

For savings, safety & speed

Shortsea Shipping Vlaanderen - Markgravesstraat 12 - 2000 Antwerpen



Workshop Shortsea Shipping - November 20, 2001

In the context of the Belgian presidency of the European Union, the federal authorities will organise a workshop on the subject of 'Shortsea Shipping' on November 20, 2001, in Brussels. The basis for that workshop will be the study regarding the documentation flow (which can be consulted on our website). Three subjects of that study will

- have to be worked out into concrete action items and recommendations:
1. Customs: their role, practical problems, applications, regulations etc.;
 2. Dangerous goods, veterinary and other certificates;
 3. Commercial documents, in particular the role of the 'way bill of lading'.

As regards content, the steering will be done by the European Community Shipowners Association (ECSA), the Maritime Industries Forum (MIF) and our Promotion Centre.

For invitations, please contact: edwig.polaster@vici.fgov.be

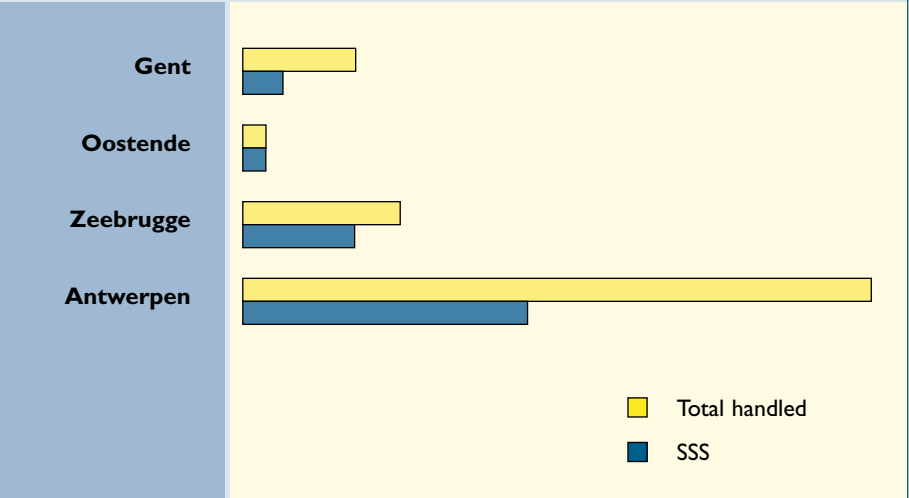
StoraEnso Zeebrugge

The Finno-Swedish paper group StoraEnso is a confirmed user of shortsea shipping. Six times a week it covers the route Göteborg-Zeebrugge with three vessels, purpose-built for this service. The loads are carried to Zeebrugge in equally custom-designed SECUs (StoraEnsoCargoUnits) with a cargo capacity of 80 metric tons. In Zeebrugge the load of the containers is transferred mainly onto railway wagons. As far as shortsea traffic is concerned, the StoraEnso paper mills represent some 2.5 million metric tons on a yearly basis (2000).



SSS figures for the first 6 months of 2001

	Total volume handled	SSS	%
Gent	11.783.530 tonnes	4.190.963 tonnes	35
Oostende	2.425.102 tonnes	2.402.649 tonnes	99
Zeebrugge	16.431.689 tonnes	11.671.776 tonnes	71
Antwerpen	65.596.000 tonnes	29.717.000 tonnes	45
NV Zeekanaal	523.598 tonnes of SSS traffic		
Albertkanaal (DvS)	304.963 tonnes of SSS traffic		



Calendar

You will find SSS on...

20.11.2001
at the workshop Shortsea Shipping of the Federal government in Brussels

March 2002
at SITL in Paris

March 2002
at the Transport Seminar, organised by RUCA-UFSIA



c/o Promotie Binnenvaart Vlaanderen

Antwerpen
Markgravesstraat 12 • 2000 Antwerpen
Tel.: +32 3 203 55 10 • Fax: +32 3 203 55 06
e-mail: shortseashipping@sssbe.com
website: www.shortsea.be

Hasselt
Kempische Kaai 57 • 3500 Hasselt

Editorial

OCTOBER 2001

Some time ago you received the very first edition of the SSS newsletter and we are very pleased with the positive response we received. This means that Shortsea Shipping is increasingly becoming a living concept in the world of transport, which also becomes apparent in the ever increasing agenda and calendar of activities of the SSS Promotion Centre, which is now in full swing.

On September 1st, the former chairman of the SSS working group, Herman Verslype, has taken leave of his active involvement in the Flemish shortsea business. I would like to seize also this opportunity to thank him once again for his many years of dedication.

From my position in the Flemish Nautical Authority I will do everything I can to further develop and shape the SSS policy in Flanders. A well-functioning Promotion Centre plays an important role in this and it will therefore receive the necessary attention.

Whereas the first newsletter mainly contained some background information on SSS, we wish from now on to bring somewhat more varied information on the various aspects of shortsea shipping.

Your opinion on the subject is always welcome.

I wish you pleasant reading!

Rik Goetinck
Chairman Working Group SSS



Activities of the Shortsea Promotion Centre Flanders

The study regarding the 'Documentation Flow', carried out by PriceWaterhouseCoopers and commissioned by our Promotion Centre, has just been concluded. It has resulted in an action programme containing 12 points. This action programme comprises a number of concrete 'points of friction' when comparing (load-related) documents used in SSS as compared to road transport. Those 12 points form the basis for 3 workshops, which will be organised in Brussels on November 20, 2001, on the occasion of the Belgian presidency of the E.U. and which should lead to very concrete recommendations to the authorities. The study may be consulted in English or Dutch on the website www.shortsea.be.

The final report of our European project 'Market-oriented Shortsea Shipping - study and action within the Flemish region' has been approved by the European Commission. You can consult the report on our website. This project has been carried out in order to obtain the E.U. starting grant. On the other hand, the study also offered an opportunity to develop a number of aspects from our business plan and at the same time to realise some practical issues (country specials, newsletter etc.). Three concrete investigations have been carried out. These showed, amongst other things, that the lack of usable statistics remains a problem for which a European answer has to be found.

The initiative taken by our Promotion Centre in December 2000 to start an informal European network of SSS Promotion Centres has meanwhile expanded considerably. Currently, already 12 offices are operating in the 'European Shortsea Network' (ESN), each under the name of Shortsea Promotion Centre (country) and involving the following countries: Denmark, Finland, Flanders, France, Germany, Greece, Ireland, Italy, the Netherlands, Portugal, Spain and Sweden. In the near future the first non-E.U. member, namely Poland, will join.



The ESN is working closely together with the European Commission, which is willing to contribute financially to specific actions. Meanwhile, a number of important projects are in the pipeline, such as a databank of SSS services, a video presentation, publications etc.

The website of most countries is already linked to the sites of the other Promotion Centres (see our website www.shortsea.be), so whoever is interested may surf from one site to the other.

Seminar April 2001: synergies between SSS, inland navigation and road transport

Together with Promotion of Inland Navigation Flanders and with the logistic support of the Antwerp Chamber of Commerce, SSS has organised at the end of April a seminar on the subject of **possible synergies between SSS, inland navigation and road transport**.

This seminar constituted a first follow-up of the Inland Navigation Day of September 2000 and specifically of the workshop 'Intermodal Transport'⁽¹⁾ → see 'used terminology'.

Everybody agrees that there should be one or other form of co-operation between the different transport modes, preferably leading to an added value for the transport chain as a whole. The statements of the different speakers allowed the 150 strong audience to get acquainted with the pros and cons of each mode of transport.

Road transport is worried about the possibility of a driving ban for trucks on Sundays and about the concept of a government (tax) incentive towards modal shift⁽²⁾.

Structural consultation is already taking place

between road transport and the Belgian railway company NMBS. Emphasis was justly laid on the particular nature of the liability of each transport mode; **uniformisation** is urgently required.

Although the advantages of SSS may be obvious, it will not solve all problems. The co-operation of land and sea transport is inevitable. This requires, however, the **necessary infrastructure** and, at the same time, road transport must be prepared to get involved in a number of **new concepts**.

VEA, the Antwerp Forwarders Association⁽³⁾, which is confronted with intermodal transport on a day-to-day basis, argued, among other things, in favour of innovations in the field of handling techniques (lower transshipment costs), more flexible working hours for dock labour, a readjustment of shift work and co-operation between the parties involved in transport.

For a long time now, **Promotion of Inland**

Navigation Flanders has been a zealous advocate of transshipment points along the waterways, and now that the **government** also has committed itself (80/20-regulation), a lot has become possible.

During question time moderator Dirk Sterckx was also bombarded with very specific 'European' questions from the audience. Sometimes passions mounted in defence of one's 'own' sector, but nevertheless a number of very concrete problems were tackled on which no agreement could be reached. Clearly the journey towards an optimal modal shift is still long, although at the reception later on everyone agreed that it is the only solution for the gigantic everyday traffic misery.

The seminar received **attention from the press and television** (among others Kanaal Z and ATV). UFSIA-RUCA presented the study 'Modal choices in goods transportation on the basis of the total logistical cost price' and a number of newspapers reported on its often remarkable conclusions.

Synergy Shortsea Shipping – Inland Navigation ...



Waterborne transport constitutes most certainly an alternative for the congested road transport in Europe. More and more intermodal transportation will take place, in which

waterborne transport will occupy an important position. The concept which we have come to dub 'Waterpower' (= 'Waterkracht')

is to be found in both inland navigation and shortsea shipping and in particular in the synergy of both. Together with Promotion of Inland Navigation Flanders, we will promote this concept with a number of target groups and in those cases where it is appropriate to do so. Thus, for instance, we will put joint advertisements in the papers and we will jointly promote the concept at fairs, seminars etc. Of course, both inland navigation and shortsea shipping have their 'own' target groups for which a separate approach remains necessary.

... in practice

A beautiful example of the synergy of inland navigation and shortsea shipping was given in July by the company G+G in Willebroek, which produces enormous ready-built silos and columns. It involved a 390 tonne column and an even heavier one of 500 tonnes being hoisted (or rather being driven on special trailers) on a river pontoon and brought to Willebroek over the Zeekanaal. At the

terminal in Willebroek, the heavy and indivisible parts were transhipped onto a 'sea-going' pontoon⁽⁴⁾ and sent to Pembroke in the UK.



This is Shortsea Shipping also...



It is not always a case of ordinary goods being shipped through SSS... This year the largest tree ever was transplanted – **a 17.8 meter high plane-tree with a 6 meter top**. With a special telescopic laid-up vessel it was brought from Hulshout (Aarschot) to Zeebrugge. From there it was transported, by ferry via Hull, to its final destination near Liverpool.

Market report ...

- ✓ **Agfa Gevaert** is examining the possibilities of SSS. Currently, Agfa is already using SSS for shipments to Greece (2 to 3 40' dc's per week) and Dublin (one 40' dc per week).
- ✓ In conjunction with a British shipowner and an Antwerp agent, the Shortsea Promotion Centre Flanders has been working for some time now on a project involving the **combination of inland navigation and shortsea**. Specifically, it is the intention to group cargo for the United Kingdom in the Willebroek and Meerhout areas (lighter) and to tranship it in Antwerp (coaster). Already during the research stages two larger consumer goods companies in the Meerhout area have used SSS for part of their exports to the UK and Ireland.
- ✓ Via the port of Antwerp three **agricultural machines** have been shipped to Finland. The Finnlines shipping company had a vessel at its disposal that fitted into the transportation chain perfectly.
- ✓ A producer of **frozen and chilled products** in West Flanders has made a trial shipment via Zeebrugge to the UK.
- ✓ Geest has carried some 100 containers by SSS from Dublin straight to Willebroek.
- ✓ In 2002 a new service will start between Zeebrugge and Rosyth, Scotland.
- ✓ The equivalent of 50 truckloads of **natural stone** have been imported from Portugal via Antwerp with a regular service (containers) in stead of by road.
- ✓ Zeebrugge is starting a weekly service to Norway. The Norwegian shipping company LaLine will run the connection with Oslo.

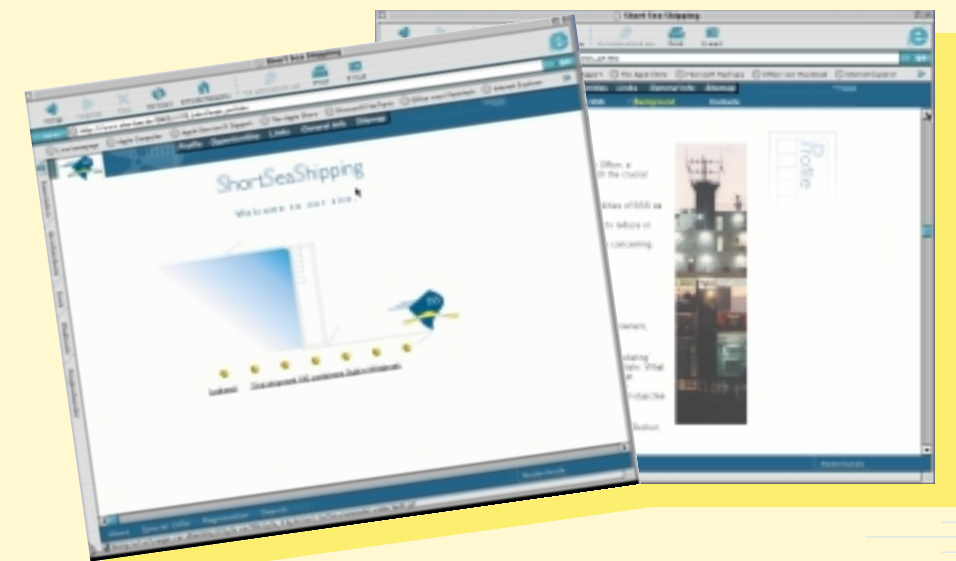
A number of the items mentioned are the result of our promotion policy and our approach towards the market players. On the other hand, the ports, authorities, waterway administrators, shippers, shipowners etc., are also engaged in the shortsea business. Over the past activity year, our Promotion Centre has made sure, with a variety of actions, that the **awareness of shortsea shipping is growing**. However, it will require the necessary determination to convince the parties concerned to re-examine certain almost rooted transport patterns and, in doing so, to further stimulate the modal shift.

SSS website launched

On August 2nd, 2001, **Shortsea Shipping Flanders' website** was officially launched in Zeebrugge. Mr. Mark Meersman, a member of Minister Stevaert's staff, put the site into operation during a press conference. We seized that opportunity to give an overview of the activities of our Shortsea Promotion Centre Flanders and of the figures concerning the SSS traffic in the four Flemish ports and on the waterways during the first six months of 2001.

In spite of the holiday season, 34 people attended and our website **www.shortsea.be** received due attention in the press and on Focus TV. Apart from the user-friendliness of the site, the **valuable information** offered particularly appears to catch on. By the end of September the site counted more than 2,600 visitors. At the beginning of September **www.shortsea.be** was even elected site of the week in Trends Magazine.

On the site, the final report of the European project, the study concerning the documentation flow and the European White Paper can amongst others be consulted. We in particular are getting a good response on the links included on the site and on the information concerning the 'European Shortsea Network'.



Some explanation of the terminology used

1. **'intermodal transport'**: in a transport it is usually interesting to use different means of transport: lorries, rail, inland navigation and/or shortsea, the aim being to place in that transport chain the right means of transport (transport mode) on the right stretch. Such a combination of different means of transport is called 'intermodal' transport. This notion is also reflected in the set-up of terminals along the waterways: a trimodal terminal combines road, rail and waterborne transport.
2. **'modal shift'**: this is in fact mainly used to indicate that one wishes to 'switch' or 'shift' certain transports, that are now done by road, to the railway or waterways.
3. **'Vereniging voor Expeditie, Logistiek en Goederenbelangen (VEA)'**: this Antwerp-based Forwarders Association upholds the interests of companies engaged in transports for account of their clients (the 'shippers', manufacturers, factories etc.), and this in the largest sense (transport, documentation, customs etc.). website: www.portofantwerp.be/vea.
4. **'sea-going pontoon'**: for the shipment of a project load (large, heavy and indivisible objects) often a pontoon is used in stead of a 'real' ship. Such a pontoon consists of a large flat surface floating on the water. Some pontoons are used on the inland waterways, where there is little swell. Sea-going pontoons are adapted to transport over sea (breaking waves) and have a more powerful propulsion.