

Facts sheets about the four Flemish maritime ports

Are you looking for a harbour plan of a Flemish port? Or do you want to get a better idea about loading and unloading in the four Flemish ports? The Flemish Port Commission has found an answer to your questions. It recently published digital fact sheets in which you can find information about the total statistics of loading and unloading and their various modes, a map of the port, data on employment, investments etc. **You can find these fact sheets also on our website: www.shortsea.be. By clicking on SSS Possibilities/Departure Lists you'll find links to the fact sheets.**



Improved opening-up of the sea ports towards the hinterland

The Flemish government has found that the Flemish coastal maritime ports are less favourably linked to the hinterland by waterway.

In order to better open up those ports, the Flemish government wishes to develop and financially support the estuarial navigation, paying particular attention to a modal shift towards inland navigation.

The link with the Flemish hinterland and the Rhine region using estuarial navigation is of enormous importance for inland navigation.

The advantages are self-evident: Larger vessels can be deployed. The navigation route gets shorter. Four locks between Zeebrugge and Antwerp are avoided. Pilots are not necessary on the short route.

The Flemish government wants to allow inland vessels to sail along the coast via the Western Scheldt to Zeebrugge and Ostend.

To run the waterway links between the coastal ports and the hinterland, Flanders and the Rhine basin, the Flemish Region wants to establish a kind of 'PPS' construction (Publiek-Private Samenwerking = Public-Private Cooperation) in which the Region would put in an 'investment subsidy'. Such subsidy could, in case of successful transport of the sea-going goods transport to and from the maritime ports (via inland and estuarial navigation), be substantially increased with an exploitation subsidy for a period of three years.

The 6.2 million euros Minister Peeters has set aside for this in the next three years, will be awarded by a public tender procedure. The dossiers had to be introduced before 15 December.

After the start-up estuarial navigation is estimated to amount to a total inbound and outbound volume of 200,000 TEU.

The subsidised vessels will have to continue sailing on our coastal ports for a period of at least ten years.

In addition, an attempt should be made to make as much use as possible of the existing capacity via the Ghent-Brugge-Ostend canal for traffic to the hinterland using classic inland container vessels.

Promotion from now on also in Bulgaria, Croatia, Malta and Turkey

On 24 October the European Shortsea Network (ESN) organised its second 'face-to-face meeting' in 2005 in Brussels, chaired by SPC UK. ESN has expanded to 20 members in 2005. From now on Bulgaria, Croatia, Malta and Turkey can call themselves proud members of the ESN network and a fully-fledged Shortsea Promotion Centre (SPC). ESN is, in the first place, a platform for the exchange of practical experience and information. The main objective is to improve the image of shortsea shipping in the largest sense possible. Examples of best practice are therefore intensely shared. Promotion is carried out on a European level and aimed at the shippers and logistics service providers, including forwarding agents, in order to promote shortsea transport in a practical manner. Meanwhile, Estonia, Cyprus and Slovenia are very busy shaping shortsea promotion in their country.

More information on ESN can be found at www.shortsea.info

Third call for participation under the Marco Polo Programme

The third call under the Marco Polo programme has been published on the website http://europa.eu.int/comm/transport/marco-polo/guide_proposers/call_2005_en.htm on 24 November, 2005. All necessary documents are available for download there. The deadline for submission of proposals is 30 January, 2006!

Game waves

1. The Marco Polo programme includes:

- a. Projects, partly supported by the European Commission, that do research on the optimisation of maritime logistics.
- b. Projects, partly supported by the European Commission, that bring about a modal shift from shortsea and inland navigation to, amongst others, the road and the railway. This can be done by setting up new line services, infrastructural improvements and common learning actions.
- c. Projects, partly supported by the European Commission, that bring about a modal shift from the road to, amongst others, shortsea and inland navigation. This can be done by setting up new line services, infrastructural improvements and common learning actions.

2. What is 'areyouwaterproof?' ?

- a. An extra degree sailors can acquire after a minimum of 5 years of practical experience on board.
- b. An unincorporated association representing the maritime training institutes, the maritime employers and the Flemish Government. Its aim is to promote maritime education.
- c. An English magazine about maritime life.

Answers: 1 = c and 2 = b

Transport & Logistics

From 18 to 20 October 2005 Antwerp Expo was converted for the fifth time to accommodate the Transport & Logistics trade fair.

More than 250 exhibitors, many of whom were important logistics providers, were present. This meant, of course, that Shortsea Promotion Centre Belgium couldn't be absent. As in previous years, it occupied a joint stand together with Promotie Binnenvaart Vlaanderen.

Transport & Logistics addresses itself to the shippers in the Benelux, the decision makers who have to obtain strategic information about the logistical organisation of the goods flows.

The trade fair received 7,500 visitors from different sectors.

During those 3 days more than 200 visitors called at our stand, making effective networking possible.

The next edition will take place from 25 through 27 May, 2007. Given the success of the trade fair, the promotion office will most certainly join in once again. And what about you?



You can read more at www.transport-logistics.be

"Think Europe, not only China!"

A plea for ports to consider the needs of intra-European operators and not just the deep-sea lines at the Shipper Forum 2005 in Hamburg.

"For shortsea lines, that means providing round-the-clock handling, modernising work practices, the ability to handle bigger ships, better IT systems, and a whole host of other services designed to speed up intra-European cargo through ports.

The goal should be to make shortsea services as efficient as inland haulage."

Michael Hassing, Samskip • Source: Lloyd's list

UK and EIRE in the spotlights

Our offer of country specials has recently been enlarged and renewed. The newest edition covers shortsea shipping from/to the United Kingdom and Ireland. This edition was made possible with the help of Flanders Investment and Trade (previously Export Flanders) and our European colleagues Shortsea Promotion Centre Ireland in Dublin and Shortsea Promotion Centre UK in London. Apart from giving you an insight in how to best organise your transport to our neighbours across the Channel, the overall look of the country special has also been revamped thoroughly. This country special can be downloaded at www.shortsea.be. The other country specials will receive a concise update, which you will be able to consult on our website shortly. We'll keep you posted!



**Shortsea Promotion
Centre Belgium**

*c/o Promotie Binnenvaart
Vlaanderen*

Antwerp

Verbindingsdok

Oostkaai 13 B10

B-2000 Antwerpen

tel. + 32 3 202 05 20

fax + 32 3 202 05 24

e-mail: shortsea@shortsea.be

website: www.shortsea.be

Publisher responsible at law:
Filip Martens, Promotie Binnenvaart
Vlaanderen, Kempische kaai 57,
B-3500 Hasselt

ABOARD!



NEWSLETTER | shortsea promotion centre belgium
nr 19 | december 2005

Savings, Safety & Speed

COMPANIES ON THE RADAR

- 1 • Nike: a confirmed user of shortsea and inland navigation
- 2 • Heylen Bricks: third shipment by sea-river coaster from Lanaken to Shoreham in 2005
- 2 • G&G International opts for sea-river transport once again
- 2 • Shortsea shipping offers possibilities for refrigerated goods

SHORTSEA INNOVATIONS

- 3 • Global carrier MSC increasingly integrates shortsea services
- 3 • Antwerp Stevedoring International (A.S.I.) is building a Shortsea Terminal in the port of Antwerp

DD YOU KNOW THAT?

PORT NEWS

- 4 • Kluizendok solemnly inaugurated
- 4 • First sea-going vessel port of Brussels
- 5 • Facts sheets about the four Flemish maritime ports

SYNERGY WITH INLAND NAVIGATION

- 5 • Improved opening-up of the sea ports towards the hinterland

CROSS-BORDER

- 5 • Promotion from now on also in Bulgaria, Croatia, Malta and Turkey
- 5 • Third call for participation under the Marco Polo Programme

EVENTS

- 6 • Transport & Logistics

IN THE MARGIN

- 6 • Think Europe, not only China
- 6 • UK and EIRE in the spotlights

E-NEWS

For extra shortsea news, please register on www.shortsea.be.

Via the button 'Subscription', you will receive a short overview of recent shortsea developments in your mailbox every month.

Nike: a confirmed user of shortsea and inland navigation

It is meanwhile a well-known fact that Nike ships in 95% of its imports through the terminal in Meerhout. For that purpose, inland shuttle craft are used from, amongst others, Antwerp and Rotterdam.

For part of its intra-European transport Nike is opting in favour of shortsea shipping. From Portugal, Greece and Turkey some 30 to 40 containers a month are conveyed by shortsea shipping.

In the middle of 2005 the Belgian promotion office has outlined the possibilities for Nike regarding overseas links to Finland and Saint-Petersburg. The current traffic of 500 x 40' containers is shipped from Antwerp to Russia via Kotka.

The 'lead times' for Sweden are a real challenge for Nike and the possibilities for shortsea shipping are under investigation.

Next to Antwerp, Zeebrugge will also be used for imports in the future.

Need to know more? Nike

Nikelaan 1 | B-2430 Laakdal | www.nike.com

Contact: Frans Smit | Tel. + 32 13 61 68 94 | E-mail: frans.smit@nike.com

Heylen Bricks: third shipment by sea-river coaster from Lanaken to Shoreham in 2005

In Newsletter 15 of December of last year, you were able to read that Heylen-Bricks has opted decisively in favour of waterway transport. We learned from our follow-up that the brick manufacturer has organised a third shipment of 1,500 tonnes from its plant in Lanaken (Albert Canal) to Shoreham in the UK in the autumn of this year.

Additional details 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 | E-mail: psa@eftnv.be



G&G International opts for sea-river transport once again

In the September issue of 'Aboard' we already mentioned the shipment by sea-river coaster of large and indivisible pieces from Willebroek (Brussels-Scheldt canal) directly to Fawley near Southampton.

Apart from that shipment, a column was loaded in Willebroek on 11 October 2005, destined directly for Le Havre. That means that G&G International once again has opted for sea-river transport (by 2,900-tonne coaster).

The client is located in Notre Dame de Gravenchon near Le Havre.

The 120-tonne column (L 50 x W 5 x H 5 metres) was shipped to Exxon in France, in one piece and fully completed, in 24 hours time. In Le Havre the column was unloaded using 2 mobile cranes.

Thanks to that particular combination the exceptional road transport could be limited to 2 km.



Thanks to G&G International

"The parts were made as large as possible in order to limit the work on the site in France to a minimum. Sea transport was the only solution, as inland navigation and/or road haulage proved impossible technically," said Kris Desmet of G&G International.

In April 2006 G&G will ship another 5 modules (L 23 x W 12 x 17m x max. 360 tonnes/piece) by pontoon from Antwerp to Iceland.

Information can be obtained from:

G&G International

Molenweg 109 | B 2830 Willebroek

www.ggi.be | Contact: Mr. Kris Desmet

Tel. + 32 3 860 20 11 | E-mail: info@ggi.be

Thanks to G&G International

Shortsea shipping offers possibilities for refrigerated goods

It is sometimes said that shortsea shipping and refrigerated goods don't mix. On some links the lorries keep covering the whole distance (Portugal), but European Food Transport (E.F.T.) demonstrates that a shortsea-road combination is perfectly feasible.

E.F.T. uses ro-ro and ferry solutions and still meets the agreed delivery times for temperature-sensitive products like fruit, fruit juice, vegetables, medicines etc.

This particular haulier uses the Finnlines service to Helsinki (1-2 containers a week), the Cobelfret service to Göteborg (10 containers a week) and Dartline to the UK (20 to 60 containers a week).

Finding return cargo isn't always easy, as the road haulier uses only (his own) refrigerated containers. Coming from Helsinki, 75 % of the containers are empty, ex-Göteborg that is even 100 %. From the United Kingdom empty pallets and end products such as fruit juice are taken along.

In many cases empty returns are preferred because the destination of the possible return freight is located too far from the place of discharge.

E.F.T. is looking for new opportunities. Oslo is now being served via Göteborg using a ship-train combination. However, for the train a reefer link has to be applied for well in time. As far as Sweden and Finland are concerned, things are even more difficult because a cooling connection is not possible there on railway wagons.

Ireland constitutes a growing market, in particular for fruit juice in the Dublin area.

Currently Ireland is still being supplied from the UK, but the launch of a new direct shortsea destination is not excluded.

The temperature-sensitive merchandise requires an adequate follow-up by tracking & tracing.

Information at:

European Food Transport

Fortsesteenweg 27 | B-2860 Sint-Katelijne-Waver

www.eftnv.be | Contact: Pascal Sanspeur

Tel. + 32 15 30 60 00 | E-mail: psa@eftnv.be



Global carrier MSC increasingly integrates shortsea services

The Mediterranean Shipping Company (MSC), a major player in container transport, is rearranging its sailing schedules, so as to pay more attention to the European routes. In his 35 years of existence, the Swiss-Italian shipowner, has already acquired a sizeable notoriety in the transport sector. From Antwerp, its deep-sea vessels sail for all kinds of destinations worldwide. The carrier has at its disposal – in a joint venture with PSA (Port of Singapore Authority) – the MSC Home Terminal at the Delwaide Dock, a dedicated terminal which, with its 2 km of quays, is the largest single-user terminal in the port of Antwerp.

An increasing number of deep-sea carriers are aware of the importance and opportunities of shortsea shipping. Thus, MSC is offering, via its links to South America and South Africa, a full service on a weekly basis to the Canary Islands and the entire Atlantic coast via its hub in Las Palmas. The service towards the United Kingdom and Ireland has Antwerp as its hub, making Teesport, Tilbury, Felixstowe, Liverpool and Bristol, on the one hand, and Belfast and Dublin, on the other, readily accessible. The local industry, therefore, remains very much on the demand side for the start-up of new services. “The on-carriage in the UK and Ireland remains very expensive. The price difference between Felixstowe-Manchester and Liverpool-Manchester can easily amount to one third. MSC is trying to remedy this by deploying its own trains,” says Marc Beerlandt, commercial manager, MSC Belgium.

Until now, MSC is the only carrier that sails from Antwerp to Sines in Portugal. This Portuguese port is a valid alternative for the congestion in Lisbon. Cargo destined for Lisbon is in that case transported out of Sines by rail. On the east coast of Spain, Valencia acts as a hub for the services towards North Africa. From Antwerp, the ships reach that Spanish port in eight days, which is a very competitive transit time towards North African ports.

Two ships with a capacity of 5000 TEU and 2000 TEU respectively sail to Greece and Turkey. Ten years ago, this was done with a single 800 TEU vessel.

Towards Piraeus the service, with its 6-day transit time and a price advantage of 30%, is extremely competitive compared to road transport. The vessels moor in Istanbul after an eight-day journey. The coast of Turkey, Greece and the Black Sea is further served by dedicated feeders.

The extensive network of shortsea lines comprises both import and export services.

Thanks to the different hubs in Western Europe and the Mediterranean area, shortsea shipping remains competitive compared to road haulage. The lead times and costs remain within limits (the latter being even up to 25% lower than those of goods transport by road).

This well-thought-out strategy constitutes a tendency which is very much on the rise among the large deep-sea carriers.

Additional information can be obtained from: **MSC Belgium**
 Noorderlaan 127 A | B-2030 Antwerpen
 Contact: Marc Beerlandt | Tel. + 32 3 543 22 34
 Fax + 32 3 543 25 50 | **E-mail: mbeerlandt@mscbelgium.com**
More news can be found at www.shortsea.be

Antwerp Stevedoring International (A.S.I.) is building a Shortsea Terminal in the port of Antwerp

A.S.I., the stevedoring division of the Wijngaard Natie, has started work on the renovation of the Albert Dock, the tailpiece of which will be the construction of the first covered discharge facility in the port of Antwerp (Quays 123 to 105).

The Shortsea Terminal will see its area doubled to 220,000 m². The renovation will take place in four stages. First, the obsolete city hangars will be demolished and 75,000 m² of new grounds, fitted with the necessary utilities, will be laid out.

After that stage, for which work has already started, the grounds will become available for the construction of the All Weather Terminal (June 2006). Its width across the water will be 27 m, which means that direct sheltered transhipment from coaster onto inland vessel and vice versa will become possible. The roller bridge across the water has a capacity of 45 tonnes.

The hangars (3 x 2,400 m² + 3 x 2,400 m²) that will be built at the AWT will be equipped with roller bridges with various capacities as well as with modern processing equipment.

The third phase will comprise the renovation and reconstruction of the other terrains that will become available, including the necessary infrastructural works. The total renovation and investment period will be spread over 3 years.

Simultaneous to those works, the Port Authority will carry out repair jobs on the quays wherever necessary.

These investments will give a new impulse to that particular harbour area and will provide the port with its first dedicated Shortsea Terminal.

More details can be obtained from:

Antwerp Stevedoring International (Wijngaardnatie)
 Transcontinentaalweg 6 Haven 200 | B-2030 Antwerpen
 Contact: Dirk Mondelaers | Tel. + 32 3 203 57 52
 Fax + 32 3 225 20 27 | **E-mail: dmondelaers@wijngaardnatie.be**

Did you know that...

The number of enrolments in water-connected education is on the rise in Flanders? 162 new students have registered this school year at the Higher Maritime Institute in Antwerp?

That number is 50% over the average of the past five years?

The IBIS school in Bredene unfortunately had to refuse new students, as is the case every year?

The interest is growing because of the increasing attention paid to disciplines that offer job security? This increase is in part the result of the 'areyouwaterproof' campaign?

If you want to know more:
www.areyouwaterproof.be

Kluizendok solemnly inaugurated

Monday, 14 November, was a historic day for the Port of Ghent, as the new Kluizendok was inaugurated by the Flemish Minister for Public Works, Energy, the Environment and Nature, Kris Peeters.

Guests of honour on that occasion were HRH Prince Laurent and the federal Deputy Prime Minister Freya Van den Bossche, together with a great number of prominent political figures and leading economic players.

The Kluizendok has a depth of 12.5 m and boasts 4.2 km of quay-walls. Around it, it will be possible to develop 400 ha of new port grounds. In that context, concessions have already been granted to Metaalconstructie Aelterman, Zoutman, VVM, GTS, Van Hoorebeke Timber + Panels Sidoco en ATA International.

The Kluizendok offers optimal accessibility: as far as sea-going vessels are concerned, it is located nearest to the sea, and for inland navigation it offers direct connections to the waterway network. In addition, there are railway facilities present and the link with congestion-free roads is guaranteed.

In his speech the Minister argued in favour of an even better opening-up of the port, thus paying particular attention to the upgrading of the R4-West ring road, rail facilities at the main functional quays and the marshalling yard Ghent-Zeehaven, as well as the optimisation of inland navigation as an alternative to road transport. With this dock the Port Authorities hopes to increase the port's capacity by a third and to create a considerable increase of employment and added value in the Ghent port area.

The annual goods traffic in the port of Ghent amounts to some 25 million tonnes sea-bound and 17 million tonnes for inland navigation. Because of the increase of goods transport, an improvement of the maritime accessibility is of primary importance for the whole of the canal zone.

For inland navigation, investments are currently being made in a new lock in Evergem, which should be operational by 2008.

In the first half of 2005 the port of Ghent handled 5.030.269 tonnes of shortsea traffic, which amounts to 45.58% of the total tonnage handled.



Thanks to Ghent Port Company

First sea-going vessel in the port of Brussels



Thanks to Port of Brussels

As an inland port Brussels has a large accessibility: around the clock and 365 days a year it is open for all inland and sea-going vessels (sea-river and coasters) up to 4,500 tonnes (it will be possible to receive ships up to 9,000 tonnes after the modernisation works to the canal in Flanders have been completed). The sea lock in Wintam created a direct link between the Maritime Canal and the river Scheldt.

The Bugulma (1895 gt) is a Russian vessel that loaded about fifteen empty containers in Brussels. On Saturday morning the ship left the Port of Brussels for Hull (VK), subsequently to continue her trip with full containers to Saint-Petersburg. The ship is a former dredger with a length of 69 metres and a width of 15 metres. In the year 2005 the Port of Brussels looks forward to having treated a total of 10,000 TEU on the Brussels container terminal.

Additional information: Haven van Brussel

Redersplein 6 | B-1000 Brussel

Contact: Sylvain Godfroid | Tel. + 32 2 421 66 53

E-mail: sgodfroid@port.irisnet.be

Calendar

- **Ro-ro conference**

Where? In Ghent

When? 16 through 18 May, 2006

(Organised by Informa)

Additional details can be obtained from: **Havenbedrijf Gent GAB**

J. Kennedylaan 32 | B-9042 Gent | Contact: Kate Verslype

Tel. + 32 9 251 05 50 | Fax + 32 9 251 54 06

E-mail: info@havengent.be