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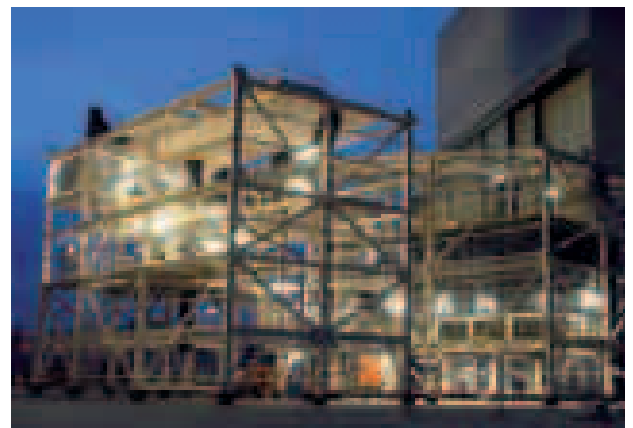
Belgium's Geldof ships factory to Iceland



By courtesy of Geldof nv

The shipment that left the port of Antwerp on 27 May for Iceland, was a very special one, indeed. In less than a year's time, the West Flanders' company Geldof Metaalconstructies nv had developed and built an entire processing unit for the breaking, sorting, temporary storage and transport of the residual waste of an aluminium smelter, in fact the most modern one of its kind in the world!

The entire unit was built in five large modules, completely fitted and ready to be reassembled after the transport to Iceland. After that, the 'Bath Plant' just had to be plugged in to make it operational. The weight of the modules had to be kept under 350 tonnes, so they could be lifted by a single crane. Also, they were designed in such a way, that they would even withstand a storm during transport over sea. In short: a masterly example of Belgian technological innovation and know-how.



By courtesy of Geldof nv

Information:

Mrs. Eva Verhamme | Marketing Department Geldof Metaalconstructies nv

Tel.: +32 56 73 21 15 | E-mail: eva.verhamme@geldof.be | www.geldof.be | www.fjardaalproject.is

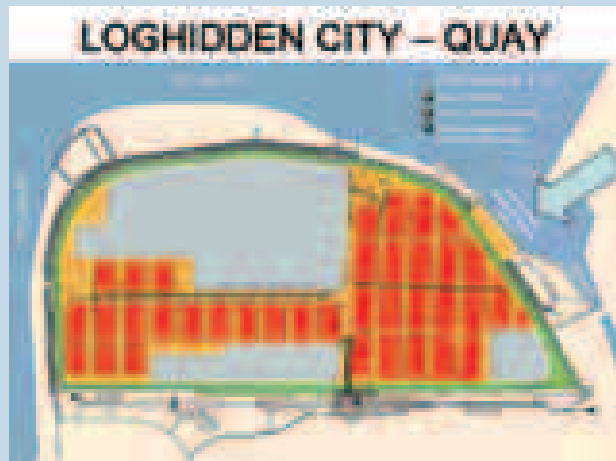
Van Hoorebeke occupies a new terminal in Gent

Van Hoorebeke, a firm that is active in the wood import business, has recently occupied its new terminal on the back quay of the Kluisendok in Gent. On the 70,000 sqm it has available there, the company will further expand its activities with its own planing unit. In addition, there will still be room on the distribution platform for an additional covered storage. Van Hoorebeke, who currently holds a concession on the quay, now has turned Gent into the turntable for its softwood traffic out of Russia, Scandinavia and Balticum.

Source: Transport Echo 26 June 2006 and De Lloyd 16 June 2006

Katoennatie is developing a logistics park on the Antwerp Left Bank

On berth 1548 (Antwerp Left Bank), Katoennatie is building a logistic park, Loghiddend City, covering no less than 205 hectares. There is a rail link available (3 km long and extendable to 8 km), as well as a lighter and shortsea/feeder terminal on the river (off the Kallo lock). The quay has a length of 350 m and 30.000 m² of storage room for containers has been provided. There are possibilities for distribution, packaging and other value-added services. Next to chemical and petrochemical products as well as consumer goods, high-tech goods will also be handled.



Information: Katoennatie | Haandorpweg 1, kaai 1227
9130 Kallo | contact Joris Thys | tel. + 32 3 570 76 71 |
E-mail Joris.thys@katoennatie.com | www.katoennatie.com

Antwerp Stevedoring International (ASI) starts building its All Weather Shortsea Terminal in Antwerp.

Because of its central inland location and its excellent distribution facilities by ship, rail, road and pipeline, the port of Antwerp has an additional potential as a shortsea port. In our newsletter Nr. 19 (December 2005) we already included a first item on the initiative of ASI to build an all weather shortsea terminal in Antwerp. In May it was announced at a press conference that the construction of that terminal will start soon.

Manufacturers, traders and shippers send merchandise to the ASI platform, both from overseas and from the continent. From there on, the goods are delivered to the customer using the various modes (sea-going vessel/coaster, inland barge, railway wagon, truck).



Technical data:

Maximum size of the vessels: 10.000 dwt
Length of the terminal's covering: 90 metres
Width of the covering: 27 metres over water, plus 18 metres over the quayside

Given the growing importance of shortsea in Europe, the attention paid to it by the different port authorities and the demand/pressure of the European Union to offer alternatives for the congested road network, ASI has started talks with six European goods handlers, who already have an AWT of their own.

The aim is, by building a European network of All Weather Terminals, to see more goods make good use of those "Motorways of the Sea".

Information: Antwerp Stevedoring International –
Transcontinentaalweg 6 haven 200 | contact: Dirk Mondelaers |
tel. + 32 3 203 57 52 | E-mail: dmondelars@wijngaardnatie.be |
www.wijngaardnatie.be

1000 teu feeder vessels: the new standard?

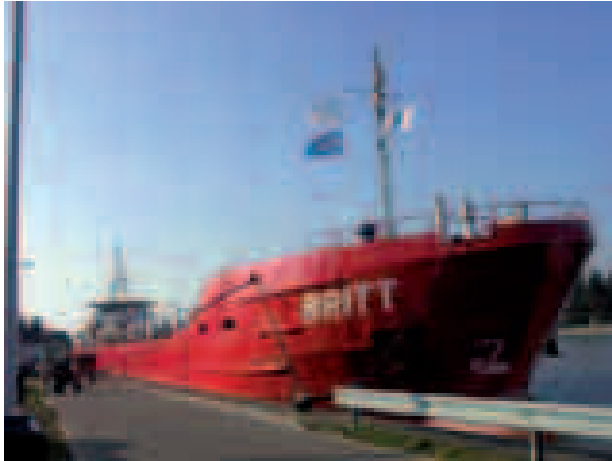
A Bremerhaven shipyard (Schichau Seebeck Werft) has announced plans to build 1000 teu feeder vessels, particularly intended for the Baltic ports and other ports where draught can pose a problem for the big container vessels (e.g. in the Mediterranean). The increasing scale of the ocean-going giants also brings along an increase of the capacity of feeders, which currently stands at some 800 teu. Now, the shipyard mentioned above is going to build 1000 teu ships with a draught of 8 metres, a dwt of 13,200 and a speed of 18 knots.

Source: Lloyd's List 23 June 2006



Investing in coasters, also for sea-river traffic

Last spring the De Ridder group has invested in the purchase of a 'chemical tanker', the mv Britt, with an overall length of 85,53 metres and a gross tonnage of 1471 tonnes. The ship was built in 1979 and converted into a chemical tanker in 1989. The vessel (IMO 3) can operate on both maritime and inland waters and sails under the Belgian flag.



The family-owned De Ridder group has been around for 125 years already. They invest primarily in a specialised fleet, giving particular attention to the transport of chemical products (e.g. acids and caustics).

Information: Groep De Ridder | Marie-Josélaan 39 | 2600 Berchem | contact: Henri De Ridder | Arlette Alloo | tel. + 32 3 455 20 21 | E-mail info@groepderidder.be | www.groepderidder.be

Did you know?

- *that, on a regular basis, interesting and downloadable documents are placed on our website www.shortsea.be? Under General Information – Reports and Studies you will find for instance:*
 - *the 2006 Green Paper of the European Commission*
 - *the recent (June 2006) mid-term review of the 2001 White Paper*
 - *European Commission leaflets on the logistics chain, the growth figures of shortsea shipping in Europe and the 'Motorways of the Sea'*
 - *the Annual Report 2005 of the European Shortsea Network (ESN)*
 - *an overview of the goods flows in the Baltic region ('Baltic Outlook 2006')*
 - *the recent (July 2006) mid-term review of the SSS-paper (14 points) of the European Commission*

OPDR: 1 sailing/week Andalucia service

OPDR has increased its Tanger-Andalucia service to one sailing per week. Thanks to the deployment of two 350 teu ships, Sevilla and Tanger can now be called at more frequently.

Information: Van Doosselaere & Achten | contact: Daniëlla Pauwels | tel.: + 32 3 220 02 11 | E-mail: dp@vando.be

Cobelfret and Stora Enso join hands between Antwerp and Göteborg

Stora Enso, the Scandinavian paper giant, has chartered a ro-ro ship for a new service between Antwerp and Göteborg. Since 1 June paper is shipped in self-developed Stora Enso Cargo Units (secu's) to the city on the Scheldt, where the Finnish quality paper is cut to measure in the Lumipaper factory. Before, the same cargo would have been shipped directly from Finland to Antwerp, but by using Stora Enso's hub in Göteborg the paper manufacturer is able to reduce his logistics costs. The cargo space that isn't used by Stora Enso will be filled by Cobelfret with trailers, containers or cars. There are two sailings per week.

Eimskip takes 70 % in Kursiu Linija

The Icelandic shipping company Eimskip is continuing on the take-over path. Thanks to its recent participation in the Lithuanian shipping company Kursiu Linija, it now takes part actively in the fast-growing market of the transport by 45-foot containers. The Lithuanian company has invested in that type of containers already five years ago. Six ships transport those volumes on three routes. One service, coming from Klaipeda, calls at Rotterdam via Liepaja and Ipswich. Another one, from Bremerhaven and Kaliningrad, also has Rotterdam as its destination.

Ferryways links Oostende to London

The shortsea shipping company Ferryways has launched a brand-new daily ro-ro cargo service linking Oostende to Tilbury. The ships carry trailers and containers. Since the go-ahead was given on 26 June, the carrier offers, for the time being, one sailing per day in each direction, except on Saturdays from Oostende and on Sundays from Tilbury. The cargo will leave the Oostende terminal at 9.30 p.m. and will reach Tilbury 8,5 to 9 hours later. That way, it will be possible to supply the London market that same morning. With this extension to its existing links between Oostende and Killingholme, Immingham and Ipswich, the company will now be able to reach the UK market even better, including the London region and the south of England. In a next phase, Ferryways plans to double the frequency of the new service.

Information: Ferryways Oostende | tel.: +32 59 34 22 26 | E-mail commercial@ferryways.be

Delphis is becoming an important player on the feeder market

By taking over the German TeamLines, the Antwerp shortsea operator Delphis, founded in 2004 by Alexander Saverys, is expanding its sphere of action in Europe. In doing so, the company advances to a leading position in the shortsea sector. TeamLines used to be owned by Finnlines and it is the second largest feeder operator in Europe, behind the Danish company Unifeeder. With its fleet of 25 ships the shipping company primarily offers services in Northern Europe via its home ports of Bremen and Hamburg. With this strategic take-over the new group now boasts a market reach from Gibraltar to Saint-Petersburg. It has 45 vessels at its disposal and occupies 155 people. It has offices in Belgium, Germany, Finland, Sweden, Norway, Spain, Portugal and Poland and points of sale in eight other countries. Before the take-over Delphis was primarily active in the Benelux, the UK, the Iberian peninsula and Poland. They had four ships in service and four feeders on order.

Information: Delphis | contact Mr. Alexander Saverys | tel.: +32 3 247 61 61 | E-mail asaverys@delphis.be | www.delphis.be

HMS increases the frequency of its Spain/Portugal/Casablanca service

After a first extension of its service in April, Holland Maas Shipping continued its upward course at the beginning of June by deploying a third ship on its Vigo, Leixoes, Lissabon and Casablanca destinations. This enables Holland Maas Shipping to increase its service considerably to one sailing from Antwerp every 6 days. After three days the service reaches its Spanish destination. The Portuguese ports are called at after 4 and 5 days. Casablanca takes 6 days to reach from Antwerp.

Information: WEC Holland Maas Belgium bvba | Contact Claudine Duwel | tel.: +32 3 205 32 11 | Fax: +32 3 205 32 91 | E-mail: claudine.duwel@wec-hollandmaas.be

UFS feeder service now also active in Northern Europe

On 4 July United Feeder Services (UFS) has started a container service from Antwerp and Rotterdam to Vigo in Spain and Leixoes and Lissabon in Portugal. Two years ago, the shipping company stepped out of the Mediterranean area for the first time with the launch of the Iberia Service, which links Barcelona and Valencia to Bilbao, Gijon, Vigo and Leixoes. After that expansion towards the Atlantic coast of the Iberian peninsula, Marshall Islands-based UFS is continuing its expansion course towards the north of Europe. The mv 'Jan Mitchel' and the mv 'Daroja' will be deployed on this new service. In Antwerp the ships will collect cargo from P&O Ports in the Delwaide dock, berth 736. The return trip will take 11 days, which means that with two ships sailings can be offered every 5 or 6 days. Burger Liner Agencies acts as agent for UFS in the Benelux.

Information: Burger Liner Agencies | Rijnpoortvest 4 | 2000 Antwerpen | tel.: +32 3 221 42 00 | +32 3 221 42 10 | liner@burgergroup.be

DFDS Lys Line now also links Zeebrugge to the Norwegian west coast

Since the beginning of May the ships of the DFDS Lys Line, carrying a cargo of paper and containers, first call at Gent from the Oslo fjord region, then continue to Zeebrugge. From Zeebrugge the ms 'Lysblink' and 'Lysvik' continue to Skogn near Trondheim on the west coast of Norway. For exports to the Oslo fjord the shipping company has now organised a weekly lighter link from Gent to Rotterdam and vice versa. From here, the ms 'Lysbox' and 'Lyspoint' sail to Oslo, Moss, Brevik and Kristiansand twice a week.

Information: DFDS Lys Line | Contactpersoon: Mario Vanlancker tel.: 09 250 99 70 | Fax: 09 250 99 79 | E-mail: mario.vanlancker@dfdslysline.com

DFDS Tor Line increases the capacity of the EuroBridge service

In August DFDS Tor Line will cut back its fleet on the EuroBridge from four to three vessels. The two older and slower ships will make way for the newer and faster Tor Petunia which, as the other two 'flower ships' of the EuroBridge, has a capacity of 3,500 line metres, which corresponds to 240 trailers. The higher service speed of these ships allows DFDS Tor Line to cut back the fleet and still increase the overall capacity by 15%. The frequency remains unchanged at 6 sailings per week in both directions. To Brevik in Norway Eurobridge will continue to provide one sailing per week from Gent (on Fridays).

Double capacity for pushed barges?

Will a new type of pushed barge make it possible to double the cargo capacity on the small Flemish and Dutch canals? That's what's currently being examined by the Interreg project Waterslag. The researchers hope to demonstrate that, when using larger pushed barges that can enter the locks on their own, the barges will be able to carry 1,200 instead of 600 tonnes. A first market analysis has shown that there is a potential for a flow of more than 2,500,000 dry-bulk tonnes in South Netherlands and Flanders. After further elaboration of the technical specifications, trial runs could be organised in the second half of 2007.

Want to know more? www.waterslag.org

For all further information on shortsea shipping
www.shortsea.be

CROSS-BORDER

Workshop 'Synergy road transport, logistics and shortsea shipping' in Istanbul, 27 April

Together with Flanders Investment and Trade (Istanbul) and the Turkish SSS Promotion Office the Flemish SSS Promotion Office organised a workshop in Istanbul on 27 April on the subject of 'Synergy road transport, logistics and shortsea shipping'. The workshop fitted into a two-day event by the Caspian and Black Sea Conference (27-28 April). In the morning, presentations were given by port representatives and port users of Antwerp and Gent. In the afternoon presentations were made by the Flemish SSS organisation and of the Flemish Logistics Institute (VIL) on 'Flanders as a distribution country and gateway to countries around Flanders'. The Turkish promotion office introduced the project of the Intermodal Award Winner 2005 (a ro-ro link between Turkey and Trieste) and described the role of SSS in Turkey. A representative of the logistics and transport sectors pointed out the desiderata these branches of industry have towards SSS. Some 40 people participated in the SSS workshop. All day long there was, of course, ample opportunity for networking. The contacts showed that there is an increasing interest for traffics to Russia.



CROSS-BORDER

Ro-ro conference in Gent from 16 to 18 May

For three days, the Promotion Office manned a small stand at the ro-ro trade. The main players on the ro-ro market were present, which led to high-quality contacts. Some 70 people visited our stand. There were questions asked about the promotion of SSS in Flanders and enquiries made about the European Shortsea Network.

ESPO conference on 1 and 2 June in Stockholm

At this conference the European Commission announced – now that the Port Packages I and II have failed – that it would opt for a very large and lengthy round of consultations, in order to probe amongst the market player whether there is a need for a European regulation for maritime ports and how/where in that case the accents should be placed.

Shortsea Conference in Pori (Finland) on 7 and 8 June

Following a face-to-face meeting of the European Shortsea Network, the ESN members present also participated in a shortsea conference in Pori, organised by the Finnish Promotion Office and focusing on the traffics in the Baltic region and to and from Russia.

Informal meeting with members of the European Parliament on 20 June

After a first meeting with the members of the European Parliament's Transport Committee in June 2005, a new informal get-together was organised at which the functioning of the European Shortsea Network was explained, as well as the way in which the market is being approached by making use of best-practice examples.





OECD News: growing economy in Belgium

According to the OECD the Belgian economy will grow 2.5 % in 2006. For the year 2007 a growth of 2.4 % is expected (figures at the end of May 2006).

Added value of the Flemish ports in 2004: 25 billion euros

At the end of June the Belgian National Bank has published the yearly analysis of the economic value of the 4 Flemish ports in 2004. The added value of our ports in the national gross domestic product amounted to no less than 25 billion euros in 2004 (8.7 % of NGDP). In the Flemish GDP this even corresponds to 15.2 %. Together, the four Flemish ports provided 11.3 % of the Flemish employment, with 242,000 direct and indirect jobs.

Source: De Tijd 29.06.06

Emissions in the Baltic region

On 19 May an international regulation (under the International Convention for the Prevention of Pollution from Ships / Marpol) came into force, aiming to limit the emissions caused by ships. In the North Sea that regulation will be implemented as from 21 November 2007. This actually means that only fuel with a low sulphuric acid content (1.5 %) may be used. That 'new' fuel is more expensive than the 'normal' one, which means that shipping companies which sail in the Baltic region will charge a 'Marpol' surcharge.



**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
Armand Hertzstraat 23
B-3500 Hasselt