



European ShortSea Network

Editorial

NR 13 - JULY 2004

Dear reader,

There is much discussion going on about the different transport modes and about which one is supposed to be 'the best'. In most cases, making comparisons and looking for similarities is confined to studies, but in Italy it was put to the test in **a real contest between a ship and a truck**. And the winner is... (see details further).

That SSS is still yielding a lot of success stories, both as far as technology and traffic are concerned, is demonstrated by several articles in this newsletter. But there **still is a lot of work to be done** and that explains the interest shown in SSS by the Netherlands during their European presidency in the latter half of this year.

We are looking very much forward to measures concerning, amongst others, the simplification of customs procedures and the harmonisation of the different **control and inspection formalities**. The Netherlands can count on our full co-operation!

Happy reading!

Ilse Hoet B Sc

Chair SSS working group



P.S. Don't forget to take a look on our updated website: www.shortsea.be

Alstom opts for multimodal transport

40 railway carriages from Reichshoffen to Helsinki via Zeebrugge

Panalpina, a Paris forwarding agent, has convinced Alstom to opt for the intermodal transport combination most favourable to it, using PortConnect and Finnlines.

The project consists of the transport of 40 metro carriages from Lauterbourg on the Rhine via Zeebrugge to Helsinki. The first stretch is done by inland navigation and subsequently Shortsea Shipping is called in. Meanwhile, the first metro carriages have arrived safely in the Finnish town of Pasila (near Helsinki).

The project concerns articulated vehicles, linked by accordion joints, that are shipped two by two. The carriages, weighing 56 to 58 tonnes, are built by Alstom in Reichshoffen, France. The 30 km between Reichshoffen and Lauterbourg is done by road, as an exceptional transport. Then the carriages are loaded into the inland navigation vessel Deseo. Both carriages (27.62 m long and 3.20 m wide) are placed next to one another on a useful width of 8.30 m.

In Zeebrugge, unshipping is done at the Sea-Ro Terminal of the Wielingendok. To unload the carriages, stevedore Sea-Ro uses two mobile cranes to place the metro carriages on MAFIs, which have been designed by Finnlines especially for this project. With a tractor the MAFIs are manoeuvred into place in the hold of a Finnlines ro-ro vessel. The final destination is Helsinki's underground system. The value of each metro train amounts to some 5.5 million euro.

The logistic schedule is as follows:

- Loading at Alstom in Reichshoffen on Wednesday evening
- Transport by road from Reichshoffen to Lauterbourg
- Inland navigation transport to Zeebrugge on Friday
- Arrival of the barge in Zeebrugge on Tuesday
- Departure for Helsinki on Saturday
- Arrival in the port of Helsinki on Tuesday



By kind courtesy of Finnlines

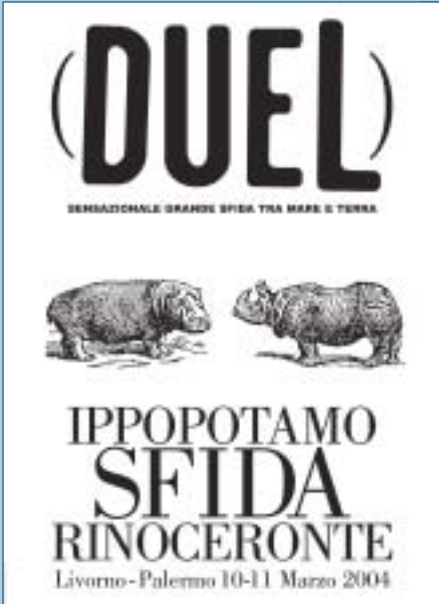
Additional information can be obtained from:

Finnlines - Land Van Waaslaan 1213 - B-9130 Kalle - Tel.: +32-3-570 95 30 - Fax: +32-3-570 95 50
www.finnlines.be - Contact: Dirk Elinck - dirk.elinck@finnlines.be

Sea-Ro Terminal - Alfred Ronsestraat 100 - B-8380 Zeebrugge - Tel.: +32-50-55 71 00 - Fax: +32-50-55 71 09
www.searo.be - Contact: Evelyne Duthieuw - evelyne.duthieuw@searo.be

The winner of a 'duel' between shortsea and road haulage, is SHORTSEA!

A rhino-hippo challenge



The initiative came from the Green Party in the Tuscany region in co-operation with FITA (Road Hauliers Association), the shipping line Grandi Navi Veloci and others. The Italian Shortsea Promotion Centre supported the

initiative fully: our Italian colleague Paola Lancellotti was invited by the organisers to follow the 'duel' on board of the vessel.

The aim of the 'duel' was to determine who would cover the distance Livorno-Palermo in the quickest, safest and cheapest way. The challenge ended on March 12. That day, a truck was driven off the 'Majestic', one of Grandi Navi Veloci's ships, and another truck arrived, having done the same route over land.

The sea-route was taken by the truck 'Hippo' on the 'Majestic'. It arrived one hour earlier, although she had given her opponent a two hour head start, due to bad weather conditions. With force 6 at sea and a head wind of 35 knots, she covered the distance of 350 nautical miles (some 560 km) in 19 hours and ten minutes.

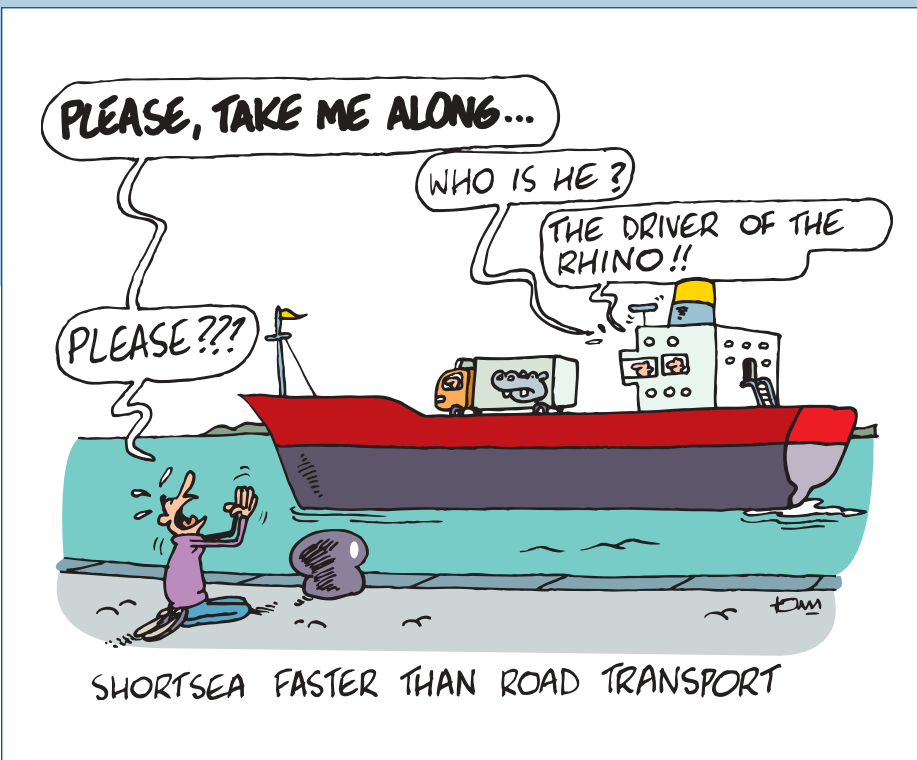
The 1,260 km long journey of the truck 'Rhino' was slowed down by road works, traffic-jams and an on-the-spot fine. This truck needed 21 hours to reach its destination.

Remark: Under the law a driver can only sit behind the wheel for a maximum of 4,5 hours at a time, with a daily limit of 9 hours. That limit may be extended to 10 hours per day for a maximum of two days a week. To comply with the legal requirements, two drivers were needed.

The outline of the costs was remarkable also:

- the costs for the Hippo amounted to € 641, including freight, bill of lading and the ticket for the driver (cabin + meals).
- for the Rhino they were € 825, including fuel consumption of 450 l diesel, road tax, the Villa S. Giovanni - Messina ferry; operational costs such as wear and tear of tyres, oil consumption, first and second driver.

These figures clearly confirm the advantages of water transport for the transport of goods.



Quote:

Joachim Coens, Chairman MBZ (Port of Brugge-Zeebrugge):

"As was the case with new cars, the intra-European traffic and its concentration attracts deepsea traffic, using and generating cargo for the shortsea network.

In the container sector the same could happen."

Sidmar Ghent: | 626 967 tonnes in 2003

In our previous editions we have highlighted the shortsea efforts made by Sidmar.

A short survey of the EXPORT figures:

2000: 465 000 tonnes

2001: 653 000 tonnes

2002: 846 617 tonnes

2003: 845 013 tonnes

Last year, the Ghent-based shortsea user handled a total of 1,626,967 tonnes of shortsea freight (import and export). That figure was largely obtained through the import and export via Gent and to a lesser extent from exports through the Port of Antwerp.

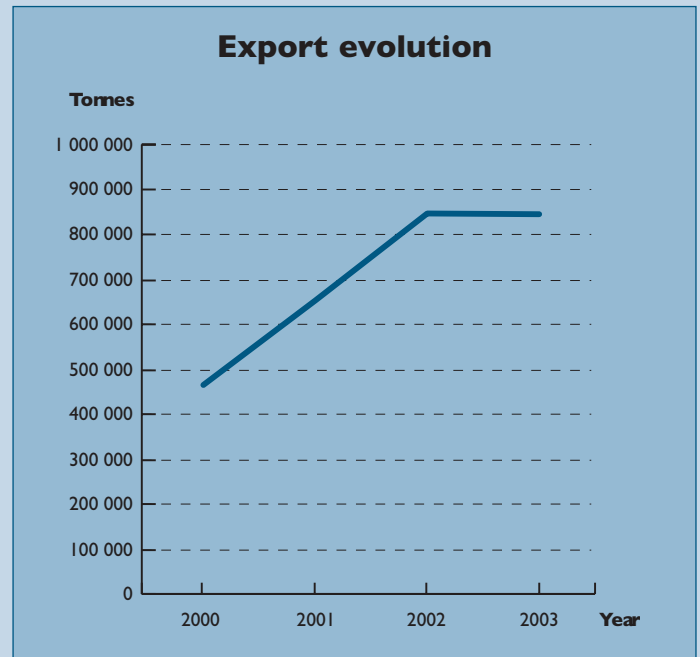
In 2001, particularly steel, slag, slag sand and solid raw iron were shipped to Turkey (52,165 tonnes), Spain (75,707 tonnes) and the UK (342,808 tonnes).

In 2002, Spain caught up with the UK, with 509,703 tonnes, as compared to 419,116 tonnes shipped to the United Kingdom. Russia followed with 280,108 tonnes.

2003 saw Spain become the largest export market for Sidmar: in that year exports amounted to 493,035 tonnes. Russia took second place with 237,633 tonnes, followed by Germany with 176,300 tonnes.

Need to know more?

Sidmar N.V. - Willemien De Best - tel: +32-9-347 37 17 - e-mail: willemien.debest@sidmar.arcelor.com



Renewed website

A new look, more transparency and more user-friendly, those were the three objectives underlying our refreshing new appearance.

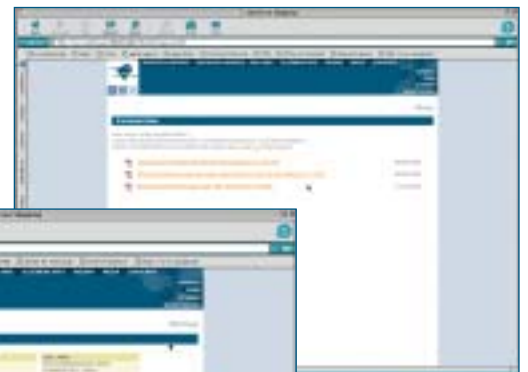
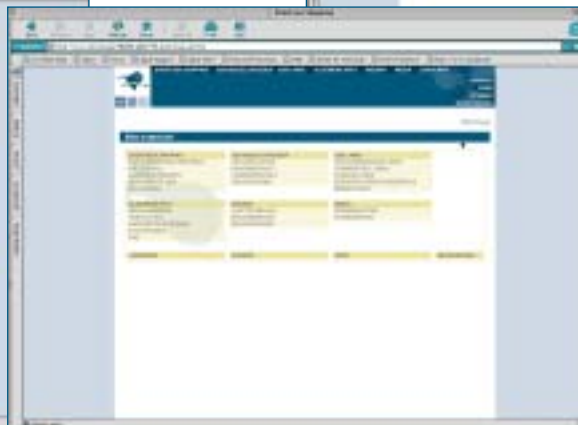
Not only do the latest news items now immediately catch the eye, we have also paid a lot of attention to a media section in which the press and the journalists can consult press releases and all kinds of other news items.

Because the youngsters are the 'organisers' of tomorrow, we have also created a special section for them. In it you'll find our 'Shortsea

Shipping' cartoon, a shortsea game, useful links to find a job on the water and a general presentation, which is already used regularly in schools.

Give it a try and surf to www.shortsea.be

And, please, tell us what you think!



Promotion Shortsea Shipping's participation in events ...

'High Level Meeting' Rotterdam (17-19 May 2004)

The promotion of Shortsea Shipping will be high on the agenda during the Dutch presidency of the European Union in the second half of this year. The Dutch minister of Transport and Communications Peijs wants to lay down the policy priorities for the next years at the Informal Transport Council of 9 and 10 July in Amsterdam. In preparation thereof, a 'High Level Meeting' took place in the Rotterdam World Trade Center on May 17-19.

The meeting was attended by high-ranking maritime officials of the 25 EU members and the European Commission. Norway, Bulgaria and Rumania were also present as guest countries. The Netherlands, being the next president of the EU, chaired the meeting, in which the draft for the Informal Transport Council was prepared.

It was agreed to include the following subjects in the draft text:

- Reduction of custom procedures by a correct application of the Community measure 'Authorised Regular Shipping Line'. The implementation of that regulation - which stipulates that no customs formalities have to be satisfied for Community cargo on a regular shipping Line between two EU ports - still leaves a lot to be desired in a number of member states.
- Development of a quality label 'Motorways of the Sea' for high-quality 'shortsea corridors' that meet a number of quality standards. Such a label would not be dependent on the possible allocation of subsidies, such as a contribution from the TEN-fund.
- The establishment of 'one-stop shops' for electronic reporting in ports and the

improvement of the co-operation between the various inspection services in ports.

- Confirmation of the European Shortsea Network's action plan.
- Attention to the improvement of the environmental performance of Shortsea Shipping.
- A call for attention to the reduction of the inspection pressure on high-quality shortsea vessels during the upcoming revision procedure of the 'Port State Control' directive (Erika 3 package).
- A request to the European Commission to look into the possibilities in the long term to further simplify procedures concerning, among others, advancing technical possibilities such as 'tracking and tracing'. The Commission is also invited to examine the possibility to introduce a multimodal responsibility regime.

Rumanian ambassador's visit (26 May 2004)

On Wednesday, May 26, 2004, the Chamber of Commerce Antwerpen-Waasland organised an official visit to Antwerp for ambassador Ion Jinga. The purpose of that encounter was to allot some time to the companies of the region. During a working lunch, the companies present, including our Promotion Centre, had the opportunity to introduce themselves to the ambassador and his team.

Rumania is a candidate for membership of the EU, but it will only be able to join in 2007 at the earliest. Since 2001, Rumania has been show-

ing growth figures of about 5% per year and our trade with Rumania clearly shows an upward trend. As far as imports from Rumania are concerned, the lower wages are a not unimportant element. Apart from commercial relations, there is also extensive co-operation between Flanders and Rumania, ranging from official co-operation projects to a number of sometimes very local initiatives.

For additional information

Voka - Kamer Van Koophandel - Antwerpen-Waasland - www.kvaw.voka.be

All-new port centre opened in Lillo

At the beginning of June, the renovated Port Centre in Lillo has been opened with a very diversified exhibition showing the various aspects of the port and the industry in and around it.

The exhibition is aimed at group visits, in particular from schools (14- to 17-year olds). In the past a visitors' number of 45,000 per year has easily been reached. Now, with the revamped exhibition, 65,000 visitors are expected every year.

In co-operation with Promotie Binnenvaart Vlaanderen and the Office de Promotion des Voies Navigables, the Flemish SSS Promotion Office has set up an interactive stand, presenting in a very attractive way the various aspects of shortsea and inland navigation: pictures, statistics, an interactive game etc.

With that stand, the target group 'schools and youth' is being addressed, which is after all the target group which will produce the next generation of transport architects.

For visits different formulas are possible.

More information from:

Havencentrum Lillo - Tel.: +32-3-569 90 12

www.havencentrum.be



... in conferences and trade fairs

RoRo 2004 Göteborg (25-27 May 2004)

The Flemish Promotion Office took part in the ro-ro conference in Göteborg and visited the simultaneously organised ro-ro trade fair and logistics and transport fair.

During the conference a large number of subjects were treated. It was striking to see how much interest was paid to shortsea shipping, although the conference covered both deepsea and shortsea. In the USA also, SSS gets more and more attention (www.shortsea.us). A number of case studies (StoraEnso) were presented. In recent years, the traditional road trailer has been superseded by the container, among other things because of the possibilities offered by tracking & tracing and a more optimal use of space by stacking the containers. A further increase in scale of the round-the-world carriers (8,000 TEU) will further decrease the number of ports of call in Europe. That is where opportunities arise for shortsea feeder services to and from the 'big' ships, but also for the purely intra-European shortsea activities, which can also take over that cargo.

The conference also argued in favour of a new form of standardisation for containers and a number of new projects (innovations) were presented; such as the 'Automated Guided Vehicle' for the automatic loading of containers and cassettes on ro-ro vessels, and a design for a ro-ro coaster that can also navigate on rivers and canals.

The next ro-ro conference will take place in 2006 in Flanders Expo in Ghent.

The AGV ('Automated Guided Vehicle')

The AGV is a long, flat, remotely controlled vehicle, which can be used to drive two containers, stacked on a cassette, on board of a ro-ro vessel. The system can be extended to create a convoy of, for instance, 20 AGVs that bring the containers on board without direct manual operation. AGVs are already being used, amongst others, at the ECT terminal (Rotterdam), but are still being further developed.

During a demonstration on board of a Cobelfret ship, a sophisticated system was presented. Currently they are only prototypes, but people are convinced that such systems (loading at a speed of 20 km/h) will make it possible in the future to load/unload ships faster and more efficiently. The development of those AGVs comes under a three-year 'Integration' project costing 10 million euros, half of which will be carried by the European Commission. The other half will be born by a consortium of 25 companies from 13 countries.

The co-ordination of the project is in the hands of the company CETENA (contact: carlo.camisetti@cetena.it, tel. + 39-010 599 54 83). In the framework of that same 'Integration' project work is also being done on new designs for ro-ro vessels that will be unloaded on automated ro-ro terminals.

Intermode ship: a design for a ro-ro sea-river vessel

At the conference the project of an 'Intermode Ship' was also highlighted. The purpose of the project was to develop a vessel that would be deployed on the route between Duisburg (Germany) and Lake Vänern (Sweden), the latter being only accessible through a system of locks with a number of limitations as to height, length and draught of the ship. The design takes into account these limitations. The focus is on pure trailer transport as an alternative to road haulage (with, amongst other things, the planned German road tax in mind).

The proposed ship's design has a maximum length of 88 m, three deck levels and a capacity to load 48 to 50 trailers. The round trip would take 6 days at a speed of 15 knots (some 24 km/h) and the ships will be 'ice-class'. They have also been developed in an environmentally friendly way with, amongst others, a 50% reduction of CO₂.

Information on this project: www.kockumseng.se/intermodeship



A prototype of the AGV ('Automated Guided Vehicle')

Calendar of events

| | | |
|--|--------------------|---|
| Antwerp Tall Ships' Race: | 21-24 July 2004 | Are you Waterproof-campagne |
| Wista-conference: | 7-8 September 2004 | Women's International Shipping and Trading Association |
| Mission to Norway: | 20-24 September | Port of Ghent - Interested? Contact person: Kaat Verslype E-mail: k.verslype@havengent.be |
| Workshop Road Transport Lissabon: | 26 October 2004 | |

Inland navigation unrivalled



Inland navigation is on the rise, and justly so. To transport one tonne of freight over a distance of 100 km, an inland vessel uses five times less fuel than a truck. That's the reason why the Flemish Government employs full sail to promote inland navigation. The canal-dues are all but abolished and companies investing in quay walls get 80% of their costs reimbursed. Currently 91 quay-wall projects have been realised or are under construction, 43 of which are already operational. Together they will keep a million trucks off the road. That means also that a lot less of the greenhouse gas CO₂ will enter the atmosphere, which will help us to reach the Kyoto requirements.

You can find additional information on www.binnenvaart.be

Transit through Belgium

In the previous edition of our newsletter we have proudly presented our transit brochure. It has cost us blood, sweat and tears to compile an orderly brochure for you.

Still, in one of the diagrams on the first page a not unimportant mistake has crept in. Enclosed you will find therefore a sticker with the original and correct graph. Just paste it on page 1 over the other graph.

That way you are sure to have the exact data. We do apologise for the inconvenience.

In addition, we should also mention that IBO Hessenatie Logistics (Cargovil Container Terminal, p. 44-45) can now also be reached on telephone number +32-3-216 59 19 and fax number +32-3-216 59 92.

Boatman certificate

It is the task of the boatman to place the boat ropes correctly, free of all other moorings. He also tries to protect the ship from damage by placing fenders between the quay wall and the vessel. If necessary, he will have the berth cleared before the ship's arrival. In the case of larger ships that can't approach the quay wall closely, the boatman uses a motorboat to collect the moorings from the stem and the stern of the ship. This allows the crew to heave the vessel to as softly as possible, using the ship's windlasses. At all times, the boatman has to follow the orders of the pilot or the captain strictly, so as to ensure that mooring and unmooring is done quickly and judiciously.

A boatman bears more responsibilities than one would suspect at first glance.

Therefore, the Flemish Government has decided to turn the occupation of the boatman into a certified profession.

You can get additional information from: Brabo CVBA - Sint-Aldegondiskaai 36-42 - B-2000 Antwerp
Tel.: +32-3-205 94 30 - E-mail: brabo.cleaning@brabo-cv.be - www.brabo-cv.be

Leasing ships becomes an expensive business...

Leasing or 'chartering' ships has become considerably more expensive. Ships with a 1,100 TEU (twenty-foot equivalent unit) now cost more than 14,000 USD per day. One year ago that was only 9,000 USD. A 2,000 TEU vessel already tops 26,000 USD/day, whereas twelve months ago it was only just over 14,000 USD. These figures have been recorded at the beginning of May.

It is expected that by 2010 1,700 new (feeder) container vessels of 500 to 1,500 TEU will be needed. By then, the present vessels will be outdated and it is also expected that shortsea traffic in Europe will grow (by 7% per year according to some surveys) and that round-the-world carriers will continue to restrict their number of calls in Europe because of the (increasing) size of their vessels (8,000 TEU and more).



**Promotion Shortsea
Shipping Vlaanderen**

c/o Promotie Binnenvaart Vlaanderen

Antwerp

Verbindingsdok

Oostkaai 13 B10

B-2000 Antwerp

Tel.: +32-3-202 05 20

Fax: +32-3-202 05 24

e-mail: shortseashipping@sssbe.com

website: www.shortsea.be

Hasselt

Kempische Kaai 57

B-3500 Hasselt