



European ShortSea Network

Trailer - container

In April the European Commission published a consultation paper announcing an initiative concerning the use of an intermodal loading unit. On a market where intermodal transport is on the rise, such a loading unit - which can be shifted from one transport mode to the other - is obviously of prime importance. In that context the 45' pallet-wide container, which can be compared to a 13.6 metre truck, is being considered. The dimensions of the container (13.6 x 2.44 m) allow for the transportation of 33 1.2x0.8 m pallets or 26 1.2x0.8 m pallets.

The latest annual report of MBZ-Zeebrugge mentions a **spectacular shift from truck/trailer transports to container** shipments on the services from Zeebrugge to the UK. This evidently affects the

different modes of transport, the port capacity (storage) and the infrastructure in the terminals.

On many shortsea links the **45' pallet-wide container** is on the up and up. Still, some bottlenecks need to be dealt with: as far as dangerous goods are concerned, the divergent regulations (ADR for road transport and IMCO for sea transport) continue to cause problems. The maximum payload of a container has to be geared to the different modes of transport. In addition, it has to be adapted to European and international practice: often the containers arrive from overseas and are further transported within Europe by feeder vessel and contiguous modes of transport.

New services, new vessels

The number of new initiatives that are being set up clearly demonstrate that shortsea is on the rise. Here are some examples:

- Ferryways has started a ro-ro-service from Ostend to Killingholme with two sailings per day (non-accompanied transport). Information: + 32-59-34 22 20
- In the middle of May, the Greek group Attica Enterprises has started a ferry service between Zeebrugge and Rosyth (with a capacity of 100 passenger cars and 110 trucks). Agent: Zeebrugge Shipping and Bunkering. Information: + 32-50-54 24 29
- Antwerp has become the port of call for a joint service to Turkey, organised by Normed (agent Durot: information + 32-3-202 03 27) and Contimed (agent Van Ommeren: information + 32-3-221 42 22). This concerns a mixed container-conventional service with 6,000 tot 7,000 DWT vessels.
- The fact that the Turkish economy is doing rather well has incited Empros Lines (agent De Keyser Thornton: information + 32-3-205 31 00) to put a brand-new vessel, the ms 'Delight', into service to the ports in the Sea of Marmara.
- The Swiss carrier MSC is using Antwerp as its hub for all European feeder services. The capacity of the existing services to Spain, Portugal and the Baltic has been increased, a new service to Norway has been launched in February and larger vessels were put into action to, amongst others, Greece and Turkey (agent MSC Belgium: information + 32 3 543 22 00).

Interest in the possibilities of sea-river vessels is also growing: in France, for instance, a 10 percent increase of traffic in the Rhône basin has been recorded. The coasters (between 1,500 and 2,700 DWT) particularly transport timber and project loads (volume loads and heavy items).

Tessengerlo Chemie

During the 'Tour of Flanders' the chemical company Tessenderlo Chemie proclaimed to be a staunch advocate of transport over the waterways. The reason to opt for shortsea shipping is the fact that, as far as European transports are concerned, the road network on the continent has become totally congested. This means that Tessenderlo Chemie is now shipping an annual 200,000 tonnes of products by SSS to the UK, Spain, Denmark and France. For chemical products SSS is indeed a safe and reliable solution.

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Added value of the Flemish Ports

The economic significance of the Flemish Ports is growing: the data of the Belgian National Bank show for the year 2000, as far as added value is concerned, an absolute record of 10 billion Euros for the four Flemish Ports. This means an increase of 8,1% over 1999.

Source: De Lloyd, 16 mei 2002.



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Editorial

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Before everybody hives of to the four corners of the world and - who knows - to allow you to put some reading into your travel bag, we have prepared another SSS Newsletter for you.

This time, I would like to draw your attention in particular to a special initiative of the Flemish SSS Promotion Centre, which forms part of the European Network of promotion centres.

Flanders is involved in the pilot project for the creation of a European database, which will give an overview of all services from and to European destinations. The initiative originated in Denmark, where such a database has already been set up for the services to and from Denmark.

Meanwhile, all agents have been contacted. They were given information on the project and were asked to introduce their data in the database. The task of the Promotion Centre consisted in assisting the agents with the implementation and to supervise the accuracy and the updating of the data. At this time some 60% of the agents have furnished their data. Pending completion, the database has already been posted on the Internet at the website <http://www.shortsea.be>. You are kindly invited to go and take a look...

Enjoy your reading!

Rik Goetinck

Chairman of the SSS Working Group



The European Shortsea Network is growing...

The December 2000 initiative, gathering the then already active Promotion Centres round the table, has meanwhile developed into a solid informal network. The original set of six Promotion Centres has since expanded into a group of 13: Sweden, Finland, Denmark, the Netherlands, Flanders, Germany, Ireland, France, Portugal, Spain, Italy, Greece and Poland. In the meantime Estonia has also asked to become a member of the European Shortsea Network (ESN). With the financial support of the European Commission, a website is in the making, which will act as a portal for all the Promotion Centres. Flanders also has the pilot project for a **European database of shortsea services**. After quite a bit of experimenting, a database has finally been set up (based on an adapted Danish model), allowing the shipping agents to bring in their information about shortsea services. A search engine provides the prospective users with the information they require, as well as the names of possible contacts. The database may be consulted at www.shortsea.be



Workshop 20 November 2001

On November 20, 2001, during the Belgian presidency of the European Union, a workshop on the **documentation flow accompanying shortsea shipping** was held in Brussels. A study, commissioned by our Promotion Centre and co-financed by the Federal Government, served as the basis for that workshop. From the proceedings the Maritime Industries Forum (MIF) has, with the active cooperation of our Promotion Centre, distilled a number of recommendations, which are now being 'clustered'. It is important to note that the document also mentions the various authorities that are being contacted in order to turn these recommendations into practice. The final version of the recommendations can be found on our website www.shortsea.be under 'reports and studies'.

Wood chips from Flanders to Sweden



The fuel used by energy recycling companies in Södertälje, Sweden, is supplied by a Flemish firm. The company Corvers, based in Beringen-Paal, specialises in the recycling of non-chemical waste: waste from building works, synthetic materials and wood.

The innocuous and untreated wood is recycled in an industrial chopper installation into three types of wood chips, ranging from coarse to very fine.

The transport is carried out in a combination of two tug-pushed dumb barges via the Albert



Canal, after which the goods are transhipped onto coasters. The lots shipped vary from 5,500 to 8,000 cbm (1 ton = 4 cbm). During the heating season the **Swedish energy recycling companies** need about 150,000 tonnes of wood chips, of which Corvers wishes to supply one third. The Swedish companies distribute the heat to a great number of private households through a network of pipelines of some 460 km, containing water at a temperature of 70°C. This is a splendid example of recycled materials being transported over great distances in an environmentally and energy friendly way and, in passing, being transformed into new energy...

Corvers bvba: tel + 32-11-42 54 31

Heavy lads...

Since shortsea shipping was introduced ten years ago as a new and dynamic mode of transport, the old criterion of 'limited ship's capacity' has been abandoned. The larger vessels operating in the SSS zone are now also listed as 'shortsea'.

Thus, for instance, the gas from Algeria is delivered, for the account of Distrigas, to the port of Zeebrugge by 270 m long, 135,000-ton ships. Until recently only the 'Mourad Didouche' (under Algerian flag) sailed on that route, but since the beginning of April of this year the trusty 'Methania' has rejoined the service and is now regularly berthing in Zeebrugge.



Windmills per shortsea to Denmark

The company Iemants Staalconstructies, based in Arendonk, has produced the pylons for a wind turbine park in Esbjerg, Denmark. There the pylons will be driven in the seabed, after which the wings will be mounted.



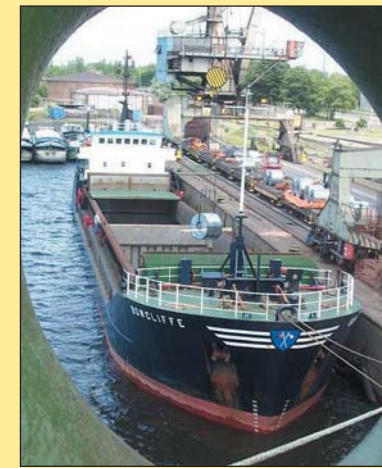
The project includes 80 large pylons (each weighing 150 tonnes) and 80 smaller units (weighing 90 tonnes each). They were shipped on 21 trips (4 units of both types each time) by coaster from Hoboken near Antwerp to Esbjerg. To that end, Wagenborg has equipped one of its vessels with cradles to transport the pylons. The platforms were loaded also.

The first voyage took place on Friday, February 8. By the end of June all materials will have arrived on location. The same coaster sailed to and from at a rate of approximately once a week. The pylons were constructed on the former site of Boelwerf in Hoboken and in order to allow the coaster to load on the river some dredging work was carried out (up to three metres deeper).

In the past a bridge has already been transported from Arendonk to London, using a combination of inland navigation and coaster.

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Sidmar Gent: an ardent user of shortsea shipping. 684,000 tonnes in 2001.



In our first newsletter (April 2001) we reported on the efforts at Sidmar Gent to make as much use of shortsea shipping as possible, not only for economic motives, but also as a contribution to the resolution of the mobility problem. In the year 2000, 465,000 tonnes of steel products have been shipped via SSS, mainly out of Ghent by private freighting or out of Antwerp through Transaf.

In 2001 the statistical reporting of the shipment programmes was adapted to enable a greater fine-tuning of the evolution of the transports according to destination and product. Sidmar's objective to make even more use of SSS in 2001 resulted in an **increase of the traffic** with that mode of transport: in that year as much as 491,000 tonnes of steel products and 193,000 tonnes of other products were shipped from Ghent and Antwerp to European destinations using SSS! Those other products were slag, slag sand and pig iron, which are all by-products of the steel production process.

The majority of the tonnage (653,000 tonnes) was shipped from Ghent by coasters, mainly directly from Sidmar's quay itself and in part from other quays in the port of Ghent.

Some striking export traffic figures from the 2001 statistics:

| | |
|---------------------------------------------------------------------|----------------|
| United Kingdom: | 342,809 tonnes |
| (almost 200 ktons of steel, the remainder being slag and slag sand) | |
| Spain: | 75,707 tonnes |
| Turkey: | 52,165 tonnes |
| Denmark: | 68,325 tonnes |
| Norway: | 35,223 tonnes |

A major advantage of Sidmar is its waterfront location, making it one of the most important production sites of Arcelor, the largest steel group in the world, which was brought about by the fusion of the steel groups Arbed, Usinor and Aceralia.

To make even better use of that trump card, Sidmar has made considerable efforts to improve and optimise **the infrastructure on the quays**, amongst others as far as the loading of steel coils and sheets is concerned. Thus, for instance, a new (heavier) crane has been put into use, which can take care of direct transshipments from inland vessels.

For the delivery with internal wagons, which are loaded in the storehouses to be driven to the quays, different improvement projects are currently in a first phase of execution. These include covering the wagons with hoods (the steel mustn't get wet and such hoods offer a better protection and are less labour intensive than the tarpaulins Sidmar is currently using) and installing coil stops on the wagons to stabilise the coils.

Thanks to those quality improvements the potential for the transport over water has increased.

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SSS participation in events...



At the beginning of March, the Shortsea Promotion Centre took part in **the SITL trade fair in Paris**. Although the attendance wasn't overwhelming, the visitors nevertheless came with very precise questions, which made the contacts in themselves interesting. Not only were we present on a common stand, together with Promotion of Inland Navigation Flanders, but also on the stand of the European Shortsea Network. SITL was the first trade show in which the network presented itself to the outside world. As it appeared from an informal talk, there certainly was some interest from the press too. We also obtained the support of the four Flemish Ports, which had put a number of information panels at our disposal on their common stand.



During the month of March, Promotion of Inland Navigation Flanders has organised its **'Tour of Flanders'**, whereby its brand-new vessel 'Floralia' successively called at Zvevegem, Gent, Vilvoorde, Antwerp and Genk. On the vessel there was an exhibition with photographs about SSS. Before and after the speeches we were given the opportunity to raise the matter of SSS with the shippers. Also, a presentation about inland navigation and shortsea shipping was given to a number of schools which came on board.