



European ShortSea Network

Shortsea Shipping in Japan



Because of its geographical layout and its mountainous landscape, Japan is an **ardent user of Shortsea Shipping**. In 1999 a total of 523 million tonnes of cargo were shipped using SSS (8.1% of the total cargo shipments). Compared to road haulage, which accounted for not less than 5,863 million tonnes (91%), that tonnage is indeed negligible. Rail transport 'weighed' 59 million tonnes (0.9%).

If, however, we look at the tonne/kilometres (tkm) (Table 1) and the average distance per transport (Table 2), we get a totally different picture:

Tonne/kilometres per mode (figures 1999)			Average distance per transport (figures 1999)		
SSS	2294*	41 %	SSS	439 km	
Road	3071*	55 %	Road	52 km	
Rail	225*	4 %	Rail	384 km	

* x 100 millions of tkm

Main categories of goods shipped by SSS (figures 1999) in percentage of the total number of tonne/kilometres	
Petroleum products	23,5 %
Crude oil/ore	19,9 %
Iron and steel	13,1 %
Cement	10,6 %

During the year 2001 a total of 7,085 coastal ships were active in SSS (total capacity 3,737,255 DWT), of which 4,168 vessels were 'general cargo' (total capacity : 1,581,756 DWT).

One of the old criteria – the so-called 'low capacity' of the coasters – still applies in practice in Japan (table below).

Capacity of coastal navigation (figures 2001) On a total of 7,085 'coastal' vessels		
up to 499 DWT	5782 ships	total cap : 1.211.098 DWT
500 to 1999 DWT	910 ships	total cap : 825.937 DWT

Although the necessity to use SSS obviously grew out of very practical reasons, the environmental effects are a welcome bonus (table below). What's more, the services are operated with very fast ships, so SSS has become a very valued mode of transport. The fleet is continuously renewed with investments in all types of vessel.

Positive evaluation of the environmental-friendliness of SSS		
Per tkm	Total energy consumption	Total emissions
Air transport	22930 t	402 units
Road transport	12897	827
Rail	497	6
SSS	549	23 (incl. ferries)

Shortsea Shipping will take part in ...

1. SITL-Paris, March 5-8, 2002; together with 'Binnenvaart' (Inland Navigation).
2. The 'Tour of Flanders': within the framework of 10 years of Promotion of Inland Navigation Flanders a new river-vessel, equipped as an information centre for visiting schools and potential users of transport over the waterways, will berth at four locations. Together with 'Inland Navigation', the concept of Shortsea Shipping will also be presented. The locations concerned are: Zwevegem (March 11-12), Gent (March 14-15), Vilvoorde (March 18-19), Antwerp (March 21-22-23) and Genk (March 25-26).
3. A seminar organised by RUG/UFSIA, March 27, on the topic of 'Multi-modal transport: Shortsea Shipping, opportunities and obstacles' (Antwerp). Info by e-mail: frank.witlox@rug.ac.be



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Editorial

The new year is already well on its way and to those who might have missed the previous edition of our newsletter, I would like to reiterate, on behalf of the SSS Working group, my best wishes for a healthy and prosperous 2002!

As far as our newsletter is concerned, we plan to publish four editions in 2002, which you can expect to appear every quarter. We will continue to inform you about the various SSS initiatives taken by the working group and keep you up-to-date with SSS facts, news items and activities. Your suggestions, by the way, are always welcome.

As is appropriate at the beginning of a new year, we take time to look back on the figures of 2001... In spite of the economical regression and the events of September 11th, 2001, the SSS figures for the ports have risen compared to the year 2000, which was already considered as a great year.

Also in this newsletter: 'SSS goes international'... and this doesn't only concern our promotion centre. In this newsletter we report on the SSS traffic (ports and waterways) and we also take a look at SSS in Japan.

Enjoy your reading!

Rik Goetinck
Chairman Working Group SSS



A new regular conventional service between Antwerp and Algeria

Internaut Medlines (Bremen) has started a new regular service to Algeria for conventional cargo. The ports qualifying for that service include Oran, Algiers, Annaba, Ghazaouet, Mostaganem, Bejaia and Skikda. The loading port is Antwerp.

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Shortsea Shipping goes international...

On October 2nd, 2002, we had an opportunity to meet a Vietnamese delegation interested in transport over the waterways. Vietnam offers a number of possibilities for transport over water (inland navigation). Its long coastline also holds prospects for shortsea and some members of the delegation confirmed that a number of initiatives are already being developed as an alternative or a complement to road haulage. Important investments, a.o. in ports, have already been made or are planned in the near future.



A Swedish delegation, including our colleague of the Swedish Shortsea Promotion Centre, was looking for good examples of water transport (both inland navigation and shortsea), which could be deployed on Lake Vänern in Sweden (this is the third largest lake in Europe. It is connected to the sea with a system of locks that have to bridge a 70 metre difference in height). Since they were clearly looking for practical examples, a working visit (including a trip on the canal) was made to NV Zeekanaal on November 9th, 2001.



Figures Shortsea Shipping in 2001 in the Flemish ports and on the waterways

Ports	tonnage SSS in 1999	total tonnage handled in 2000	tonnage SSS in 2000	%	total tonnage handled in 2001	tonnage SSS in 2001	%
Antwerpen	51.353.263	130.530.626	58.701.027	44,97	130.050.000	58.798.800	45,20
Brugge-Zeebrugge	23.468.639	35.474.593	24.428.817	68,86	32.080.072	25.513.290	79,53
Gent	9.128.986	24.039.017	9.129.512	37,98	23.375.493	8.809.055	37,68
Oostende	3.108.127	4.307.026	4.307.026	100,00	4.826.796	4.796.050	99,36
Total	87.059.015	194.351.262	96.566.382	49,69	190.332.361	97.916.395	51,45
Channels							
Albertkanaal	746.421	-	772.410	-	-	591.610	-
Zeekanaal	-	-	967.668	-	-	919.792	-

Figures in terms of tonnes, except for the percentages.

New ferry service between Brugge-Zeebrugge and Sheerness (UK)

In the middle of January 2002 a new ferry service, run by Sammarina, has started between Zeebrugge and Sheerness with a daily frequency. The shipping capacity amounts to 150 cars and 50 trailers. A second vessel will be added to the service at a later stage.

Information: Combined Terminal Operators,
tel.: +32-50-54 24 07

Hauliers will have to pay to use the road network

Both in the United Kingdom and in Germany serious thought is given to the idea of making lorries pay for the use of the roads in the countries mentioned. In any case, this is an item, which deserves to be followed up, since it will obviously have an effect on the conditions of transport and may urge shippers to reconsider their logistic chain, in which case carriage by sea can offer an excellent alternative.

Project cargo Zeebrugge – Pasajes: a tank, 30 m long and weighing 120 tonnes.

The Belgian branch office of Wallenius Wilhelmsen Lines (WWL) has recently been appointed as agent for United European Car Carriers (UECC). In December 2001 it carried out an exceptional transport: an empty tank, 30 metres long and weighing 120 tonnes, destined for the chemical industry in Spain. It was delivered in Zeebrugge on December 19 by the specialised firm WACK. On the same day the complete truck carrying



its exceptional load was driven on board of the MV 'Auto Progress'. Already in the afternoon of December 20th the vessel arrived in Pasajes (Spain). The same firm again carried out the on-carriage. With the combination road-shortsea the long, time-consuming and expensive road haulage through France, the Pyrenees and Northern Spain could be avoided. UECC not only specialises in pure car-transport, it also ships trucks to, amongst others, Scan Baltic, the UK, Ireland and Southern Europe.

Info: WWL-Belgium (Transshipment and Shortsea Services) – contact Patrick Fischer, tel.+32-3-740 08 60

Port of Brugge-Zeebrugge: return of the Renault traffic



The car manufacturer Renault has decided to bring its traffic from Santander back to Zeebrugge. Some time ago, that traffic had been shifted from Zeebrugge to Le Havre, but now it returns with two calls per week. In addition, the export of Renault cars to Teesport (UK) will also be handled from

Zeebrugge (three sailings per week). The total number of cars for both services is estimated at an annual 68,000 vehicles. The shipping company providing the service will work with four car carriers (United European Car Carriers with three vessels, EMC with one).

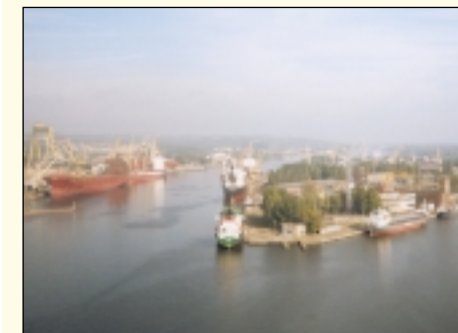
What do potatoes have to do with SSS?

A thesis concerning the market prospects for the Baltic States, commissioned by the Belgian federation of the potato trade and processing industry, Belgapom, was finalised last summer. It came to the conclusion that SSS is, indeed, the ideal solution to serve those countries. Currently the purchasing power in the countryside is relatively low in the Baltic States, so the best places to sell goods are the cities. It is there that there is work - and therefore consumption - to be found. Up to 70% of the population lives in the cities and in Latvia 30% lives in the capital Riga alone. That, in particular, makes SSS attractive in these countries. Almost all large cities,

including the capitals, with the exception of Vilnius, are located on the Baltic. The additional transport costs are therefore limited. As one Estonian potato farmer puts it: "We are located more than 200 km away from Tallinn. That means that our transport costs are nearly as high as those of the trucks that import potatoes from Latvia." In the case of products like potatoes, price plays indeed an important role. Thanks to SSS it is possible to offer Belgian potatoes at prices that can compete with local potatoes.

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A visit to Poland



Last October, three young civil servants – Dominique Van Hecke, Geert Devos and Geert Van Cappellen of the Administration of Waterways and Marine Affairs (AWZ), have been to Poland for a week on a working visit. It included visits to the seaports of Swinoujscie and Szczecin, coastal defence works and the port of Wroclaw on the Oder. It all fitted in with the 1994 co-operation agreement between Poland and Flanders and more specifically in the co-operation programme 2000-2002, signed in Brussels on December 16, 1999.

The purpose of such agreements is to exchange know-how and to make contacts, such as the ones with the Shortsea Promotion Centre to be established shortly in Poland. These contacts are very useful for Flanders, particularly towards the future. The impending accession of Poland to the European Union can, indeed, only create more traffic between Flanders and Poland. As a matter of fact, Poland can be reached perfectly well with SSS and even over the inland waterways. In Poland itself, meanwhile, the establishment of a Shortsea Promotion Centre is well underway. It will have its home base in Szczecin, one of the most important seaports in Poland. The choice of Szczecin may seem peculiar, but one mustn't forget that this port – given its proximity to the German border – is very much oriented towards Europe and that historically it has always served as the port of Berlin. Undoubtedly we will hear a lot from that promotion centre, once it's fully operational.

European Shortsea Network

The European Shortsea Network includes 'Shortsea Promotion Centres' in Sweden, Finland, Denmark, Ireland, the Netherlands, Poland (associated member), Germany, Flanders, France, Portugal, Italy and Greece. Both the United Kingdom and Spain will join at the next meeting. Shortly a pilot project will be launched concerning a European Shortsea database, in which the market players will be able to give their input. Meanwhile, E.S.N.'s European web site is under construction (www.shortsea.info). At the SITL in Paris (March 5-8) the E.S.N. network will present itself for the first time at an exhibition.

Bottlenecks?



"Combined transport should be encouraged. The aim must be to reach an optimal complementariness of the various transport modes. But in the first place the current bottlenecks of combined transport have to be removed and each transport mode should be offered equal opportunities to realise and strengthen that complementariness effectively."

SERV/sectorial commission Transport of Goods
in 'Bericht' (Nov/Dec 2001)