



European ShortSea Network

Editorial

N° 8 - MARCH 2003

As once again the sun is starting to peek through the clouds, chasing away the last nip of winter, time has come to write another newsletter.

*In this newsletter we will explore the distant destinations within the shortsea area with articles which, this time, will take you from the **Baltic through Scandinavia** to the southern shores of the Mediterranean and into the Black Sea.*

*With great satisfaction we have noted the **introduction or extension of many shortsea services** in recent months, which augurs well indeed for the coming year! In any case, we have something for everybody, whether it's conventional goods, bulk goods, containers or ro-ro that receive your particular attention.*

And, as usual, our newsletter does not leave the subject of inter-modal transport untouched.

Happy reading!

Rik Goetinck

Chairman SSS Working Group



CMA CGM serves Morocco with a fixed schedule from Antwerp

The shipping company CMA CGM, in co-operation with other carriers such as OPDR, IMTC, Van Uden, Atlas and Comanav, is advertising its 'Casablanca Alliance'. The service from Antwerp will call at Le Havre and Casablanca before returning to Antwerp. The available capacity ranges from 250 to 400 TEU. The purpose of the co-operation is to achieve a better transit time and, above all, to offer the industry a fixed and regular schedule.

Information: agent CMA-CGM, tel. +32-3-202 39 11

Shortsea, a partner for round-the-world services



Large container lines offering round-the-world services generally limit their ports of call to a handful of harbours in Western Europe. These harbours then become hubs for the further transport of the cargo, whereby

all kinds of feeder services bring cargo to and fro. In that respect **distance has become a relative notion**, as is shown by the new fortnightly shuttle service between Zeebrugge and Vlissingen, situated within a stone's throw from each other. On a trip or two the sea-river vessel 'Cast Salmon' will transport no less than 500 TEU, thus largely handling the incoming cargo in Zeebrugge destined for the Zeeland region.

Information: agent CPSL, tel. +32-50-55 24 00

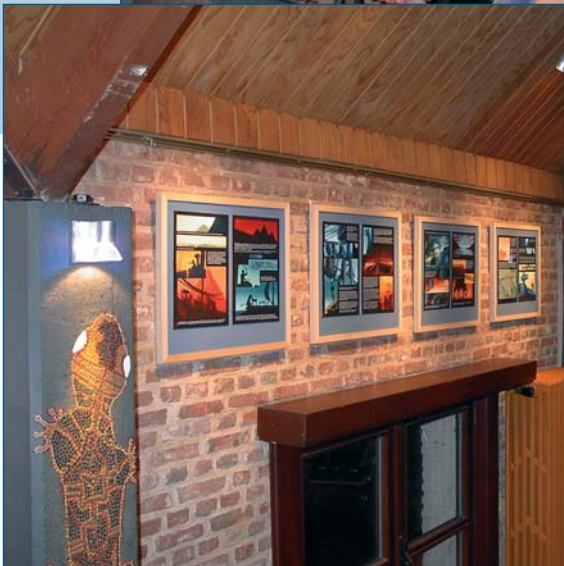
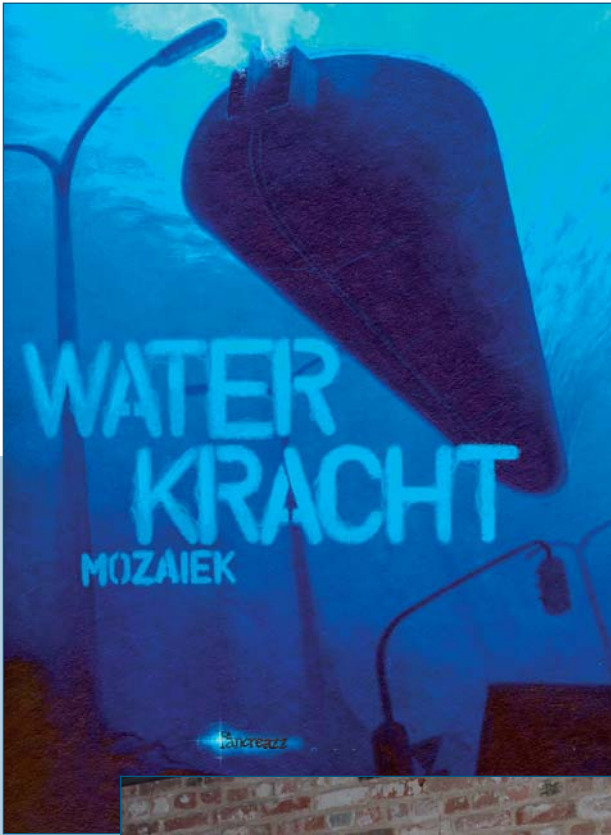
The 'Cast Salmon' is also used for the shortsea shipping service that makes combinations between Zeebrugge-Oostende-Antwerp-Rotterdam-Felixstowe. This service, which in particular caters for the needs of Daikin Europe (air conditioning), results in savings of 50% for the manufacturer (according to the representative of the shipping company). It also leads to important gains in time since, when loading at the ECT terminal, ships have priority over hauliers. The total traffic is estimated at some 5,000 containers per year.

Information: Ferryways, tel. +32-59-34 22 20

Both examples clearly show that not only distance, but speed also are relative notions in shortsea. **Regularity and reliability** are the best arguments to convince the shippers.



The European Shortsea Network has participated in an exhibition in the European Parliament (Brussels, February 2003)



Zeebrugge sees increased efforts also...

CMA CGM's transshipment activities in Zeebrugge to and from the United Kingdom are set to increase. Shipments from and towards southern Germany will also be concentrated in Zeebrugge, which will result in additional feeder activities.

Information: agent CMA-CGM, tel. +32-3-202 39 11

“Water-power mosaic”

The young artist Dennis Gregorius, who goes by the artist's name 'Pancreazz', has been given the assignment to present the 'world of water' in a 48 page comic strip, covering not only the transport of goods, but also a number of other **aquatic aspects**, such as recreation, water management, hydro-electric power etc.

We also wanted to show that transport by water has been around for a long time already. This is illustrated by a short historic overview.

The artist almost literally submerged himself in the world of water for a couple of months. This resulted in a series of dazzling acrylic illustrations, which have been compiled in an album called 'Waterkrachtmozaïek' (Water-power mosaic) accompanied by some explanatory texts.

By that time, we had already replaced the notion 'comic strip' with 'water-power mosaic' because the drawings went much further than the traditional cartoon.

The album will be distributed among the general public, including schools and libraries, but also among the professionals and the potential users of inland waterways and shortsea shipping. It is, in all respects, **an original approach to those particular transport modes**.

The original drawings were already successfully shown at **an exhibition** in Merksem. A further two exhibitions are scheduled before summer. And in the autumn (September-October) the drawings will be exhibited for two months in the National Cartoon Museum in Brussels (which boasts 250,000 visitors per year).

Increased sailing frequency to and from Scotland out of Antwerp

Concord Container Line has boosted its sailing schedule. From now on there will be 3 sailings from Antwerp to Grangemouth (Monday-Wednesday-Friday) on the following basis: Day A/Day C-Arrival, Day A/Day D-home delivery. There is also a weekly departure for Aberdeen: Day A/Day C-Arrival, Day A/Day D-home delivery.

Information: agent ACB, tel. +32-3-546 44 10

Road haulage increasingly opts for combined transport, including shortsea

One of the target groups of the Promotion Office are **the hauliers**, who are confronted not only with the increasing congestion on the European roads, but also with all kinds of regulations (rules governing driving hours, road taxes etc.). No wonder they also are starting to opt for combined transport.



The Wijnegem-based transport group Corneel Geerts has been around for forty years and likes to portray itself as a 'green carrier', particularly towards its Scandinavian clients. Currently, **combined transport** represents 50% of the total amount of tonne-kilometres the company's lorries run. To Scandinavian countries, such as Sweden, the road is only used for some 100 km, the remainder is carried out by shortsea or rail. However, line services have to be in balance as much as possible. That is why one often works in triangles (Zeebrugge-Immingham-Göteborg) to limit the number of 'idle' miles. No less than 5,000 trips per year (50% outward, 50% inward) are made by shortsea with 12 sailings per week out of Zeebrugge and Gent! To the UK some 1,000 runs per year are made by ferry. But also to the Black Sea (Poti, Georgia) shortsea connections are commonly used.

Commercial manager Marc Geerts summarizes the philosophy behind all this as follows: "One kilometre covered **by water is always cheaper** than one kilometre by road, sometimes up to 40% cheaper. However, in order to be successful, you need a regular service with a frequency which is acceptable for the market. A sailing on Friday towards the Iberian Peninsula offers more opportunities than a sailing on Mondays! It's important for a trailer operator to be able to call in at as many destinations as possible from one single location (one port) to make better use of his equipment and to do less 'idle' kilometres..."

Information: Corneel Geerts Transportgroep, tel. +32-3-326 20 00

Quotes on intermodal transport at Intermodal 2002 in Rotterdam

"Having success with combined transport is a matter of seizing opportunities."

C. Beijboom, IKEA

"For a long time it was assumed that for combined transport a minimum distance of 600 km was required. Later some traffic of 200 km also proved successful. Still later, 80 km was sufficient already. And new concepts are still being developed."

S. Tostmann, DG Tren

"The conclusion for the whole of the shortsea sector has to be that, as long as there is no significant price difference between shortsea and harbour transport, on the one hand, and pure road haulage on the other (the traffic between the UK and the continent excepted), there will be no breakthrough. We have to wait for even more restrictive road regulations, more weekend driving bans and higher costs for road transport before we'll see shortsea develop faster. Until that date, shortsea will remain the Cinderella of intermodal traffic."

B. Van den Bossche in 'De Lloyd



Klaipeda, Riga, Kaliningrad: from now one also from Ostend on a weekly basis

Since January, the Lithuanian shipping line Kursiu Linija is calling into Ostend every Wednesday (after Ipswich and before Rotterdam), then to transport its loaded containers to Klaipeda, Riga and Kaliningrad. The vessel Alrek has a capacity of 340 TEU and takes 45', 40' and 20' containers on board. Especially the increasing volume from France (with a longer route over the road to Rotterdam) has incited the shipping company to pick a more 'southerly' port also, namely Ostend, where the terminal boasts a mobile crane with spreader.

Info: Agent Eimskip, tel. +32-3-212 10 30

Shortsea Shipping grows by almost 1 million tonnes in 2002

By mutual agreement with the Flemish ports and the waterway managers, a number of changes have been made to the SSS figures below, to allow for a better statistical comparison. The same adjustment has also been made to the figures of previous years to make the statistics fully comparable. This means, however, that small changes may occur vis-à-vis previously published statistics. The changes mainly refer to the definition of the SSS range and the way in which the figures are represented.

With a growth of almost 1 million tonnes of cargo (for the four Flemish ports taken together) compared to 2001, shortsea is still on the rise, despite the slacking of the economy which became particularly noticeable in 2002. Importers, exporters, logistics opera-

tors, hauliers,... they were all looking for solutions to the continuing congestion of the European road network. An increasing number of intermodal concepts, in which shortsea was involved also, were set up. The growing number of queries to the Promotion Office and of consultations of the database on www.shortsea.be confirm that trend.

It is clear that the growth of shortsea is sustained by container and ro-ro traffic in particular. Oostende remains a strong centre of growth with no less than an additional 1,421,755 tonnes of SSS over and above 2001, stimulated by a flourishing ro-ro traffic. With an SSS share of 99.7% of total tonnage handled, Oostende may rightfully call itself 'Your shortsea port'.

With an increase of 817,086 tonnes of SSS traffic compared to 2001, the port of Brugge-Zeebrugge is on the rise also. Almost 80% of the tonnage handled concerned shortsea cargo, with ro-ro and ferry activities as important pillars.

The SSS traffic in Gent has increased with 508,274 tonnes compared to the year 2001, thereby more than making up for the relapse in the latter year and even exceeding the levels of 1999 and 2000.

As far as the figures for the port of Antwerp are concerned, we notice a strong increase in shortsea container transport (+ 2 783 879



Shortsea shipping in the ice fields around Finland (by kind permission of Schuttevaer/ Mr. H. Zuur)

tonnes compared to 2001), whereas heavy blows were dealt in shortsea dry bulk (- 694,144 tonnes) and especially shortsea liquid bulk (- 3 282 985 tonnes). This meant that, despite a record total transshipment, SSS lost 1 748 010 tonnes in Antwerp.

On the whole we can state that SSS is gradually gaining more importance in the Flemish ports, while on the canals the situation, as far as sea-river activities are concerned, remains stable. On the Albert Canal in particular a number of infrastructural bottlenecks remain (such as the aircraft under the bridges), which weigh upon the development of SSS.



SSS figures in 2002 and the evolution since 1999

Port	SSS 1999	SSS 2000	SSS 2001	SSS 2002	Total tonnage handled 2002	% SSS of total tonnage
Antwerpen	49 487 501	57 343 672	57 642 997	55 894 987	131 628 816	42.50
Brugge-Zeebrugge	23 468 639	24 428 817	25 513 290	26 330 376	32 935 001	79.90
Gent	9 127 900	9 107 175	8 851 520	9 359 794	23 980 391	39.00
Oostende	3 108 127	4 307 026	4 796 050	6 217 805	6 238 731	99.70
Total	85 192 167	95 186 690	96 803 857	97 802 962	194 782 939	50.20
Sea river						
Albertkanaal	746 421	772 410	591 610	591 449	430 vessels	
Zeekanaal		967 668	919 792	921 809	329 vessels	

All figures, except the percentages and the number of vessels in sea-river, are expressed in tonnes.

Flemish pigs' manure via shortsea shipping from Oostende to Russia

Flanders has to contend with an enormous surplus of pigs' manure (forecast for 2003: two million tonnes). Russia (and in particular the area around Kaliningrad) has a shortage of organic fertiliser, which means that land has to be left fallow. With the Flemish surpluses, however, the local land for the cultivation of potatoes can be improved. On January 27, 2003, the ms 'Nona' left Oostende with on board 2,000 tonnes of dried pigs' manure. Up to the end of April, some 24 additional sailings were planned, making a total transport of 50,000 tonnes. Due to a number of administrative difficulties, the ship didn't get the authorisation to unload in Kaliningrad and had to return to Oostende. A solution is now being sought and one hopes to be able to resume the deliveries for this 5-year contract as soon as possible. In the inner harbour of Oostende

a site has been arranged to receive and store the dried pigs' manure. This new

shortsea traffic received a lot of attention in the media.



Coal import by shortsea via Oostende

In 2002, 40,000 tonnes of Welsh coal were shipped in and unloaded at Oostende as bulk cargo. Further transport was executed by inland vessel or truck (in the latter case to northern France).

Zeebrugge - Göteborg: traffic growing

The three vessels currently transporting StoraEnso's incoming cargo into Zeebrugge, no longer offer a sufficient capacity for the growing northbound traffic. Cobelfret, which uses that space for ro-ro shipments to Göteborg, is seriously considering to deploy additional shipping capacity apart from the on-deck capacity of the three vessels mentioned.

Source: De Lloyd 4.1.2003

New Finnlines ro-ro service from Zeebrugge to Finland

At the end of December Finnlines started a ro-ro service from Zeebrugge to Helsinki and Hamina. The ships can take trailers, cars, containers and general cargo on board. It is a weekly service with departure from Hamina on Thursday, Helsinki on Friday evening and arrival in Zeebrugge Monday afternoon. Northbound, the ships will load in Zeebrugge on Saturday and they will arrive in Helsinki on Tuesday afternoon and in Hamina on Wednesday. Included in the Zeebrugge to Finland service is also a weekly connection with Felixstowe.

Information: Finnlines, tel. +32-3-570 95 30

Oostende – Ipswich: growing traffic

In the middle of 2002, Ferryways – which runs the Oostende-Ipswich service – increased the number of daily departures from 2 to 3. The increasing traffic will require a further extension of capacity, which means that each day 4 sailings to Ipswich will be organized. Apart from the Ipswich connection, there is also a daily ferry from Oostende to Killingholme.

Info: Ferryways, tel. +32-59-34 22 20

SSS on inland waterways is looking for new concepts

The shipping company Wallenius Wilhelmsen is looking for a good ro-ro connection between Zeebrugge and the Rhine. Such an hinterland connection is, of course, of crucial importance for such a carrier. Since the opening up of Zeebrugge by inland navigation is insufficient, transport by sea-river ro-ro coaster from the Rhine via Rotterdam to Zeebrugge is being considered. Although the shipping company is willing (together with other interested parties) to commit itself regarding the commercial aspects, it does not wish to do so as far as investments or exploitation are concerned. An engineering firm is collaborating in the project. Apart from the typical ro-ro cargo, it will also be possible to take heavy project loads along.

Source: De Lloyd 3.12.2002

New conventional service to Galicia: Cargo Iberia Line

At the end of December, 2002, a new conventional service was presented as a 'Motorway of the Sea', which will circumvent the Pyrenees. To that end, **Arkon Shipping** is deploying 3,000 DWT vessels, which next to conventional cargo will also have a container capacity of 118 TEU. The ships will also be able to carry hazardous goods. Eligible ports are, above all, Marin (near Vigo), La Coruna and Gijon. The intention is to offer two sailings per month, including door-to-door deliveries.

Jit-Lines is profiling itself in particular as an import carrier into Antwerp of iron and steel products, complemented with wood from northern Finland (Raahe and Lappoya). The

ships have a capacity of 4,500 to 6,500 DWT. Currently, the shipping company is looking for additional cargo bound for northern Finland (Raahe and Kokkola), to which but few conventional goods are shipped. There are however also opportunities as far as containers are concerned, whereby the through-transport to recipients in northern and middle Finland from Raahe and Kokkola are possible.

Horten in the fjord of Oslo is a port of call situated 70 km south of Oslo. When opting for this solution, the congestion on the roads around Oslo can be avoided for the delivery of merchandise (80% is 'home' delivery). The conventional carrier **Wil-Nor** Line uses ves-

sels with a DWT of 1,500 to 2,500, which only take export cargo (80-90% is iron and steel) on board in Antwerp. The frequency is two departures per month. Frederikstad and Moss can be served by ferry from Horten.

In 2002, **Transsteel Line** made no less than 33 sailings from Antwerp to Aveiro and Setubal (Portugal). This represented 78,000 tonnes of goods (mainly Arcelor steel). Five ships (2750-3500 DWT) are carrying out the shuttle service, whereby the return cargo consists of, amongst others, wood pulp for Amsterdam, Terneuzen etc. Here also, 'home' delivery is possible.

Under the same name – Transsteel Line – there have been 44 departures from Antwerp in 2002 to Waterford and Warrenpoint in Ireland. Here too, the main cargo consisted of iron and steel. The high frequency of sailings should act as a magnet for other, rather more bulky cargo. For the time being, this possibility remains largely underused.



Rhenus Alpina Agencies presents itself as a shortsea shipping agent. Apart from the new service to Galicia, there are also services to Finland, Norway, Ireland and Portugal.
Contact: agent Rhenus Alpina Agencies,
tel. + 32-3-224 56 40, e-mail: ms@rhenusalpina.be

Shortsea activities become increasingly intricate

By launching its 'ConMed Beta' line, serving Valencia, Cadiz, Lisbon, Oporto, Le Havre, Hull and Rotterdam (with a supply line from Antwerp), one of the players in shortsea shipping, Portlink, has extended the number of possible combinations in that region from 96 to 161. At a later stage Algeciras will be added also.

Information: www.portlinkweb.com/be/main/htm, Agent Portlink, tel. +32-3-244 46 31

Brointermed Lines: Valencia as a hub for shipments to Algeria

Since the end of 2002, the service (conventional/containers) to Libya is making a stop in Valencia. This port serves as a hub – as far as containers are concerned – for Algeria (Algiers and Oran). This means that the trip out of Valencia is made with another vessel. The carrier offers a transit time of 12 days for the whole route from Antwerp to Algeria.

Information: agent Brointermed Lines, tel. +32-3-202 03 03



Promotie Shortsea Shipping Vlaanderen

c/o Promotie Binnenvaart Vlaanderen

Antwerpen

Markgrvestraat 12
2000 Antwerpen

Tel.: +32-3-203 55 10

Fax: +32-3-203 55 06

e-mail: shortseashipping@sssbe.com
website: www.shortsea.be

New address as from July 1st, 2003

Verbindingsdok 13 Oostkaai
2000 Antwerpen

Hasselt

Kempische Kaai 57
3500 Hasselt