

ABOARD!



NEWSLETTER | shortsea promotion centre belgium
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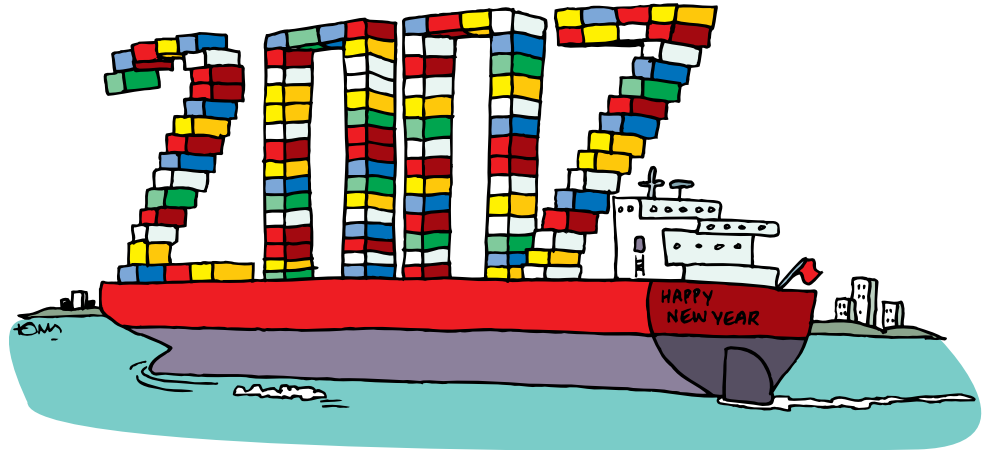
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SHORTSEA SHIPPING WISHES YOU A PLEASANT JOURNEY

Glaverbel turns to shortsea for delicate cargo

The Belgian glass manufacturer Glaverbel, with plants all over Europe, among which a float glass plant, located in Moustier in the province of Hainaut, is the largest of its kind in the world, with a daily output of 2,200 tonnes. The group annually ships some 12,000 teu to the Mediterranean, the Persian Gulf and other regions via the port of Antwerp.

Of all products that leave Glaverbel, destined for the automotive and construction industries and the architectural market, 17% have exceptional dimensions, which hamper their transport. It should, for instance, be possible to ship float glass with a length of 6 metres and a height of 3.21 metres. For such 'extra large' glass 30-foot open toppers would be an ideal solution. But, because those containers are scarce, the cargo is placed on plateaus that are transported in ro-ro vessels on 6-metre MAFIs.

Glaverbel is now actively looking for alternatives to road haulage. Overseas Manager Giles Massa considers the use of shortsea and multinational solutions.

www.glaverbel.com

ACB group invests in intermodal transport with the support of Marco Polo

The ACB group ships household appliances for Bosch/Siemens Household Appliances (BSH) with the support of the Marco Polo programme. Together with forwarder Robert Kukla from Munich the group is investing in the 3-metre-high (10'6) europallet-wide high cube 45' containers needed for this kind of industrial traffic. The support of 280,000 euros, granted by the European Commission, is spread over three years.



COMPANIES ON THE RADAR

The second phase of the contract with BSH stands until 2009, while the first phase has started in April of last year. In that first phase 2 containers a day were transported from the BSH production unit in Bretten (DE). In the second phase, which has started in November, the freight has risen from two to three containers a day from Bretten, which amounts to some 750 trailers a year.

Furthermore, transport has also started from the two other German production units in Giengen en Dillingen, where in total 6 container-equivalents are loaded every day. At this moment the operation is not yet profitable, but it should be after the termination of the support in 2009.

This traffic is a nice example of intermodal transport. Different modes of transport are used: road, rail, inland navigation and shortsea shipping. From Bretten the containers are hauled via road to the Rhine harbour of Gernsheim, where they are transferred onto barges to Rotterdam. From Giengen and Dillingen the containers are transported by rail to the port of Rotterdam.

Together with Cobelfret, the ACB group and Robert Kukla have built a special platform in the port to enable the transfer of the containers from rail to ship. Cobelfret ships the load from Rotterdam to Purfleet. From Purfleet there's a final leg of about 120 km to the distribution centre in Kettering, from where the appliances are distributed to the British market.

This last transport takes place by road too, but without height limits.



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Bruhn Spedition opts for sss for its Denmark traffic

Since Cobelfret started its regular ro-ro service ZEST (Zeebrugge-Esbjerg Seaborne Transit) at the beginning of 2005, Bruhn Spedition has been giving preference to that service for an important part of its shipments to Denmark. Currently, some 40 of its own 30' bulk containers are shipped to Esbjerg weekly with an equal number making the return voyage. As far as frequency is concerned, the weekly sailings from Zeebrugge meet the requirements of the customer. The shortsea option offers the possibility to optimise the

weight of the cargo to 44 tonnes, thus aiding to support the competitive advantage. Yet, according to Bruhn Spedition, the balance can rapidly tip the other way: because of the high fuel prices, the costs increase faster, proportionally, in maritime transport than in road haulage or rail transport. Still, Bruhn Spedition continues to have faith in this kind of initiatives, aimed at the development of reliable and durable alternatives for the road haulage.

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Cobelfret's ZEST service has been selected as one of the 8 shortsea projects on the latest list of the European Marco Polo support programme. Both trailers and other ro-ro equipment, as well as containers are taken on board. In the context of the selection of the project mention was made of the hub function of Zeebrugge, which facilitates links to, amongst others, the UK and Ireland.

Info:
www.shortsea.be | news | newsarchive |
"Marco Polo results known"
www.ec.europa.eu/transport/marcopolo/projects/index_en.htm

Bridgestone (Zeebrugge) chooses shortsea for its European tyre distribution.

Until recently Bridgestone operated distribution centres in a large number of European countries for the distribution of Japanese tyres. In order to avoid over- or underestimation of the outstanding orders and to fine-tune the deliveries correctly, a new distribution concept has now been introduced. Three 'super' centres ('North' in Zeebrugge, 'East' in the Czech Republic and 'South' in Spain) will from now on supply some 20 regional distribution centres. The former will work on the basis of a three-month stock, the latter on the basis of a one-month stock. This two-tier distribution should in time make 24-hour delivery possible within Europe.

Currently the incoming cargo amounts to 8500 x 40'dc per year, originating from Japan (80%), Thailand (15%), and Turkey (5%),



copyright Bridgestone

the latter being shipped in via shortsea.

The European tyre output in six factories is growing and today represents 2,000 truckloads per year going to Zeebrugge. That traffic is still largely carried out by road for urgent orders, but as far as “stock replenishments” are concerned the possibilities of shortsea connections are compared to those of road haulage. In addition, maritime links offer the possibility to leave, if necessary, incoming containers on quay for an agreed period of time.

As Mr. Willems, Manager European Logistics, asserted, the extension of the APM terminal will attract new services which will expand the hub function of Zeebrugge even further.

As far as exports are concerned, Zeebrugge as the super centre ‘North’, will make use, whenever possible, of shortsea links to Ireland, Finland, Sweden, Denmark, Norway, Iceland and Greece. Overall this concerns some 70 containers (45’ and 40’) weekly. The UK, the Netherlands, Germany and Austria continue to be served by truck. In the Baltic States and Russia the market share is limited for the time being and it remains to be seen how the supply will be organised there in future.



copyright Bridgestone

Concerning the distribution centre in the port, Mr. Willems also called attention to two particular points. On the one hand, work in the port of Zeebrugge is carried out in two shifts (6 a.m. – 10 p.m.) and deliveries during the night are not possible. This should be changed in the future. On the other hand, since voluminous cargo is involved, he also argues in favour of the use of longer articulated lorries inside the port area (2 x 40’/45’), which would reduce the number of runs.

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Flanders Investment and Trade (FIT) mission to Estonia, Latvia and Lithuania, 5-10 November

The Promotion Centre has taken part in an FIT mission to the three Baltic States. As a participant in the logistics side of the visit, its representative visited the ports and port authorities of Tallinn, Riga, Ventspils and Klaipeda. In addition, some 20 B2B meetings were organised with shipowners, logistics companies, transport firms, umbrella organisations, port terminals, the press etc. It became clear that the transit freight to and from Russia, Belarus, Kazakhstan, Ukraine etc., represents an extremely important volume and all ports visited hastened to table their trump cards as gateways offering advantages in the field of customs and links to the hinterland (rail in particular).

Port of Muuga



Road transport is problematic in the region because of a shortage of drivers and ‘wheels’ and rising wages. Prices of road haulage are still lower than the maritime tariffs, but the combination of increased traffic controls in Poland, stronger rules concerning driving and resting times, the German Maut etc., together with the problems mentioned before, is becoming a point of particular interest for both road hauliers and logistics companies in the Baltic States. The shipowners are following that evolution closely, but it appears to be difficult to obtain commitments from the road hauliers. Besides, to find the right capacity for the ships proves to be a challenge. In addition there is a marked export-import imbalance, which moreover varies depending on the type of merchandise (bulk vs. containers). Because of the low wage level, many youngsters with an advanced education are emigrating to other EU countries, despite the strong growth in the region.

The contacts also showed that the authorities are making considerable efforts to attract foreign investments, including a minimal taxation of reinvested profits, assistance and limited administrative formalities.

Italy wishes to promote shortsea among the road hauliers

At the tenth Euromed convention “From Land to Sea”, which took place in Naples, a strong plea has been made in favour of the promotion of shortsea shipping. Jean Trestour, the European Commission’s Director General for Energy and Transport, demonstrated that shortsea traffic has been rising faster than other modes of

transport for over ten years now. Although transport is increasing faster than the development of infrastructure, there is, according to him, still room for expansion. He foresees an important task for the ports, which will have to make efforts separately to make the sector more efficient. He also argued in favour of the harmonisation of the rules and the abolishment of certain taxes, allowing to cut back the “paper mountain”, created by the transport between the various EU ports.

Alfons Guinier of ECSA hammered away at the necessity of an adapted European port policy that takes into account free market access, liberalisation of the port services, port capacities and links to the hinterland and pays attention to financing, transparency and the rules for government assistance in order to avoid distortion of competition. A final conclusion is expected by the end of 2007, after various consultative meetings in working groups. According to Guinier, liberalisation is the major priority for the shipping industry. Investments in ports and links to the hinterland are also considered to be crucial. Apart from that, attention will also have to be paid to the elimination of bottlenecks in the field of monopolies and infrastructure costs in the ports, the services of the pilots, the flexibility of port labour and the customs procedures.

The Italian Deputy Minister for Transport, Cesare de Piccoli, stressed that the arrears built up by the Italian port sector should, among other things, be made up with government support to shortsea transport. The Italian government is, for instance, currently putting the final touch on legislation concerning the “ecobonus”, a form of support intended for the road hauliers. Meanwhile, when asked to extend such a bonus in the whole of the European Union, the European Commission is waiting to see which way the wind blows.

After the voyage of the hoopoe (see Newsletter 22), a cat has also used shortsea to make the trip from Israel to England. The animal had hidden in a container that was taken on board in Haifa. Two weeks later the famished animal jumped out of the container on English soil.

Precision work

At the beginning of December a more than 40 metre long reactor has been transported on a pontoon from the G+G quays in Willebroek on the Brussels-Scheldt maritime canal to the port of Antwerp. There the cargo was loaded onto a ship bound for Saudi Arabia.



Subsidies for coastal container navigation out of Zeebrugge

Between 2006 and 2008 the Flemish region will set aside 6.24 million euros to support the coastal container navigation out of Zeebrugge. The European Commission has approved the measure, as it doesn't distort competition and moreover stimulates the transport over water as an alternative for road haulage.

Because the transport of containers by inland barge has increased, the bridges over the waterways around Bruges are increasingly raised, which leads to more traffic delays. Meanwhile, the port of Zeebrugge continues to request a better link with the hinterland. The support for the estuarian container navigation could now offer a solution.

In practice, the aid will consist in the co-financing of the building or conversion of inland navigation vessels, so they will be able to sail along the coastline from Zeebrugge to Flushing and from there onto the Western Scheldt and the inland waterways.

In addition, an investigation of the possibilities in upgrading the Leie canal and the so-called Seine-Scheldt West. In the long run this could form a solution to unlock the coastal ports.

“The reason for the establishment of a Zeebrugge office was the increasing shortsea traffic of MOL and EMC in Zeebrugge, thanks to the “suck-in effect” of the general increase of traffic in the port of Zeebrugge.”

Patrick Van Hove, Managing Director of MPS and Manager of Kennedy Hunter, in Zeebrugge Shipping Bulletin – November 2006

OOCL's SBX3 service no longer calls at Antwerp

At the end of November the carrier OOCL has changed its sailing schedule of its SBX3 service. Previously it called at Antwerp, Rotterdam, Amsterdam, Hull and Grangemouth. Under the new schedule the SBX3 will commute between Southampton, Hull and Grangemouth. The three continental ports have been abandoned.

www.oocl.com

CMA CGM scraps yet another feeder service in Zeebrugge

After the feeder service between Northern Europe, the UK and Ireland recently called for the last time at Zeebrugge, CGM CMA has now also struck the North Sea harbour off the Arc-Atlantic feeder service loop. From now on the service will be calling at Bassens, Montoir, Le Havre, Dunkirk and La Rochelle to close the loop a week later again in Bassens. For its big loops – FAL 1, FAL 2, NCX and SCX – CMA CGM is still sailing from Zeebrugge.

www.cma-cgm.com

MSC's services to Turkey are maintained despite strikes in Piraeus

Because of the continuous strikes in Piraeus, the decision was made last summer to guarantee the link with Greece and the transit to the Black Sea area by choosing Istanbul as port of transshipment. Also, the three services to Greece and Turkey have been modified temporarily.

There is now one string that goes via Turkey and Greece, with one service fully dedicated to Turkey and one to Greece. By implementing these changes MSC can guarantee both the sailings and the transit times. Later, when things have cooled down in Piraeus and when Istanbul will suffer less from the recent congestion, the old sailing schedule will again be applied.

The strings are now as follows from Antwerp:

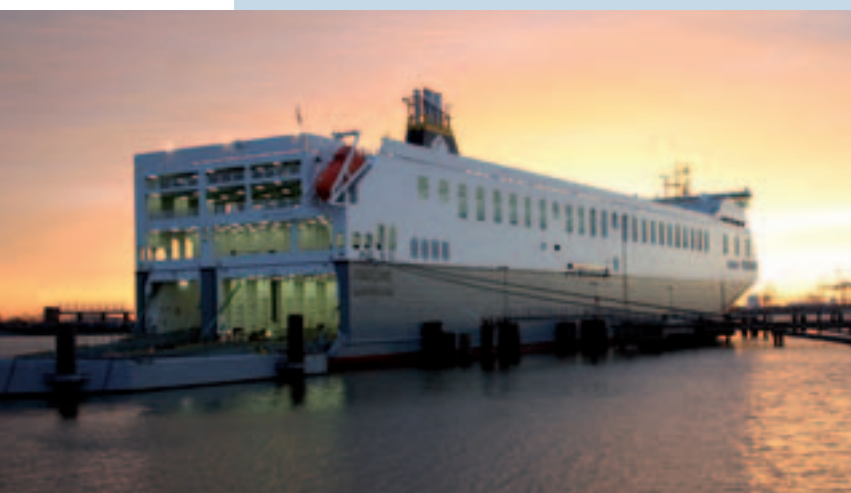
- Istanbul, Thessaloniki
- Gemlik, Istanbul, Izmir
- Sines (PT), Piraeus, Izmir, Gemlik, Istanbul

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Cobelfret's megaferry "Pauline" is put into service

At the end of November Cobelfret's latest acquisition "Pauline" made her maiden voyage across the channel from Killingholme to Zeebrugge. The new vessel is a HumberMax type, which indicates the maximum size possible to service the harbours along the Humber, a river in the northeast of England that flows into the North Sea. The ferry is the first of two sister ships heralding an entirely new generation of ferries in shortsea traffic. These vessels have been especially designed to cope with extra heavy rolling cargo. Moreover they are particularly well-equipped to carry accompanied freight: there's room for 12 drivers in 6 cabins. The ship has a capacity of 3,914 line metres, which boils down to 258 trailers or 746 containers on MAFLs and 655 cars. The "Pauline" has a service speed of up to 21.7 knots; she is 203 metres long, 32.80 metres wide and has a maximum draught of 7.40 metres.



Given her two ramps of 12x8 metres and 12x15 metres respectively, it is also possible to load double-stack containers. When in April the sister ship "Yasmine" will have been baptised too, the two ferries will considerably raise the capacity on the Killingholme-Zeebrugge route.

www.cobelfret.com

A larger ship for Contaz's Greece/Turkey service

The first of three secondhand ships, bought earlier this year by the Turkish shipowner Contaz Line from Klaus Oldendorff, is now put into the service between Northern Europe and Greece/Turkey. With the "Contaz Ankara" (1,158 teu) the carrier now has approximately 510 teu extra capacity at its disposal. In the mean time Contaz Line is hiring two ships until the next secondhand vessels can be brought into service. With the acquisition of these bigger ships Contaz wants to boost its capacity between Felixstowe, Teesport, Rotterdam, Antwerp, Salerno, Piraeus, Volos, Ambarli (Istanbul) and Izmir.

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MSC fast service to Turkey

As from the beginning of November MSC has started its new fast service to Gemlik and Izmir in Turkey from the ports of Felixstowe and Antwerp. The container service was brought into being following the increasing demand resulting, on the one hand, from additional volume and, on the other, a modal shift from road haulage to shortsea shipping.

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UFS commissions CBS for its service to Vigo/Leixoes/Lisbon

On 4 December the first sailing of United Feeder Services under the agency of Central Shipping Belgium left for Vigo, Leixoes and Lisbon. CSB has taken over from Royal Burger in this matter. From Antwerp a ship leaves every four days for the Iberian Peninsula. The transit times are 6 days for Vigo, 7 for Leixoes and 8 for Lisbon. The import into Antwerp takes 5 days from Vigo, 4 from Leixoes and 3 from Lisbon.

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Eucon Shipping & Transport mobilises larger ship from Antwerp to Ireland

EUCON Shipping & Transport recently increased its capacity from Antwerp by mobilizing a larger ship, the "EUCON PROGRESS" (750 teu, 9250 dwt, 18 knots). The vessel has been especially designed and equipped for the transport of 45' palletwide containers, which more and more are encountered in the traffic to Ireland.

EUCON Belgium | Roger van Den Eynde | Tel.: 03 221 21 11 | roger.vandeneinde@sdsbo.com | www.eucon.nl

Shortsea carrier RMS sold to Rhenus Gruppe

Since 2004 Rhenus Gruppe owns 25% of the shares of the shortsea carrier Rhein Maas + See Schifffahrtskontor, in short RMS. Since 1 January the latter shipping company is fully owned by the Rhenus group. With this take-over Rhenus responds to the increasing congestion on the European roads and can continue its shortsea activities. Apart from shortsea to England, Scandinavia, Portugal, Spain, Russia, the Mediterranean and the Black Sea, Rhenus also deploys coasters on the large European rivers.

www.rheinmaas.de | www.rhenus.de

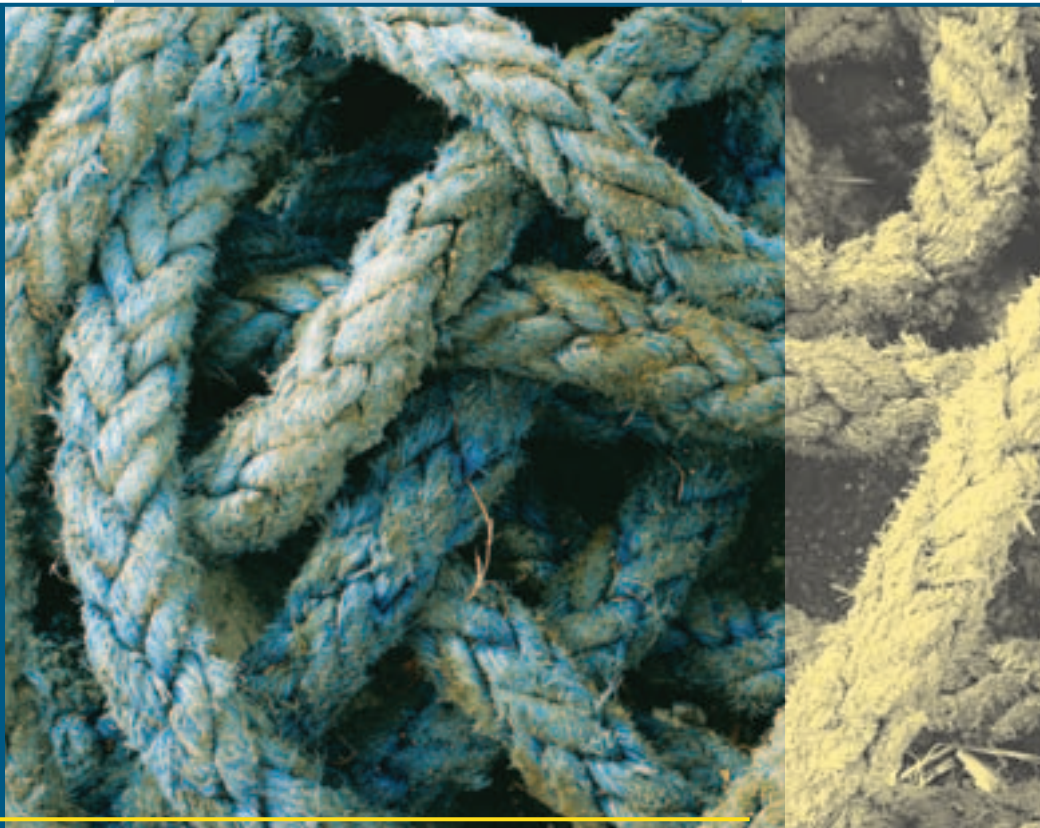
45-foot containers can stay on the European roads

The European Commission has agreed to let Member States continue to allow 45' ISO containers on their national roads. The transition period of ten years, during which the 45' containers were to be tolerated, ended at the end of 2006 and it was feared that the 45 footer, whose size is just outside the authorised dimensions, would be banned from the roads. Based on the current directive 96/53 it would no longer be allowed to transport 45' containers by road within the European Union as from 1 January 2007, as they are 11 cm longer than the maximum allowed. Yet, during the past ten years the share and the importance of those containers have risen in the intermodal chain and to many they have proved their usefulness. Meanwhile, 45-foot containers represent some 2% of the total container fleet. To allow 45-footers on our roads will form a good basis from which to further promote intermodality. Rail, shortsea and inland navigation can continue to be used for the transport of 45' containers over long distances between the European Member States. Road haulage can then be the first and last link in the intermodal chain, on national roads and on short distances.

It will, however, be the Member States themselves, that will have to authorise this in accordance with directive 96/53. In that context the European Commission has published a "staff working document" in which it indicates the provisions by which such an authorisation can be given via a special permit or a non-discriminatory arrangement. In a letter to the competent federal minister the Promotion Centre has asked to take the necessary measures to continue to allow 45' containers after 1 January 2007. Similar initiatives have been taken by other representative organisations (shipowners, shipping agents, forwarders etc.)

Additional information can be found on:

http://ec.europa.eu/transport/logistics/45_containers/index_en.htm



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