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# ABOARD!

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## COMPANIES ON THE RADAR

### GIGANTIC PILING FRAME FOR WIND FARM

At the end of August a gigantic piling frame was shipped from the Aelterman firm's quay in the port of Ghent. The frame will be used as a template with which the foundation piles for 40 windmills in the North Sea off the coast of Germany will be driven into the seabed at precisely the intended locations.

The colossus weighs 250 tonnes and measures 9,100 cubic metres (50 x 26 x 7 m). It was transferred from the quay onto a sea pontoon using hydraulically controlled vehicles. After the load had been safely fastened the pontoon left for Eemshaven. There the hydraulically and GPS-controlled frame was attached

to a special (jack-up) barge which took it to its final destination in the wind park of Borkum West.

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European Shortsea Network

### ECOVER OPTS FOR A 'GREEN' IMAGE

Ecover, a manufacturer of ecological detergents and cleaning products based in Malle, has opted for shortsea as a 'green' means of transport for its traffic towards the UK. The transit time is somewhat longer than with a pure road connection but, apart from a deliberate choice in favour of a green image, the reliable sailing schedule and the possibility of "floating stock" were the deciding factors.

Up to fifteen 40' containers are being shipped from the port of Antwerp to Liverpool with a fixed schedule: departure on Wednesday, arrival in Liverpool on Friday and delivery at the client's in the UK on Monday.

ACB Agencies, the winner of the 2011 Shortsea Award, is the architect of this transport.

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### NEW RESEARCH VESSEL COMES FROM RUMANIA BY SHIP

The MS Simon Stevin is the latest research vessel of VLOOT (Fleet), the maritime operator of the Flemish government. She will replace the MS Zeeleeuw. At the end of October the body of the new ship was loaded on the MS Paula of the SAL shipping company. The MS Simon Stevin is 36 m long, 9.4 m wide and has a draught of over 3 metres. The body will receive the finishing touches in the Netherlands, after which the ship will start to undertake scientific voyages in

cooperation with the Flemish Institute of the Sea.

You can look at the video on [www.welkombijvloot.be/projectitems/2011-12-03-transport-simon-stevin-naar-werf-nederland](http://www.welkombijvloot.be/projectitems/2011-12-03-transport-simon-stevin-naar-werf-nederland).

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#### Quote:

*"Sustainability: to allow the current generation to satisfy its needs without preventing later generations to do the same."*

*Marc Soumillion, SME Marketing conference (25 November), Edegem.*



## POSITIVE TEST RESULTS FOR DFDS SEAWAYS

From 17 November DFDS Seaways has been examining whether the port of Ghent is suited to receive larger ships. To that end the MS Tor Freesia, which has a capacity of 306 trailers, was deployed for a week. The test results were positive, according to Stefaan De Brouwer, Agency Director of DFDS Seaways. *“With the extra power in its bow thrusters this longer type of ship is as manoeuvrable as its sister vessels that are 30 metres shorter. Consequently, the ships don’t have to take a tug in the Terneuzen lock, albeit within certain wind-force limits. There were no problems on the canal itself, nor when mooring or casting off”*, De Brouwer says. The MS Tor Freesia was extended by 30 metres in 2008 together with three other ships. That increased the capacity by 24%. The positive test results mean that DFDS can now deploy these vessels more flexibly on various routes, depending on the cargo. The Ghent port authority fully supports the project.



schedules all increase the quality of the service. The exchange of slots does not apply to MSC’s second Eastmed loop, the Levante Express.

service will be replaced by ships with an average capacity of 4,200 teu. Apart from Turkon Line, Hamburg Süd also hires slots on these vessels.

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## BROINTERMED RETURNS TO LIBYA

Since the end of September Brointermed Lines Agencies have resumed their regular service to Libya. Because of the limited supply of cargo the service had been limited to Benghazi since April. Now the ports of Tripoli and Misurata are called at again. If the situation in Libya is deemed sufficiently safe, Brointermed considers calling once again at Marsa El Brega and Ras Lanuf too.

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## COOPERATION BETWEEN MSC AND ZIM

Since the middle of November MSC and ZIM exchange slots on the Eastmed route. The rotation of the MSC Israel Express Service is now as follows: Haifa - Ashdod - Valencia - Rotterdam - Antwerp - Le Havre - Alexandria - Haifa - Ashdod. At ZIM the AME service (Asia-Med-Europe) looks as follows: Asia - Haifa - Ashdod - Felixstowe - Antwerp - Hamburg - Limassol - Haifa - Ashdod - Asia. Improved transit times, higher reefer capacity, more direct ports of call and an increased reliability of the sailing

## INCREASE OF CAPACITY FOR SEAGO LINE’S AEGEAN SEA SERVICE

The Aegean Sea Service, which has been active since 11 September, will undergo a capacity increase of no less than 70% at the end of the year. Turkon Line discontinues its own container service to Turkey and will load with Seago Line from January onward. This means that 1,700 extra slots are necessary per week and per direction. To meet this, four vessels with an average capacity of 2,500 teu that are currently deployed on the Aegean Sea

## HARTEL EXPANDS ITS FLEET

In the middle of October Hartel Shipping has initiated the building of the new "MS Heenvliet", which will be deployed on the regular service to the Black Sea.

Together with the "MS Geervliet" and five other ships this new "tweendecked" ship (unique for this trade) will primarily sail from Antwerp / Rotterdam / Rostock (Germany) to various ports in the Black Sea, such as Poti, Odessa and Novorossisk, but also to other ports en route. Of course return cargo will regularly be shipped from the Black Sea to Antwerp.

Apart from steel, machines and cranes the ships can also transport project cargo for e.g. the oil and gas industries.

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## TURKON LINE'S NWC MED EXPRESS SERVICE VIA SEAGO LINE

As from 1 January 2012 Turkon Line will offer her regular weekly departures to and from Turkey, East Med and Greece via chartered slots on the Seago Line service.

The transit time eastbound ex Antwerp to Gebze/ Evyap terminal amounts to 11 days, Istanbul/Kumport terminal Ambarli 12 days, Gemlik 13 days, Izmir Aliaga terminal 14 days. Piraeus is also called at with a transit time of 9 days.

For the Israel service Turkon Line has also concluded a slot charter agreement with Seago Line. That means that, as from January, Ashdod and Haifa are served directly out of Rotterdam with



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feeder links from Antwerp to Rotterdam and vice versa.

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## RICKMERS TO BILBAO ONCE A MONTH

Following a Spanish export contract for the shipment of rolling stock to Saudi Arabia, Bilbao has been included in the regular sailing schedule. This means that the port is called at once a month from Antwerp. Previously Bilbao was only called at if there was a sufficient supply of cargo. Rickmers-Linie is specialised in heavy-lift and breakbulk cargo. Hamburg is also a regular port of call.

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## NEW CONTAINER SERVICE TO CORK

The Luxembourg company CLdN Ro-ro, a sister company of Cobelfret, has started two weekly container services to Cork. The MV Arx, with a capacity of 707 teu, will load in Rotterdam on Wednesdays and will call at the port of Zeebrugge on Thursdays. From Zweedse Kaai in Zeebrugge the cargo then proceeds to the French port of Radicateel. On Sundays the container terminal in the port of Cork will be called at, with Dublin as the final destination. Since December Cobelfret has brought all port-related activities (also abroad) under one brand name C.RO ([www.croports.com](http://www.croports.com))

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## IMTC TO CASABLANCA UNDER ITS OWN STEAM

The International Maritime Transport Corporation (IMTC) has ended the

cooperation with CMA CGM, OPDR and Van Uden. Since 19 October the Moroccan shipping company is running on its own a regular service with a rotation Antwerp - Rouen - Casablanca - Antwerp. The "MS Lagoa" (375 teu) will be handled by Zuidnatie at quay 118 in Antwerp. Rotterdam cargo from and to Antwerp will be shipped by barge. IMTC provides 40' high-cube reefer containers. The cargo from Casablanca will reach the port of Antwerp every ten days with a transit time of 4.5 days.

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## POLICY

### BROCHURE: 10 PRACTICAL TEN-T EXAMPLES

The European Commission has published a brochure in which 10 projects of the Ten-T network are presented which are regarded as successful practical examples. You can find the brochure at [http://www.shortsea.be/html\\_nl/publicaties/documents/10casesentbrochure.pdf](http://www.shortsea.be/html_nl/publicaties/documents/10casesentbrochure.pdf)

[shortsea.be/html\\_nl/publicaties/documents/10casesentbrochure.pdf](http://www.shortsea.be/html_nl/publicaties/documents/10casesentbrochure.pdf)

### WATERBORNE TRANSPORT TOOLBOX

In 2015 the sulphur emissions will be further lowered to 0.1%. The European Commission has confirmed that it will introduce that measure. Various

stakeholders have already pointed at the risk of a possible "reverse modal shift" (return of freight from SSS to road transport). In that respect the Commission has announced a number of "accompanying measures" has in that respect published a "Waterborne Transport Toolbox", which you can find at [http://www.shortsea.be/html\\_nl/publicaties/documents/10casesentbrochure.pdf](http://www.shortsea.be/html_nl/publicaties/documents/10casesentbrochure.pdf)

## ONLINE IN BRIEF

- Zeebrugge potatoes to Flushing
- New ro-ro service of Sallalum Lines to Libya
- MSC turns deep-sea ship into a shortsea feeder

The full text of the articles can be found on:  
[www.shortsea.be](http://www.shortsea.be) > news under recent news or news archive.

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UNIT45 is also developing an environmentally-friendly container with a floor made of bamboo. Soon UNIT45 will also launch the Wing Container which, like the curtainsided container, can be loaded from the side, but also via the doors.

## UNIT45

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## DIFFERENT TEMPERATURES IN A SINGLE REFRIGERATED CONTAINER

UNIT45 has been the first in Europe to design a refrigerated container with a loading capacity of 33 europallets, the same capacity as a lorry. The lightweight container is made of a combination of aluminium and high-grade steel and is durable and easy to maintain. Furthermore, a refrigerated container requires less investment than a refrigerated trailer.

A space-saving cooling system and a track/trace system have been incorporated. These systems, while saving energy, offer an optimal cooling capacity. Meanwhile UNIT45 has already developed all-electric reefers, double stack all-electric reefers and double stack diesel-electric reefers.

As market players who ship different kinds of refrigerated cargo to the same destination require different temperatures for the transport, dual compartment diesel-electric refrigerated containers with two different temperatures in two compartments have also been developed.

Recently a triple compartment diesel-electric reefer has been added to the range. With this container it is possible to regulate the temperature in three compartments of the same container between -25° and +25° centigrade.

These containers can be integrated in shortsea, inland navigation and rail intermodal chains.

## PROMOTION CENTRE

### COMPARISON OF DIFFERENT TRANSPORT MODES (CE DELFT STUDY)

In an extensive study CE Delft has compared the various transport modes. The study can be downloaded from our website under [http://www.shortsea.be/html\\_nl/publicaties/documents/CEdelft-STREAMInternationalFreight2011.pdf](http://www.shortsea.be/html_nl/publicaties/documents/CEdelft-STREAMInternationalFreight2011.pdf)

### LOGISTICS TECHNICAL COLLEGES ON THEIR 2E3S TRIP

In October and November three Flemish technical colleges took part in two 2e3s return trips on board a ferry between Barcelona and Civitavecchia. On that occasion the HUB school (Brussels) enjoyed the company of students of ILI (Logistica Internacional) of Spain. The presence of groups of students from different countries was a first. The 'Life Mos' project offers students of technical colleges and universities that offer a logistics curriculum a unique experience during which they are submerged for



four days into the world of shortsea. This comprises visits to the ports, the ship's bridge, the ferry's engine room and cargo space, as well as presentations and a team effort in completing a practical case study. The promotion centre actively participates in this project, which is realised with European support and also pays attention to e-freight, e-maritime etc. The current project runs until March 2013.

[www.2e3s.eu](http://www.2e3s.eu)

### DATABASE OF REGULAR SHORTSEA SERVICES

Since October 2008 a database of regular shortsea services is available to the market players at [www.shortsea.be](http://www.shortsea.be). The red button on the homepage gives access to the information through a simple search function. No login or password are required. Are you working on a project with a European destination, then check in advance who can help you with the transport via shortsea shipping. A single click will then bring you through email in contact with the person who can tell you more about the tariffs.

As the database is meant to be updated permanently, the promotion centre calls upon the shipping agencies to send all relevant information concerning the adaptation of sailing schedules to [shortsea@shortsea.be](mailto:shortsea@shortsea.be)

### SHORTSEA PROMOTION CENTRE FLANDERS HAS PRESENTED ITS "SHORTSEA AMBASSADOR" AWARD

The Shortsea Promotion Centre Flanders has presented its second Shortsea Ambassador award (2010-2011) to Dimitrios Theologitis (European Commission) at a ceremony in Brussels on 16 November.

Mr. Theologitis' had been nominated by the Flemish ports. His nomination was

prompted by his endeavours in favour of shortsea in general and the simplification of administrative procedures in particular, but also by his contribution to the Belgian Presidency in 2010 and his readiness to enter into an open dialogue with the stakeholders. In his speech of thanks, Dimitrios Theologitis, who meanwhile has switched to another unit, mentioned the entire team, which includes his successor Magda Kopczynska.



#### 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.

## ENVIRONMENT

### CONVERSION OF MS BIT VIKING COMPLETED

In October Wärtsilä has completed the unique conversion of the product tanker MS Bit Viking, commissioned by the shipping company Tarbit Shipping. Thanks to the thorough conversion the MS Bit Viking has become the first commercial ship in the world to run on LNG instead of heavy fuel oil, which also makes it one of the most environmentally-friendly product tankers in the world. The emission of greenhouse gases has been reduced by 20 to 25% and there are practically no more emissions of sulphur, particulates and NOx. It is the first LNG

fuelled vessel to be classified by Germanischer Lloyd.

Two 500 cubic meter LNG storage tanks are mounted on deck to facilitate bunkering operations and permit the bunkering of LNG at a rate of 430 cubic metres per hour. The storage tanks provide the vessel with 12 days of autonomous operation at 80% load, with the option to switch to marine gas oil if an extended range is required. When visiting EU ports, which have a 0.1% limit on sulfur emissions, the vessel operates on gas.

With her 25,000 dwt deadweight capacity the MS Bit Viking will be sailing for Statoil along the entire Norwegian coastline.





## M/S VIKING LADY GOES HYBRID

Following the success of the installation and demonstration of the fuel cell power pack on board Viking Lady, the FellowSHIP project is entering into a third phase in which energy storage capability in the form of a battery pack is introduced in the energy production system. This allows the benefits of a true hybrid energy system (LNG or electrical propulsion) to be explored for offshore supply vessels. These benefits include reduction of fuel consumption and emissions, safer operation and reduction of the maintenance costs.

Various strategies and operations will now be tested on power from the fuel cell and battery alone, also in heavy weather conditions.

By introducing a hybrid energy system on-board the Viking Lady, one hopes to reduce the fuel consumption by more than 20%. For this ship that would lead to an estimated pay-back time for the hybrid system of less than 2 years.

The project will be carried out over 3 years and is partly supported by the Norwegian Research Council.

If you surf to our website you can watch a video about the Viking Lady on our film page.

[www.vikinglady.no](http://www.vikinglady.no)

## AS FROM 2012 ZEEBRUGGE REWARDS GREEN SHIPS

Environmentally-friendly ships that obtain a score of 20 on the Environmental Ship Index (ESI) will get, as from 1 January 2012, a 10% discount on the tonnage dues to be paid in Zeebrugge. The score is calculated on the basis of the emissions of sulphur, nitrogen, fine dust and carbon. Shipping companies wishing to claim such discount may put forward their ships voluntarily.

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WISHING YOU IN 2012 A JOURNEY JUST AS "GREEN" AS IN THE PAST YEAR

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