusively. Two departures per week are scheduled with a transit time of 7-8 days. Antwerp and Rotterdam act as hubs, which means that cargo from the United Kingdom, Ireland, Germany and Northern France is also taken on. Both ACB Agencies

and Contrade wish to offer an alternative to the traditional trailer transport.

**Contrade**  
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## ZEEBRUGGE - SAINT PETERSBURG VIA CMA CGM

With its weekly Zeebrugge - Saint Petersburg service CMA CGM offers a direct link with a transit time of 8 days.

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## WITH MERILINJA TO OULU

Next to the existing link to Kokkola the Finnish shipping company Merilinja Oy now also connects the port of Antwerp to the Northern Finnish port of Oulu. To provide a weekly service Merilinja deploys, next to the MS HANNI, also the MS JOHANNA with a capacity of about 700 teu.

The schedule of the 14-day round-trip is as follows: Antwerp: Wednesday/Thursday, Kokkola: Tuesday/Wednesday, Oulu: Thursday/Friday, Antwerp: Wednesday/Thursday.

In Antwerp both the MSC Home Terminal (cargo transhipment) and IMT (quay 242 – for own cargo) are called at.

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## COBELFRET OFFERS ADDITIONAL SERVICE ZEEBRUGGE-GÖTEBORG

The new service is operated from the Britannia dock at the Sea-Ro Terminal

and is complementary to the already existing link operated in cooperation with StoraEnso. Now that the volumes show a rising trend Cobelfret daughter CLdN can offer a higher flexibility of up to seven departures per week using an extra ship. The freight ferry "Catherine" can take 170 trailers on board and is not included in the cooperation agreement with StoraEnso.

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 Tel + 32 50 55 79 30  
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[www.cldn.com](http://www.cldn.com)  
[www.cobelfret.com](http://www.cobelfret.com)

## HAMBURG SÜD DECREASES ITS CAPACITY ON THE EAST MED AND NORTHERN EUROPE

Since the beginning of August the NEMN service (Northern Route) to Turkey has been abandoned. The main NEMN ports have now been added to the NESM service (Southern Route Levant Service). The new NESM service had the following rotation schedule: Felixstowe - Antwerp - Hamburg - Tangiers - Alexandria - Limassol - Beirut - Lattakia - Mersin - Izmir - Alexandria - Salerno - Felixstowe. The weekly service with 2,500 to 2,700 teu vessels also serves Tunis via





Tangiers using a dedicated shuttle service.

In cooperation with Seago Line two additional routes are provided: the "Turkey Sling" and the "Israel Sling". The "Turkey Sling", which also calls at Antwerp, has the ports of Gebze, Kumpport, Gemlik, Aliaga and Valencia as its destinations.

#### **Hamburg Süd Belgium**

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of the smaller "Norqueen" (2,100 line meters) on the Thames route Zeebrugge-Tilbury. Together with the "Norking" this ought to solve the capacity problems on this route.

#### **P&O Ferries**

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## **SEAGO LINE'S AEGEAN SEA SERVICE LAUNCHED**

The Aegean Sea Service, formerly known as the Scanned service, was launched on 11 September. The revamped service no longer calls at Göteborg and Aarhus. However, Felixstowe, Bremerhaven and Antwerp remain on the sailing schedule as does Valencia on the return trip. The adjustment shortens the transit times from and to Turkey/Greece.

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#### **Quote:**

*"We have been able to demonstrate that - given certain conditions - it is possible to set up a reliable service with shortsea."*

*William Moyersoen, CEO  
ArcelorMittal Logistics*

## **MORE CAPACITY AT P&O FERRIES IN ZEEBRUGGE**

Since the month of September the new MS "Bore Song", owned by Bore Ltd, is deployed between Zeebrugge and Teesport. The "Bore Song" has a height of 7.4 meter on its main deck, so more containers stacked two-high on mafi can be transported. The moveable deck makes it possible to load 250 freight units and a couple of hundred cars.

The "Bore Song" (2,863 line metres) replaces the "Norstream" (2,520 line meters), which itself will take the place





## NEW GENERATION OF SUPER FEEDER VESSELS

The Craig Group (UK) has placed an order in China for the construction of a new generation of container feeders (Marlin 2000 Blue design). The first two vessels are scheduled for delivery in August and September of 2013 with subsequent vessels to be delivered in pairs every two and half months.

According to CEO Hugh Williams this development responds to the need for quality, fuel-efficient, competitively-priced and environmentally-friendly feeder ships to meet the evolution of the ultra large containerships (ULCS), whose scaling-up also has an effect on the feeder ships (20% more capacity) that distribute the cargo further down the line.

The design has been developed by Wärtsilä in cooperation with the Craig Group and DNV (classification). The major assets are 30 percent improved fuel efficiency per teu carried, improved capacity and slow steaming potential, better loading flexibility for different container types, including more reefer opportunities, and lower emissions.

Financial support comes from a European and a Chinese bank.

Although originally developed for the intra-Asia trade routes, there are already concepts for vessels that will be allowed to operate in the ECAs (Emission

Control Areas). The Marlin 2500 Green” has a “dual fuel and LNG powering” option and the Marlin 2500 Jade will operate with a scrubber or reduced emission technology.

Source: *press release 12 July 2011 - [www.craig.com](http://www.craig.com) - [www.wartsila.com](http://www.wartsila.com)*

## CRONOS CAR RACK CONTAINER HOLDS 3 PASSENGER CARS

The Cronos Group has been active in the container world since 1978, specifically with the development of new types of container. The overall Cronos 710.000 teu comprises the usual standard “dry”, reefer and tank containers, but also special

containers such as the 40’ Standard High Cube Cronos 3.7 Car Rack.

It was already a known fact that empty StoraEnso containers were loaded with two new Volvo cars and shipped, among other places, to Finland for transit to Russia. Cronos now has developed the innovative 3.7 Car Rack on which three cars are loaded on a rack, which is then pushed in the container with a forklift. After transport no less than seven empty racks can be brought back in a single container.

The containers can be loaded as regular 40-footers without the need for special materials or machines. As by using a rack the cargo space occupied by three cars decreases, the shipping company can take more freight on board. The cars are securely fastened, which considerably reduces the risk of claims. The containers can also readily be used in an intermodal fashion. The patented design has been approved by European Railways.

### Cronos

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## 0.1% SULPHUR CONTENT IN 2015

As was reported earlier, the 0.1% sulphur content of fuels standard will be introduced in the ECAs (Emission Control Areas) as from 2015. These areas are currently situated in Northern Europe only. The NOx standards will be strengthened also. This means that IMO (the International Maritime Organisation) and the European Commission have held on to their plan to implement the standards as agreed. Meanwhile the shortsea industry fears that the higher fuel costs will lead to a “modal backshift” (from shortsea to the roads).

Studies like those carried out by Itmma and TML (university spin-offs) confirm that fear.

The fact that there currently are no ECAs in, for instance, the Mediterranean Sea, could modify the routes of deep-sea carriers, i.e. restrict them to ports in the Mediterranean, although an extension of the number of ECAs is planned (also in Europe).

ECSA (the European Community Shipowners Association) has for a long time been arguing in favour of a revision or at least a postponement of the sulphur standard. ESC (the European Shipper's Council) fears that the shipping companies and shippers will suffer unfair competition.

At the end of July the EC has introduced its proposal for a directive by which the standards of IMO (2008) will be implemented into the EU regulations. However, this proposal still has to be forwarded to the European Council and the European Parliament.

The EC wishes to reduce the emissions of sulphur dioxide and fine dust drastically (mention is made of reductions of 90% and 80% respectively). The European Commissioner for Transport, Siim Kallas, has said that the EC is aware of the difficulties for the maritime sector and specifically for shortsea shipping and that “therefore a number of accompanying

measures will be taken”. The proposal for a directive also mentions the solutions that have the same effect as low-sulphur fuel, for instance scrubbers that remove the sulphur from the emissions.

## EUROPEAN COMMISSION SPONSORS LNG STUDY

A comprehensive consortium of partners from various countries around the North Sea and the Baltic Sea have joined hands to investigate the use of LNG as maritime fuel. The project is led by Denmark and the Flemish department of Mobility and Public Works as well as the port of Zeebrugge are also involved as partners. The project is part of the “Motorways of the Sea” actions of the TEN-T network.

For the shortsea fleet LNG (Liquefied Natural Gas) is a promising fuel. Yet, some questions still have to be addressed, such as for instance the possibility to take in LNG (infrastructure needed) and the safety procedures when refuelling (at sea using bunker ships, at the quay etc.). Currently there are very few, if any,

possibilities in that respect along the European coastline.

Next to the study the design of two newly-built types of vessel (Ro-Pax with freight and passengers) is being adapted for use with an LNG propulsion system, an environmentally-friendly solution that meets the standards of Annex VI Marpol: no sulphur, 90% less NOx and 25% less CO2.

The entire project costs 26.8 million euros, 35.7% of which (9.6 million euros) is subsidised by the European Commission. The project, which has already started, will run up to March of 2013.

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*Project link: <http://www.dma.dk/themes/LNGinfrastructureproject/Sider/LNGinfrastructureproject.aspx>*

## PROMOTION CENTRE

### CONTEST: “IMMERSE YOURSELF IN SHORTSEA”

On Sunday 19 June we published an article in the weekly newspaper “De Zondag” which included a contest that with more than 1,100 entries proved to be a big success. The main prizes were a trip by ship to Gothenburg and a journey by ship to Hull. Apart from that 50 duo tickets for the MAS “Museum on the River” and several copies of the beautiful picture book “Flanders Port Area” could also be won. We thank our sponsors!





Our own information stands in Zeebrugge and Antwerp were very popular too. In the ports of Ostend and Ghent information boards were placed to give the general public a better insight into what “shortsea shipping” really means.

## TRANSPORT & LOGISTICS ANTWERP

Together with the Flemish Inland Navigation Promotion Centre the Shortsea Promotion Centre was present with a stand at the Transport & Logistics trade fair in Antwerp (20-22 September). Quite a number of visitors visited the stand, where they could obtain information about shortsea shipping.

## FLEMISH PORT DAY

Despite the bad weather on 25 June the second edition of the Flemish Port Day

attracted handsome crowds. No less than 56,000 visitors, spread over the four Flemish ports, visited the event.

### Quote:

*“If you look at all of the activities of ArcelorMittal in Antwerp, you will see that already 20% of the volume goes into containers, a substantial increase compared to the past. It is highly unlikely that these volumes will revert to break bulk again. I myself have no longer any illusions about that.”*

*William Moyersoen, CEO ArcelorMittal Logistics in the “Break bulk” special (De Lloyd 2011) about the iron and steel shipments of the group.*



### Search engine SSS services

Are you looking for regular services to or from Flanders? Then surf to [www.shortsea.be](http://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](http://www.shortsea.be) - [shortsea@shortsea.be](mailto: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.

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