



European ShortSea Network

European news

Shortsea during the Dutch EU presidency



From July to December 2004, the Netherlands presided over the European Union. The Dutch Ministry of Transport, Public Works and Water Management wanted to use that period to put innovative ideas and initiatives on the European agenda, and actually do something with them too. Because of the enlargement of the EU with ten new member states, it acted under the slogan 'Pushing the Boundaries'. During this presidency, shortsea was high on the agenda.

The results obtained since the informal Transport Council of Gijón (2002), which was completely dedicated to shortsea, have been evaluated. In addition, new Council resolutions have been prepared, in which the European priorities for the coming years are laid down.

As far as the desired results for 2004 as well as the future policy are concerned, the Netherlands had given priority to the matters below, whereby the results were to be obtained through cooperation with the market.

Attention was focused on safety, efficient mobility, knowledge and innovation, and good neighbourliness.

1. Safety involves the protection of citizens in the area of transport and water.
2. To ensure efficient mobility, the Ministry wished to remove the barriers to the free movement of goods and services and to do its utmost to achieve a more efficient transport system, amongst other things by simplifying procedures and reducing the administrative burden. The recommendations concerning the functioning of the customs measure 'Regular shipping service regulation' still have to be elaborated further by the European Commission. A proposal for a study on equal customs procedures for shortsea and intra-European road haulage has been introduced with the European Commission. A political agreement on European cooperation concerning the inspection of cargo and the exchange of information via a harmonised electronic European system has as yet not been reached.
3. As far as knowledge and innovation are concerned, the Ministry wants to push back the boundaries of technological opportunities.
4. Good neighbourliness entails that the new, enlarged Europe cooperates on matters like transport and water.

- Integration in the logistical chain
 - Meetings of shortsea operators, road hauliers and shippers with the intention of bringing about cooperation.
 - Promising/successful projects and European programmes (Marco Polo, TEN, 6th outline programme).
- Strengthening of the network (including the extension of ESN) by drafting an activity programme and extending the number of Shortsea Promotion Centres (SPC's).
- Improving environmental performance
 - The European Commission has formulated the conditions the Motorways of the Sea projects will have to meet. In its reaction to the consultation document, the Netherlands have indicated that it will be necessary to guard against distortion of competition.
 - To place on the European agenda the introduction/harmonisation of an environment-based 'no-claims bonus system' in EU ports. The aim is to create financial incentives to invest in environmentally-friendly ships.

More information can be obtained from:
Ministerie van Verkeer en Waterstaat (Netherlands)
Contact: A.C. van Holk - tel. +31-70-351 16 33
xander.vholk@dgg.minvenw.nl

New e-mail address

From now on, you can reach us at a new address, at least as far as e-mails are concerned. Address any questions to shortsea@shortsea.be and you'll get a reply from us before long.

Our website of course remains at www.shortsea.be. There you can personally register. That way you will stay informed on a monthly basis via your mailbox about the news in the world of shortsea.

At your service!

Quote

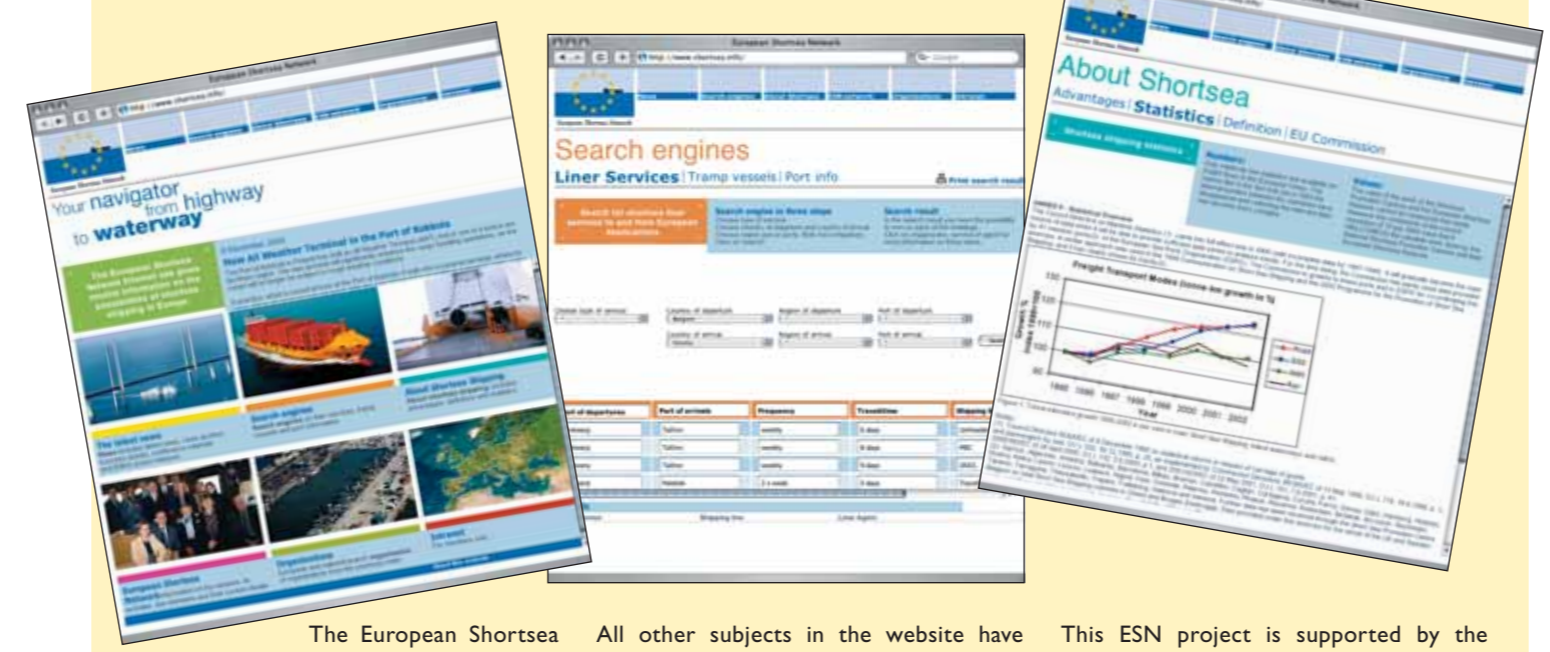
Combined 654 TEU pushed barge between Rotterdam & Antwerp

"We are an extension of maritime transport. As one can only establish that container transport is increasing, I expect that we will get to do more also. And we still have sufficient capacity. If the weather is fine and there are no heavy winds or other funny business, we can even take up to 768 TEU."

Wout Weima (tug-pushed barge Riad),
Schuttevaer weekly (9 October 2004)

ESN news

'State of the art portal' for ESN



The European Shortsea Network (ESN) has recently revamped its website www.shortsea.info.

The completely new layout has a fresh, modern look and is also more user-friendly. The website of the Network provides both practical and background information for shippers, forwarders and transport companies, that are looking for information on shortsea shipping in Europe.

The main new feature on this website - a unique feature in Europe, by the way - are the extended options in the search engine. The search engine for liner services now offers search possibilities for all types of cargo to and from European destinations. The search results on any selected route give information on the shipping line and details on the liner service, such as the frequency and transit time and the name of the agent.

Also contact information of the agent is available, as well as his phone number and e-mail address. That way ESN facilitates the contact with the agents and/or shortsea operators. Furthermore, a search engine on ports is also available.

All other subjects in the website have been reviewed also. On the colourful homepage, the latest news items now immediately catch the eye. The 'News' section offers the latest news from the shortsea sector, information on 'shortsea' conferences, success stories and a list of the press releases published by ESN.

'About Shortsea' gives you a definition of shortsea, extensive information about the advantages of shortsea shipping, statistics, as well as information about the work of the European Commission. Under the 'Organisations' button you will find a list of national and European branch organisations of the shortsea sector. Equipped with the most recent software, the ESN site is now clearly ready to confront the future!

The implementation of the new website confirms the excellent cooperation between the ESN members. The design was developed and coordinated by SPC Italy. A Danish company was responsible for the programming, and the overall coordination was in the hands of the taskforce (SPC France, SPC Italy, SPC Norway and SPC UK), chaired by webmaster SPC Holland.

This ESN project is supported by the European Commission.

Curious?
Then surf to www.shortsea.info



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Editorial

Dear reader,

As the bleak winter days are approaching, time has come to present you with our last newsletter of the year. And, as if it weren't already cold enough, this newsletter focuses on the far North and in particular on the **opportunities in the Baltic Sea**.

From the far North to the far South, the **Flemish Shortsea Promotion Centre**, is able to **turn its hand to anything**. During a workshop in October, for instance, the Portuguese road transport sector was able to get acquainted with the **Flemish shortsea shipping approach**. Also, this newsletter will dwell shortly on the priority the Dutch presidency of the European Union has given to shortsea shipping.

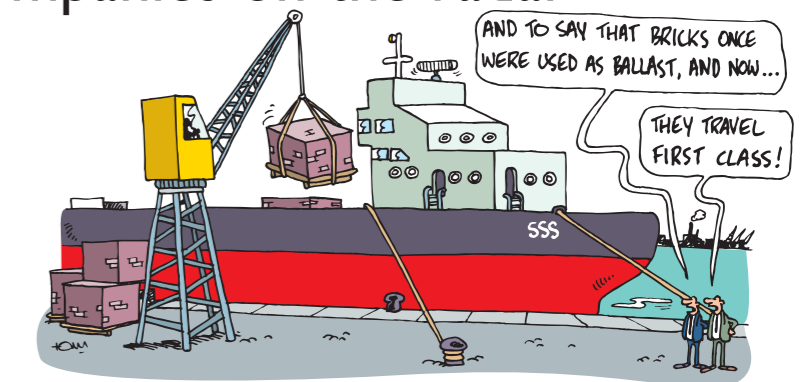
It is a well-known fact that an increasing number of businesses are looking into their logistics chain to save expenses. Many of those companies are reaching the conclusion that shortsea shipping is "the way of the future". In this newsletter you will find how you can **save on your logistics costs** and how, in the context of a private-public cooperation project concerning quay walls, you can count on government assistance. If necessary, the SSS promotion office can always set you on the way for all your questions and problems.



Happy reading!
Ilse Hoet B Sc
Chair Working Group SSS

NR 15 - DECEMBER 2004

Companies on the radar



Sea-river coaster takes bricks over the Albert Canal to the UK

Once again transport of pallets via waterways

The brickworks Heylen-Bricks of Lanaken (Veldwezelt) certainly isn't unknown to Shortsea Promotion Centre Flanders. Already in 1999 this firm made good use of transport over the waterways. In February, 1999, some 1,000 tonnes of bricks were loaded onto the MV 'Eldor', whereupon the vessel sailed directly from the loading dock along the Albert Canal to Mistley (100 km north-east of London). Despite that good experience, Heylen-Bricks later decided for reasons of cost-effectiveness to switch to road transport.

Shortsea Promotion Centre Flanders, however, stayed in contact with Heylen-Bricks and provided the company with as complete a list of contacts as possible (shipowners/brokers). At the beginning of 2004, Heylen-Bricks made a recalculation in consultation with the recipient in the United Kingdom. This time, it turned out that the total cost price of the transport by water was less than that of road haulage.

That is why the brickworks decided, in April of 2004, to load once again a sea-river coaster with 1,300 tonnes 'hand-moulded facing bricks' in Lanaken, this time with Shoreham (UK) as its destination.

After that first, smooth operation, the shipper mobilised a second coaster in September 2004, again destined for Shoreham but this time with 1,500 tonnes on board. With that latest operation a modal shift from the road to the waterways, the equivalent of some 60 lorries, was realised.

Upon a thorough evaluation of both transport modes, Heylen-Bricks decided to continue to sail on the chosen waterway. For 2005 there are plans to call at a second, more northerly port in the UK. That would lead to regular sea-river coaster transports (every 4 to 6 weeks), which each time would result in the aforesaid modal shift.

In view of that future strategy, Heylen-Bricks is considering the option to get a more permanent loading facility at its disposal along the Albert Canal. In the framework of the quay-wall project (PPS – private-public cooperation), exploratory talks have already taken place with De Scheepvaart NV, the waterway administrator of the Albert Canal and the canals in the surrounding Kempen region.

More information can be obtained from: _____

Steenfabriek Heylen - Tweede Carabinierslaan 145 - B-3620 Lanaken (Veldwezelt) - www.heylen-bricks.be
Contact: Wim Heylen - tel. +32-89-71 51 38 - fax: +32-89-72 28 80 - info@heylen-bricks.be

Companies on the radar (sequel)

Ravago Plastics (Arendonk) has opted for shortsea...

Some four years ago, the goods flow at Ravago Plastics (recycling of industrial waste) was screened, soon showing that there were clear possibilities to create a 'modal shift'. The Shortsea Promotion Centre provided Ravago Plastics with a list containing the possibilities towards Greece. Meanwhile, it has appeared from interim contacts that the firm has chosen in favour of maritime transport on other destinations also.

The modal shift (from road to sea) amounts to the equivalent of some 2,600 trucks per year. Bulgaria and Rumania are also being served by shortsea (some 50 x 40' per year).

Incoming cargo on lorries: from Gothenburg (Sweden) the trailers are brought to Ghent, Zeebrugge and Rotterdam by ro-ro vessel. The subsequent transport is done by road.

To Poland and the Baltic States delivery is made 'ex works': because of the lower prices the recipient sends his trucks himself to pick up the cargo. To Italy the cargo is shipped as return freight for fruit & vegetable transports.

Regarding the future, a project is being elaborated to store all goods in one place

(Lommel) and the possibilities are examined to bring the goods to and from the port of Antwerp over the Albert Canal.

More information can be obtained from:

Ravago Plastics N.V.
Poederstraat 30 - B-2370 Arendonk
Contact: Viktor Mertens
tel. + 32-14-67 25 11
viktor.mertens@ravago.com

**Calendar of events
SSS Flanders**

Bilbao, 9 and 10 March, 2005
2nd Shortsea Conference in Bilbao.
Organised by Antwerpse Lloyd and DVV-Hamburg.

Brussels, 23 and 24 March, 2005
Conference on the implementation of the Ten-networks, a.o. towards ports.

**Participation of Promotie Shortsea Shipping in various events
Synergy Shortsea Shipping - Road haulage**



On October 26, 2004, the Flemish and Portuguese shortsea promotion offices, in cooperation with Export Vlaanderen, organised a workshop in the southern capital city Lisbon. The main aim of the workshop was to arouse the interest of shippers, road hauliers and logistics firms for shortsea shipping by informing and sensitising them.

to remove the distrust towards unaccompanied transport. Good information and tracking & tracing are of vital importance in that context. As it happens, more than 3,500 trucks leave Portugal every week on their way by road to Belgium (some 2,400 trucks are going to Portugal).

Together with the 5 Portuguese ports, the 4 Flemish ports, represented in a panel (Antwerp, Zeebrugge, Ostend and DFDS Torline for Ghent), answered questions from the public.

Similar initiatives are also possible in the future. Poland and the Baltic States, for instance, come to mind in connection with the German Maut.



Under the slogan 'The challenge for road transport to cooperate with shortsea shipping in an intermodal transport chain' the event turned out to be a big success: 144 Portuguese guests and 14 Flemish participants took part in the proceedings. After welcoming words from the Belgian Ambassador and the director of the port of Lisbon, the advantages of the Portuguese ports and the Flemish waterways administrators were put forward.

The possibilities for synergy are to be found mainly in the field of ro-ro services, for which the ports obviously act as hubs. Antram, the Portuguese association covering road transport, made it clear in a speech that efforts are made to come to a strict regulation of the profession (to combat proliferation). As far as the maritime option (ro-ro) is concerned, some interest was shown. For many small transport companies (often family businesses) it is important

In the margin of the workshop we were able to learn that the new 'Searoad' concept, a combined road-sea service, is set to take off in the spring of 2005. Twice a week a ro-ro service (with a capacity of 120 unaccompanied trucks) would then link Leixoes, Southampton and (presumably) Zeebrugge. It is important to know that in this case the shippers are actively involved.

New shortsea initiatives

New container sailings to Saint-Petersburg

In November 2004 the launch of a new container service to Saint-Petersburg was announced. Under the name NWS, the first ship was loaded on November 30, 2004, at quay 340 in Antwerp: the MV Leonid Leonov has a capacity of 128 TEU, which makes 20 reefer connections possible.

The first departures will take place every fortnight, later on the frequency will be increased to a weekly service. The transit time from Antwerp to Saint-Petersburg is 5.5 days.

More information can be obtained from:

De Keyser Thornton - Oude Leeuwenrui 25
B-2000 Antwerp - www.dkt.be
Contact: Bob De Mey - Brigitte Eeckels - Luc Arras
tel. +32-3-205 31 00 - fax +32-3-234 27 86
info@multimodal.be



DFDS-Tor Line expands its network

DFDS Tor Line has announced a new daily ro-ro link between Zeebrugge and Immingham. The service will start in January 2005 with two ro-ro vessels. The basic contract has been signed with Volvo Logistics and concerns the shipment of cars and trucks from Zeebrugge to Immingham. Loading will take place on the Dart Line/CTO

terminal (Wielingendijk) in Zeebrugge. In Immingham connections with DFDS Tor Line are possible to, amongst others, Esbjerg in Denmark.

From Ghent, DFDS Tor Line also offers a daily service between Ghent and Gothenburg (Brevik).

More information can be obtained from:

DFDS Tor Line N.V.
Doornzelestraat 71 - B-9000 Ghent
www.dfdstorline.com
Contact: Patrick Pereira
tel. +32-9-269 12 59 - fax +32-9-233 50 16
patrick.pereira@dfdstorline.com

Import of wood and steel products from the Baltic States



Every month, 3,500 tonnes of Byelorussian wood arrives in our country, coming from the Baltic States. Steel coils and 'roundbars' also follow the same route on a weekly basis. Those wood and steel products enter Flanders by sea via the port of Antwerp, coming from Klaipeda, Liepaja and Muuga. Such products are also loaded in Kaliningrad. For that purpose ships with a capacity of between 1,500 and 2,500 dwt are employed. The vessels that do not have a return freight in Antwerp, are available for other 'north-bound' cargo. The project is in the hands of Rhenus Agencies, which takes care of the entire logistics, including pre- and oncarriage.

More information can be obtained from:

Rhenus Agencies NV - Ankerrui 2 - B-2000 Antwerp - www.rhenus.be
Contact: Michel Steurs - tel. +32-3-224 56 26 - fax +32-3-224 56 96
ms@rhenus.be

Announcements

Country special Baltic States

Earlier this month we published a new country special in which we amplify on the exports and imports between the three Baltic States (Estonia, Latvia and Lithuania) and Belgium. The 'light' version of the German 'LKW-Maut' (road tax on trucks), which will be introduced on January 1, 2005, is the perfect occasion to (re-)examine the transport chain towards those new EU member states.

Sturys, who recently started up the new promotion centre in Lithuania. 6,000 printed copies of this country special have been distributed among shippers, logistics providers, authorities, diplomats, journalists etc.

Other country specials can be found on our website www.shortsea.be under the heading 'General Info/Publications'. Previous country specials covered Denmark, Finland, Greece, Norway/Sweden, Spain/Portugal and Turkey. In most of those countries shortsea presents a strong growth.

This publication was accomplished with the help of Export Flanders, of our German colleague Roland Schneider of the Shortsea Promotion Centre in Bonn and of Vladas



Synergy with inland navigation

Public-Private Cooperation (PPS) stimulates transport by water

Did you know that ...

- Since the public-private cooperation formula is applied to the building of quay walls, inland navigation has made considerable progress;
- New goods flows and new inland navigation techniques have been developed;
- Businesses are shipping goods by inland vessel that in the past they didn't transport over the waterways, liquid bulk goods for instance;
- The modal shift road-waterway has almost tripled in Flanders between 2000 and 2003 (from the equivalent of 76,000 trucks on a yearly basis to 211,000 trucks).
- The number of loadings and unloadings on the waterways is increasing year after year;
- This is a direct consequence of the quay-wall programme.

Vitalising inland navigation

In the opinion of the European Commission the investments in inland navigation infrastructure take priority. At the same time the establishment/location of transshipment facilities, which are by nature platforms for intermodal transport activities, should enhance the position of inland navigation in the whole of the transport system.

Source: NV Binnenvaart (December 2004)

More information can be obtained from:

Promotie Binnenvaart Vlaanderen - Unit Market Propection
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Contact: Petra De Somere or Paul Lambrechts
tel. +32-3-202 05 15 - fax +32-3-202 05 24
petradesomere@binnenvaart.be or paullambrechts@binnenvaart.be

Quote

The shortsea sector and the strict ISPS controls

"The inspection pressure on shortsea is far too high. That wouldn't be a problem if things were in order. But the stringent ISPS controls don't particularly strengthen the market position of the shortsea sector. A truck can go unhindered from Breda to Barcelona, while shortsea is subjected to all kinds of inspections (on the same route, editor's note)."

Wout Pronk (Geest North Sea Line) in Rotterdam (VNSI), quoted in De Lloyd (23 November 2004)