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PortNews

North Sea Port Leading in offshore

Decommissioning – Shifting into higher gear

Hydrogen hub



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ON THE COVER

North Sea Port is recognised as one of the few locations suitable for decommissioning. Many oil and gas assets have in the last two decades been transported to the port for dismantling. Read more on page 8.

EVENTS

North Sea Port and Zeeland Port Promotion Council will be in attendance at various events and trade shows throughout the year. Below you'll find a snapshot of the upcoming events that might be of interest to you.

7-9 OCTOBER 2019	Offshore Energy 19 Amsterdam	15-17 OCTOBER 2019	Transport & Logistics Antwerp	16-17 OCTOBER 2019	Top Transport Europe Marseille
					
17-18 OCTOBER 2019	European Commodities Exchange Vienna	6-8 NOVEMBER 2019	Intermodal Europe Rotterdam	17-23 NOVEMBER 2019	Trade Mission China China
					
26-28 NOVEMBER 2019	Wind Europe Offshore Copenhagen	5-7 FEBRUARY 2020	Fruit Logistica Berlin	21-23 APRIL 2020	Antwerp XL Antwerp
					
4-7 MAY 2020	Offshore Technology Conference Houston				
					
26-28 MAY 2020	Breakbulk Europe Bremen				
					

“ Sharing knowledge and experience

Welcome

Should you have recently driven alongside North Sea Port's Vlissingen port area, you may have noticed a change in the landscape as the giant jackets for the East Anglia One project have been sailed out to their final destination. These impressive towers of steel have been distinctive for the area for many months and they are now gone, leaving behind an apparent inactiveness.

But nothing could be less true, as there is so much more going on at North Sea Port that concerns the offshore industry. North Sea Port has throughout the years been involved in ample offshore oil, gas, and offshore wind projects, resulting in its current leading position. Apart from storage and other logistic services, many companies are involved in engineering, construction, (de) mobilisation, heavy lifting, and recruiting. When looking at decommissioning, our port has already built an impressive fifteen-year track record. Vlissingen in fact acted as dismantling location in almost all decommissioning projects executed in the Netherlands. You will learn more about our port and its leading position in decommissioning in this issue of PortNews.

When summer ends, the exhibition season will kick off with the Offshore Energy Exhibition and Conference at RAI Amsterdam. This event is a 'must attend' exhibition for everyone involved in the offshore industry. As the number one offshore port, North Sea Port will of course be present with a large pavilion. Several companies from the North Sea Port area will be happy to share their experience, knowledge, and latest news and innovations at this pavilion and independent booths.



HENK DE HAAS, CHAIRMAN OF ZPPC.

ZPPC will also be present at the pavilion and as one of the attendees, I look forward to meeting you at booth number 1.800.

Henk de Haas
Chairman ZPPC

Shifting into higher gear

With a large number of offshore North Sea oil and gas installations reaching their technical end of life, many companies see an interesting opportunity in the decommissioning of these assets, as it is expected that this market will soon come to a swift development.

This does not mean that decommissioning was not already an activity in the oil & gas industry before. Many of these projects have in fact been executed at North Sea Port. This gives the port an important advantage over other regions. Current and future port developments will further improve the port's leading position.

Important activity

Throughout the years, Commercial Manager of North Sea Port Peter Geertse has seen decommissioning grow into a significant part of activities in the port.

"North Sea Port is a well-known location for ample offshore-related activities. Apart from logistic services for the offshore renewables industry, the construction of all kinds of offshore structures also takes place here. Several parties are active in mobilising and demobilising heavy lift vessels used for the installation of wind turbines. Shipyards handle maintenance,

Photo courtesy of maritimephoto.com

NORTH SEA PORT HAS A LOCK-FREE
ENTRANCE, WITHOUT TIDAL RESTRICTIONS,
AND WITH SUFFICIENT DRAUGHT TO RECEIVE
EVEN THE LARGEST STRUCTURES.



THE PORT AREA HAS THE HIGHEST DUTCH ENVIRONMENTAL CLASS (CLASS 6), WHICH GIVES AMPLE ROOM FOR A LOT OF DECOMMISSIONING-RELATED ACTIVITIES.



repairs, and conversions. Around this cluster of logistic and production facilities, an extensive number of companies provides all kinds of services.”

Recognised location

“Looking at the attention paid to this topic in the media, decommissioning seems to be a recent activity. This is actually not the case, as many oil and gas assets have in the last two decades already been transported to our port for decommissioning. North Sea Port is recognised as one of the few locations suitable for this type of work. First of all is the port’s location, within just a stone’s throw from the North Sea. It has a lock-free entrance, without tidal restrictions, and with sufficient draught to receive even the largest structures. The port area has the highest Dutch environmental class (class 6), which gives ample room for a lot of decommissioning-related activities. Apart from this, the port houses a number of companies with perfect facilities, sufficient quay length, and suitable terrains for the temporary storage and dismantling of offshore structures.”

NORM-containing steel

According to Mr Geertse, other aspects are also important for a perfect decommissioning port. “Every dismantled structure leaves a lot of different types of materials. Some of them can be reused after refurbishment, some can be recycled, and others remain as waste. It is therefore good to know that there are various options in and around the port area for handling material flows. Many offshore assets contain certain amounts of nuclear waste and although in most cases this involves only small amounts, it is nice to know that our port houses COVRA,

NORTH SEA PORT IS A WELL-KNOWN LOCATION FOR AMPLE OFFSHORE-RELATED ACTIVITIES.



Photo courtesy of Bow Terminal.

NORTH SEA PORT HOUSES COVRA, WHICH IS A STORAGE FACILITY FOR RADIO-ACTIVE MATERIAL.



Photo courtesy of COVRA

which is a storage facility for radio-active material. There are plans to establish a new factory in our port area for handling NORM-containing steel from decommissioning projects. NORM in this context stands for Naturally Occurring Radioactive Material. This new factory will remove the nuclear material from the steel and deliver it to COVRA. The steel can be sold to steel manufacturers like AccelorMittal, which has a large production facility in our port for base material to make new steel.”

Geographically defined

Although decommissioning has been relevant for North Sea Port for a while now, this business is really shifting into a higher gear over the last few years. Mr Geertse comments, “With so many offshore assets in the North Sea that have reached their final stage, decommissioning seems like a good opportunity for many companies to compensate for missing business from the oil & gas industry. Operators are so far however hesitant for several reasons. Approximately fifteen platforms are annually handled in our port, which are satisfying figures when considering the amount of time it takes to decommission an offshore installation. Hoondert has been active in decommissioning for almost fifteen years. Sagro also recently entered the decom market with its first project, and more are expected to follow soon.” The decommissioning market may be looking at high volumes of steel to be removed, but competition is relatively small when looking at ports and decommissioning yards. “Overall just a few companies are involved, and there are not many suitable locations for receiving and handling offshore structures around the North Sea. Apart from this, most activities are geographically defined. The shorter the trip from the oil or gas field to the decom yard, the better, as transport is one of the most risky and expensive parts of the job.”

Offshore cluster

Looking at North Sea Port’s role, Mr Geertse admits that the port authority’s main goal is to facilitate companies involved in decommissioning. Although it is the port authority’s goal to allocate as much as land as possible, it is very selective towards decommissioning activities. “Of course we take each request for

land seriously, but looking at decommissioning, it is our intention to be very careful in expanding decommissioning activities in our port. We consider decommissioning as just one part of a broader offshore cluster and for those concerned, together with offshore wind, it can compensate the downturn in the oil & gas industry.” North Sea Port has throughout the years built a fine reputation in the offshore oil & gas and renewables industry. Mr Geertse concludes, “With our extensive offshore cluster, we have built up a good name in the oil & gas and renewables industry, and decommissioning is of growing importance. This good reputation is evidence-based by a huge number of successfully executed projects, but also by the fact that many ship owners dealing with the transport of large offshore structures know North Sea Port very well. They are highly aware of the possibilities and the ideal situation they encounter upon entering the port. They really like to come to us.”

MORE INFORMATION

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MORE INFORMATION

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DUE TO SAFETY REASONS,
ONLY A LIMITED AMOUNT OF
PEOPLE WORK ON A PROJECT.

Photo courtesy of Jan de Carpentier

Operating low profile

Hoondert Services & Decommissioning

When taking everything into account, one can say that the work on the decommissioning yard makes up only a small part of the entire project. But this does not make it any less important.

“Our work might be a small piece of the job, but the negative effects can be significant if we do not correctly execute our work,” Jan Hoondert, Managing Director of Hoondert Services & Decommissioning, says. Reason enough for PortNews to learn more.

Head start

“For years, the decommissioning market is said to take off”, comments Huib Nortier, Project Manager at Hoondert. “But now, one by one, projects are initiated. To be honest, this slow though steady pace is a good thing for us, as there is not enough capacity to deal with all planned projects.” Mr Hoondert continues, “When looking at decom projects executed in the Netherlands, we have executed almost all of them. There has so far been little competition, and few competitors have

invested as much in equipment, knowledge, and services as we have. With the growing market, this will of course have a price-reducing effect, meaning that we must stay competitive pricewise, but with our long-time experience we have a head start compared with other contractors.”

Improving working methods

Many aspects in decommissioning are important to consider. Mr Nortier explains, “Transport at sea is one of the high-risk elements in decommissioning. Whenever possible, contractors prefer to keep the distance between the asset’s offshore location to the decom yard as short as possible.” Mr Hoondert adds, “In the northern part of the North Sea, the jackets are much larger because of the deeper waters. Most decom yards are not suitable for this type of jackets, which means that they will be dismantled in Scandinavian locations, mostly fjords.” Before the actual dismantling at sea, first thing is to remove the fluids from the pipelines and umbilicals. But this is not really an issue, as it only concerns relatively small amounts. According to Mr Hoondert, most of these waste fluids are sent to other countries due to the strict regulations in the Netherlands. “Our speciality lies not in this activity, but with our company Martens Cleaning we have our in-house waste handler that takes care of any remaining fluids in the topside’s installations.” Mr Nortier adds, “Our knowledge lies especially in cleaning, dismantling, sorting, and transporting all materials from the assets. And each year, we are able to expand this activity with other items, as we are constantly improving our working methods. In this, it is also important to maintain our knowledge on rules and regulations concerning the various types of waste.”

WHEN LOOKING AT DECOM PROJECTS EXECUTED IN THE NETHERLANDS, HOONDEERT HAS EXECUTED ALMOST ALL OF THEM.



Photo courtesy of Hoondert

Chromium-6

The decommissioning process entails a strict working order, which depends on the materials that need removing. This looks easy, but can be a real challenge, explains Mr Hoondert. “During our work, we regularly have to reorganise our process, as we often find new materials that require new measures. Take, for instance, Chromium-6. For years, no one was aware of the risks of this product, which is why no special actions were obligatory when paint with this type of Chromium was used. But today, we know the danger of this product and need to take additional care when dismantling items containing this material.”

Topside requires most attention

“Being able to separate is one of our strengths”, Mr Hoondert expresses. “With our equipment and procedures, we can identify and separate any type of material, one by one.” Mr Nortier adds, “Although jackets hold some challenges of

their own, it is in fact the topside that requires most of our attention. You can compare a topside with a complete factory or house containing numerous materials, which we all have to separate in the most sustainable way.” “Comparing a topside with an ordinary factory is not the complete story,” continues Mr Hoondert, “as the construction of a topside, in contrast with an onshore facility, has to withstand the harsh circumstances at sea and the strict safety standards of the operator. Not only are lots of materials thicker and heavier, many of them also contain fire and explosion-proof, as well as rust-preventing, goods. And these goods are often precisely the ones that we have to take extra care of, as they are a threat to nature and human health.” Looking at offshore installations, Mr Hoondert notices that machinery is becoming increasingly environmentally-friendly, but he also admits that this is not yet the case for most of the protective materials used. “People sometimes forget that long-lasting products are also sustainable. Most current environmentally-friendly products do not provide the longevity offered by traditionally used products. On top of this, our economy is based on renewing, and this too is threatening for the life-span extension goals of operators.”

Learn from mistakes

Hoondert has a terminal of over 3ha at North Sea Port. Although Mr Hoondert expects growth in decom activities, he has no plans for expanding the terrain. “Our current terrain is perfect for the size of our activities. It forces us to work as efficiently as possible. We do not want to keep stock on our

terminal. Our customers’ requirements enforce us to transport the materials to their final destination as soon as possible.” The Hoondert terminal is fully booked for the coming months with decom projects, and things are also looking positive for the near future. “At our terminal we can handle objects ranging from 1,000t to 20,000t, so we receive a large variety of objects, according to what is installed at the southern part of the North Sea”. Mr Nortier continues, “Every project takes us around eight to twelve months. Due to safety reasons, only a limited amount of people work on a project. It is too risky to have too many people working on dismantling an object. You can imagine the danger of people working underneath a jacket and someone on top drops a hammer or piece of metal. Hence, a small team works from the top downwards.” Mr Hoondert adds, “We still learn from each project, and also from mistakes made. We take possible failures into account for each new project. Not in the least as things are made more complicated because the viewpoint of politicians regularly changes.”

Based on trust

With its leading market position, Hoondert sees competition increasing, but this is a positive development according to Mr Hoondert. “Competition keeps us eager and the market attractive”, he says. “With our people and equipment, we have always operated as a lean and mean organisation. With our track record, we can demonstrate what we are capable of.” Mr Nortier believes it has always been the company’s aim to operate low profile. “It is in our Zeeland genes to be modest

HEEREMA'S AEGIR VESSEL ALONGSIDE THE QUAY AT HOONDERT, UNLOADING WINTERSHALL'S 1,500T E18-A JACKET FOR DISMANTLING.



Photo courtesy of maritimephoto.com



JAN HOONDEERT, MANAGING
DIRECTOR OF HOONDEERT
SERVICES & DECOMMISSIONING:
"COMPETITION KEEPS US EAGER
AND THE MARKET ATTRACTIVE."

Photo courtesy of Jan de Carpentier



It is in our Zeeland genes to be modest in expressing our success. But this does not mean that we are not communicative towards potential customers.

in expressing our success. But this does not mean that we are not communicative towards potential customers. They know who we are and what we can offer them. A lot is based on trust in our business. And the ample projects that we have successfully executed are the best guarantee for our customers. We are also at all times very open about our way of working. Each project is carried out without any environmental issues, and exactly as promised." "Operators are very demanding", Mr Hoondert concludes. "They are used to acting at a high level, and expect the same from their suppliers and contractors. They want us to thoroughly describe what we are going to do, and what we are doing. We keep a huge amount of files in our systems for the purpose of traceability, even for all past projects. This administrative works obviously requires a lot from our staff. In decommissioning, safety and productivity go together, but they are conflicting too."

I. HOONDEERT.NL



BEING ABLE TO SEPARATE
IS ONE OF HOONDEERT'S
STRENGTHS.

Photo courtesy of Jan de Carpentier

Groupage with a lot of ambition

Transuniverse expands at Kluizendok

With 80ha of water and 400ha of terrain, the Kluizendok is considered one of the largest greenfield areas in Europe. Since its construction, several companies have decided to establish themselves at this deep sea quay and recently, North Sea Port signed a Letter of Intent with Transuniverse and Ekol Logistics for the development of 30ha, with the possibility to extend to another 30ha.



NORTH SEA PORT RECENTLY SIGNED A LETTER OF INTENT WITH TRANSUNIVERSE AND EKOL LOGISTICS FOR THE DEVELOPMENT OF 30HA AT THE KLUIZENDOK, WITH THE POSSIBILITY TO EXTEND TO ANOTHER 30HA.



THE CURRENT LOCATION AT THE INDUSTRIEWEG LEAVES TRANSUNIVERSE NO OPTIONS FOR FURTHER EXPANSION.

Photo courtesy of Transuniverse

Michel Nierinck, with many years of experience in logistics, has been a Member of the Board of Directors at Transuniverse since 2016. PortNews talks with him to learn more about the plans of the Belgian groupage specialist and its Turkish partner.

“Together with North Sea Port and our partner Ekol Logistics, we have signed the LOI for developing a logistics centre at Kluizendok. We are also in discussion with a fourth partner. Within the project, we will have 10ha of facilities built for cross docking, which will consist of a 15,000-20,000m² warehouse with 100 loading ramps.”

Fast delivery of goods

Although the investment of Transuniverse, ranging from EUR 10-20 million, is considerable, Ekol will act as the main investor with a financial input of around EUR 50 million. “It leaves no doubt that for us, Ekol is an important partner in the project”, Mr Nierinck explains. “Using third party trucks has always been the backbone for Transuniverse’s business, whereas Ekol has its own trucks, block trains, and Ro/



Photo courtesy of Transuniverse

MICHEL NIERINCK, MEMBER OF THE BOARD OF DIRECTORS AT TRANSUNIVERSE.



Ro vessels. "Together with Ekol, we will realise a multimodal terminal. At the Kluizendok we will use the already existing 350m long deep sea quay and a rail terminal will be constructed for receiving trains, with five 800m long railroads and container storage facilities. We will then be able to receive five trains per day." The reasons for the investment of Transuniverse are clear, according to Mr Nierinck, "Our current location at the Industrieweg leaves us no possibilities for further expansion and in order to stay ahead in the groupage market, we need to grow. For Ekol, the investment fits perfectly within their plans to centralise all European routes at one location." With the new rail facilities, the companies are initially aiming towards the import of goods by rail and transport of these goods to market by truck. "In our business model, it is our objective to swiftly deliver goods to our customers. For this, trucking so far is the best solution", comments Mr Nierinck, "but this does not mean that we will not supply export services by train in the future."

Central gateway

The new terminal will be realised at the front side of the Kluizendok at a unique location towards the hinterland road



Photo courtesy of Transuniverse

FRANK ADINS, CHAIRMAN OF TRANSUNIVERSE FORWARDING (L), AND DAAN SCHALCK, CEO OF NORTH SEA PORT (R), SIGNING THE LETTER OF INTENT. AHMET MUSUL, CHAIRMAN OF EKOL LOGISTICS, SIGNED THE DOCUMENT SHORTLY AFTERWARDS IN ISTANBUL.

connections. "We expect to handle around 225 trucks per day at the new terminal, of which 50 will go to national customers and the remaining 175 will go abroad. This large amount of trucks will of course not be handled in one go, and thus we need waiting facilities. Apart from this, we notice a growing problem in the port area with trucks parked everywhere in the public areas, which also requires a solution. We are therefore going to invest in a unique central gateway solution. Besides the trucks that we handle ourselves, this central gateway will also provide trucks that need to go to other locations inside the port area the opportunity to wait. The central gateway will have more facilities, as it will also function as a central administrative service point for all companies in the port area. As soon as the truck passes the central gateway, it can move directly to its destination in the port for (un)loading. This system will result in substantial time saving and higher efficiency." Apart from acting as a waiting area and administrative service point, the central gateway will also have several practical services such as a truck wash, filling station, hotel, and a shop. "The central gateway will include all necessary facilities that will make waiting for the truck driver as pleasant as possible", Mr Nierinck says. "This will avoid the undesirable and sometimes even dangerous situations of trucks parked everywhere in and around the port."

Organic growth

Transuniverse has been an expert in groupage for many decades now. It started its activities with a trucking service at Iran and for this country the company still remains one of the most important players in the European market. "With our groupage service in Iran, we have realised an organic growth as on the route to Iran, it was very easy and efficient to also stop by at customers in Greece and Turkey. Alongside this route, today we also have services all over Europe and Spain and Turkey, followed by Portugal, are currently our most important destinations. We are now investigating the possibilities to expand towards the south of Spain and we have recently opened an office in Casablanca, Morocco. We have furthermore expanded our activities in France with a head office in Garonor, the logistics zone north of Paris, and transshipment platforms in Lyon and Lille", adds Mr Nierinck. The last three to four years have been tough for the company due to the unstable market

“ Together with Ekol, we will realise a multimodal terminal.



ARTIST IMPRESSION (IMAGE MAY VARY FROM REALITY) OF THE NEW LOGISTIC CENTRE AT THE KLUIZENDOK.

Image courtesy of Transuniverse

situation, but things are now going well. The plans for expansion are ambitious, but are certainly aimed at a healthy future. “With our new facilities, we can reach further than our current market”, Mr Nierinck continues. “Our future goal lies in the Far East. We think that with our new investments at the Kluizendok and our expertise, we could become a European hub for services to and from that area. For this purpose, we are now looking for possibilities to add shipping agents to our portfolio.”

Challenges

The realisation of the ambitious plans will take place in phases, and should be finalised by 2022. Mr Nierinck sees a number of challenges in the project. “As we offer groupage services, we are dealing with thousands of different types of goods for many destinations. We of course want to keep the storage of all these goods well-arranged. 60 to 70% of the goods is palletised, but the rest is offered in a different way. This makes digitisation and automation of the process difficult and sufficient logistics management time-consuming, as many of the goods only stay in one place for a short period as they are moved around the warehouse for unloading, storing, and loading. In this respect, the fact that we do not have our own trucks does not really help either. Every trucking company has its own administrative and logistics system that we have to consider.”

Proactive and forward thinking

Being a family-owned company, another internal challenge concerns the succession of the second generation of the company’s board. “The current family members of the Board of Directors have decided to stay at the helm for another five years. It is so far not yet clear if the next generation will step



Photo courtesy of Transuniverse

A RAIL TERMINAL WITH FIVE 800M LONG RAILROADS AND CONTAINER STORAGE FACILITIES WILL BE CONSTRUCTED FOR RECEIVING TRAINS.

forward to succeed. Nevertheless, the family has already taken steps by appointing board members from outside the family. Being part of this board for more than two years now, I have found the team very proactive and forward thinking. I am sure this will help Transuniverse to remain a leading company in the groupage market for many decades to come”, Mr Nierinck concludes.

I. TRANSUNIVERSE.COM

'Our Port' offers inside look into North Sea Port

The television programme 'Our Port' ('Onze Haven') provides a look behind the scenes of North Sea Port's cross-border port area: from Vlissingen to Terneuzen, and on to Ghent.

The portrayal of the dynamics and diversity of the various companies and activities in North Sea Port brings viewers closer to the port area's daily hustle and bustle. 'Our Port' is broadcasted every Wednesday on AVS (from 18.00, after the daily news) and Omroep Zeeland (from 17.15). On air dates, the programme is repeated every (half) hour. All episodes of 'Our Port' can also be (re)viewed on North Sea Port's YouTube channel.

ADVERTORIAL

Marketing communication challenges?

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A good starting point

North Sea Port is home to many well-known companies working in a broad range of activities. From logistics to security, and from construction to dismantling. Many of these companies are constantly seeking new business opportunities through innovations, acquisitions, and by entering new markets.



All photos courtesy of Sagro.



SAGRO'S FIRST DECOMMISSIONING PROJECT INVOLVED A 600T MET MAST OF THE HORNSEA ONE OFFSHORE WINDFARM.



MR SIL DE RIJKE, ACCOUNT MANAGER AT SAGRO.

Sagro, a Zeeland company with its roots in infrastructure and onshore demolition activities, recently announced its first assignment for decommissioning offshore oil and gas assets. Sil de Rijke, Account Manager at Sagro, tells PortNews more about this latest development.

No big issue

“At Sagro, we have a lot of experience and expertise in the field of onshore demolition”, Mr de Rijke starts. “To be honest, we prefer the word ‘dismantling’ for this type of work as today, just like decommissioning at sea, dismantling onshore structures has become a complex task in which we have to work according to strict procedures based on rules and legislation. Although we are fully aware that dismantling an object at sea can hardly be compared with onshore decommissioning, our know-how and experience in the latter has helped us to be granted our first offshore project. For us, the decision to enter the offshore decommissioning market was no big issue. It was of course no overnight decision but when we see a good opportunity, it does not take much time for us to bite the bullet. This is one of the characteristics of our hands-on organisation.”

Tyra Redevelopment Phase 2

The first decommissioning assignment was announced by Sagro in November last year. Allseas granted the company the dismantling of four jackets that are part of Total’s Tyra production facilities. Mr de Rijke explains, “The work consists of the cleaning, dismantling, recycling, and disposal of four jackets, with a combined weight of more than 10,000t.” The Tyra field is located in the Danish sector of the North Sea and processes around 90% of the Danish gas production.

“The structures lifted by HMC will be brought to us for further processing. Our challenge will be to have everything moved from our terrain before Allseas brings in the jackets.”

The decommissioning project is part of phase 2 of the redevelopment of the gas field. “For further processing gas, the field needs new assets but before these can be installed, the old ones need to be removed”, Mr de Rijke explains. Shortly after announcing the first project, Sagro was able to report a second order related to the same redevelopment project. “Heerema Marine Contractors (HMC) was granted the lifting of various structures. In this project we are going to clean, decommission, recycle, and dispose multiple topsides, bridges, flare towers, and a jacket, with a combined weight of more than 16,000t.”

Quay extension

This second assignment will be executed first and is expected to start in 2020. “Firstly,”, Mr de Rijke states, “the structures lifted by HMC will be brought to us for further processing. Our challenge will be to have everything moved from our terrain before Allseas brings in the jackets. One of the first things for facilitating the project will be the realisation of extra terrain on our terminal for receiving and temporary storing the tonnes of steel that will arrive next year. For this, we will extend our existing quay from 100m to 185m. Part of the existing 100m will also be dismantled and renewed by a heavy load quay (15t/m²).

With this, we will be able to execute load-ins using SPMTs and heavy load cranes. With the additional metres of quay length, we will also get the necessary extra space for handling and storage. An additional advantage of the heavy lift quay is that it will be possible to use smaller cranes closer to the quayside. This is more cost efficient, so good for our customers.”

Logistic process

Mr de Rijke continues, “We do not take care of recycling any materials at the terminal. It is our job to clean the structures by taking out all of the polluting fluids and separate all materials for further transport to, for example, recycling companies.” As earlier mentioned, decommissioning is complex, especially for topsides as they contain a lot of different parts that all need to be separated. “In decommissioning, the most ideal situation is that parts can be reused, and for topsides this is sometimes the case with, among other things, aggregates and pumps that can have a new life after cleaning and overhauling. When reuse is no option, we separate the different types of material to make them recyclable or to transport these as final waste. This leads to a large variety of flows towards several processors. In order to optimise this logistic process, we place the more complex structures that require more time as far away from the quay and terminal exit as possible so that materials of less complex structures can be efficiently transported.” The whole process can be time-consuming, depending on complexity and size of the pieces in which the steel needs to be cut for recycling. “Smaller pieces are more convenient for recycling, but this takes more time and is more expensive”, Mr de Rijke comments.

Met mast

Meanwhile, according to Mr de Rijke, the first assignments have already resulted in new orders from other projects. “Our first decommissioning project executed on our terminal involved a 600t met mast of the Hornsea One offshore windfarm on behalf of Deme Offshore. It is good to see that the Tyra contracts are considered as reference projects for winning

other projects, and with every new project we learn a lot. Being chosen for a decommissioning project is a challenging effort. Mr de Rijke continues, “The operator wants to know exactly what will happen with the remainders of the asset. For this, the contractor, for example HMC or Allseas, and their sub contractors like Sagro needs to provide a full picture of their planned activities for the project. This is not only a matter of filling in documents and showing certificates, operators have even visited us via third party auditors to investigate and judge our organisation and facilities. The most important elements for an operator for making a decision are safety, environment, and waste management. For the latter, total traceability of all elements of the dismantled asset is required. Most of this is of course also common in onshore dismantling, and we are used to these procedures. With our digitalised documentation, we can trace even the smallest piece of a project.”

Fast and flexible

The decommissioning market is currently a relatively small market. Mr de Rijke admits that once the amount of projects grows, competition will also expand. “Of course, the more projects, the more likely it is that newcomers will enter the market. This might result in a fierce price competition.” Mr de Rijke is convinced that Sagro’s capabilities in decommissioning will give them a good starting point. “Our strength lies in having our own dedicated terminal, located close to the North Sea. Within our group of companies, we have several branches for dismantling and waste disposal, but we can also provide our customers with environmental advice. With our transport company, we can take care of the transport towards the hinterland for further processing. Another advantage of the group is that we can act fast and flexibly in case we need extra people for a certain project. So when taking everything into account, we are a perfect decom partner and our recent successes are a proof of this.”

I. SAGRO.NL



THE MOST IDEAL SITUATION IN DECOMMISSIONING IS THAT PARTS CAN BE REUSED.



Hydrogen hub

North Sea Port aims at expanding hydrogen facilities

Hydrogen has become a hot topic for many seaports. With an annual production of around 450,000t of hydrogen, North Sea Port can be considered as the hydrogen region of the Benelux and, the port authority has as part of its sustainability goals far-reaching plans to expand this position.

“Our port area is currently home to two large producers and hydrogen consumers”, explains Maarten den Dekker, Project Manager Sustainable Transition at North Sea Port. “Yara Sluiskil produces hydrogen for making fertilisers and Zeeland Refinery needs hydrogen to make its products more environmentally-friendly. The two companies combined are responsible for the largest part of hydrogen production and consumption, but there are also a number of companies in the port that produce or use smaller amounts.” The most common hydrogen production method requires large amounts of natural gas, and the process of converting gas into hydrogen creates a lot of CO₂ emissions. Mr den Dekker comments, “Roughly said, the production of 1t hydrogen results in an emission of 8t CO₂. Together with the industry, North Sea Ports aims to reduce CO₂ emissions. One of the solutions that would lead to a large emission reduction is

YARA SLUISKIL PRODUCES HYDROGEN FOR MAKING FERTILISERS.



Havencongres North Sea Port

This event will take place in Terneuzen on 2 October. One of the topics will be hydrogen. Everyone involved is invited to this meeting.

For further information, please visit the website events.nieuwsbladtransport.nl/north-sea-port-event-2019.

using other means of hydrogen production such as electrolysis. This method requires electricity instead of gas.”

Used in ample ways

Apart from making hydrogen production less dependent on natural gas, North Sea Port sees even more potential in hydrogen. Mr den Dekker, “Hydrogen is a product that is useful in many ways. Apart from Yara’s and Zeeland Refinery’s products, hydrogen can also be used for the production of other products. AccelorMittal and Dow Benelux are investigating the feasibility of turning CO from AccelorMittal together with hydrogen into naphtha. This naphtha is an important base material for many of Dow Benelux’s products. Producing hydrogen through electrolysis results in large amounts of oxygen. This oxygen is a valuable resource/by-product of



MAARTEN DEN DEKKER,
PROJECT MANAGER
SUSTAINABLE TRANSITION AT
NORTH SEA PORT.



CHARLOTTE HERMAN,
PUBLIC AFFAIRS ADVISOR AT
NORTH SEA PORT.

TOGETHER WITH THE INDUSTRY, NORTH SEA PORT AIMS TO REDUCE CO₂ EMISSIONS. ONE OF THE SOLUTIONS THAT WOULD LEAD TO A LARGE EMISSION REDUCTION IS USING OTHER MEANS OF HYDROGEN PRODUCTION SUCH AS ELECTROLYSIS.



hydrogen for ArcelorMittal, Yara, Zeeland Refinery, and other process industries. At Yara, hydrogen and CO₂ is used to produce ammonia and urea, which are necessary commodities for the production of fertilisers, and thus significantly contribute to the global food production. Alongside being a raw material for the process industry, hydrogen can furthermore be used as alternative fuel for transport and heat supply. For the production of hydrogen as fuel, it would be an asset to have storage and bunkering facilities inside the port area. This is presently not yet the case, but we are investigating the possibilities as it will surely improve our position as hydrogen port.”

1GW hydrogen plant

In other words, there are abundant reasons for North Sea Port to promote the production of hydrogen. Together with companies from the industry, R&I organisations, and other provinces, the port authority is part of a study conducted on behalf of the Topsector Energie by the Institute for Sustainable Process Technology (ISPT). This study investigates the technical feasibility of a 1GW hydrogen plant. The results will be available by early 2020 (Q1). Mr den Dekker explains, “North Sea Port could be one of the locations for this mega plant. This study is looking at the technical specifications of this plant. Hydrogen plants are at present already being investigated and built in the Netherlands, but these are of a much smaller scale, ranging from 1 to 200MW. We have at North Sea Port various locations that would be excellent for this plant. We have throughout the area ample process technology-based factories. Having these industries guarantees having hydrogen users. Already existing, but out of use, pipelines could be useful for the transport of hydrogen through the port area.” According to Mr den Dekker,



THERE ARE CURRENTLY ALREADY MANY KILOMETRES OF AVAILABLE PIPELINES, AND IT IS IMPORTANT TO FIND OUT MORE ABOUT MATTERS LIKE HOW MANY THERE ARE, THEIR LOCATIONS, AND HOW TO USE THEM BEST.

having the 1GW hydrogen powerplant in the port will have a levelling effect on electricity consumption. “Because the power is supplied by nearby offshore and onshore windfarms, the price of electricity can be relatively low, resulting in a higher demand for electricity rather than natural gas. When there is not enough wind power due to the lack of wind, natural gas can still be used to keep the hydrogen production at the desired level. In this way, the wind and existing gas-powered plant can guarantee the required amount of hydrogen 24/7 for the constantly producing process industry, further backed by the large number of existing solar power farms in the port area.

Offshore wind

A green/sustainable electricity supply is crucial for optimising the energy transition. In this context, offshore wind is key. Being located nearby the planned Dutch offshore windfarms gives North Sea Port a good starting position. The port authority

wishes to retain this leadership position. Charlotte Herman, Public Affairs Advisor at North Sea Port, explains, “Being located relatively close to the planned Dutch onshore grid connections for offshore windfarms is a plus for us, as offshore wind will grow in importance for supplying the huge amounts of electricity needed for the electrolyse process. Many offshore windfarms are planned in the Dutch marine waters. Borssele I-V offshore windfarms are now being built off the coast of Zeeland, which will provide 1.5GW of electricity within two years. More offshore, the planned 4GW IJmuiden Ver offshore windfarm could provide direct current power. It goes without saying that for the production of hydrogen in our port, it is important that the generated power from these windfarms will arrive ashore as close to our port as possible, which is already the case for the Borssele windfarms. For IJmuiden Ver, our region is one of the proposed locations for connecting the offshore and onshore power grids for the amount of 2GW. We will however on the longer term need larger amounts of sustainable electricity.”

Integration

Hydrogen in this context is so far still in its infancy, with still plenty of necessary investigations to go. Apart from the aforementioned ISPT study, the results of the current CUST study will be published in October. This study investigates the current pipeline infrastructure in and around the port area for the transport of, for example, CO₂ and hydrogen. “To make hydrogen transportation as climate-neutral as possible,” adds Mr den Dekker, “pipelines are perfect. There are currently already many kilometres of available pipelines, but it is important to find out more about matters like how many there are, their

locations, and how to use them best. Another ongoing survey commissioned by North Sea Port on hydrogen investigates the integration of several hydrogen-related aspects, including hydrogen production using offshore wind, existing assets that use or produce hydrogen, and pipeline infrastructures. Once this survey is concluded (by the end of 2019), we will have a proper view on the entire supply chain and on how to optimise this.”

Brain twister

The production of hydrogen fits perfectly in North Sea Port’s ambitions of becoming a sustainable and climate-neutral port. It is also part of the roadmap of the Smart Delta Recourses platform that aims at realising industrial symbiosis and meeting the Paris climate targets. Several companies and organisations in and around the port collaborate via this platform. Hydrogen is considered of national importance as well, according to the recent proposal of several Dutch Parliament members to work out a Hydrogen Programme, through which hydrogen can become an important part of solving various climate-related issues. “Further extending the hydrogen facilities in our port is a real brain twister”, says Ms Herman. “There are so many things involved: existing producers and consumers, infrastructure, offshore wind, but also environmental issues. For the latter, we are working together with the regional environmental organisations. And, last but not least, this is also a cross border project that deals with local and national legislation. Though being a cross border merger port, we have already built up a fair bit of experience in this.”

1. WWW.NORTHSEAPORT.COM

ACCELORMITTAL AND DOW BENELUX ARE INVESTIGATING THE FEASIBILITY OF TURNING CO FROM ACCELORMITTAL TOGETHER WITH HYDROGEN INTO NAPHTHA.



Ambitious goals

Volvo Car Gent



All photos courtesy of Volvo Car Gent.

VOLVO CAR GENT IS THE LARGEST PLANT OUTSIDE OF THE BRAND'S HOMELAND.



North Sea Port is home to one of the two Belgian car manufacturers. Volvo Car Gent was established here in 1965 as the first plant of the company outside of Sweden. Today, the plant is still the largest one outside of the brand's homeland.

Around 6,500 people are employed at Volvo Car Gent. Working in three shifts and five days per week, they produce approximately 1,000 cars each day. Last year, this resulted in more than 200,000 V40, V60, and XC40 model cars. Volvo recently announced that from 2020 onwards, each car produced will have a fully electric version, and aims at selling 50% of all Volvo's in fully-electric form. The North Sea Port plant will have the world's exclusive with the production of a new fully-electric XC40.

Change of perspective

For Barbara Blomme, Communication Manager at Volvo Car Gent, the reason to opt for the North Sea Port branch is clear. "Currently, we already produce the XC40 in various motorisations," she explains, "and this car is extremely popular. For Volvo, it is evident that successfully introducing electrified propulsion can be realised best through a popular model. Also, as one of the other models we currently produce will be phased out this year, we will have capacity available on our production lines for a new car." The production of electrified cars means a change of perspective for everyone involved.

"The XC40 Electric is based on the same platform as the other types of this model", Ms Blomme says. "This means that people in the factory know the car and many jobs will remain the same. On the other hand, the electric propulsion together with the batteries results in a totally different configuration of the car. One should not forget about the safety aspects. Producing electrified cars has a number of risky aspects because of the high and dangerous voltages that are involved. This asks a lot from our people and working methods in order to get everything ready for the launch in 2020."

Wide variety

For the production of cars, Volvo Car Gent has three core activities: the body shop for welding parts of bodies and platforms, the paint shop, and the assembly factory. The body shop runs fully automated, using around 800 robots. "Most of our people," Ms Blomme continues, "work at the assembly lines that consist of 300 stations. At our plant, we produce cars that are actually sold. This means a wide variety of cars moving through the stages of our production lines. We are currently expanding our facilities with around 5,000ha. Firstly, we are going to have a production facility for batteries. The batteries of course will be for the XC40 Electric, as well as for other future electrified Volvo models. Apart from the brand new battery factory, we are also improving our internal logistic process. Today, we have



MS BLOMME, COMMUNICATION MANAGER AT VOLVO CAR GENT, HAS BEEN WORKING FOR THE COMPANY FOR ALMOST A YEAR NOW.



WIND TURBINES AND 15,000 SOLAR PANELS PROVIDE SUSTAINABLE ENERGY AT VOLVO'S NORTH SEA PORT PLANT.



four logistic centres on our plant. This is not very effective, taking into account that for each model we produce at North Sea Port, around 5,000 parts from all over the world are used. All these parts are now stored on the four centres, causing a lot of tension in the logistic process. It is often a matter of just several hours between ordering parts from our stock to delivery at the production lines. So internal logistics is always a real masterpiece and with our centralised warehouse, it will be much improved.”

Geely Holding

With the announcement of every new model to be produced at North Sea Port, the staff always gets very excited. “Each new model means a lot for everyone at our factories and offices”, Ms Blomme comments. “There were originally plans for producing cars of the new premium brand Link & Co. Just like Volvo, Link & Co is part the Chinese Geely Holding. Unlucky for us, it was decided otherwise, which at that time was disappointing for us. But we were soon granted the production of the XC40 Electric, which gave us a feeling of trust, along with abundant energy. One should not forget that our total production capacity will be doubled with the XC40 Electric, giving us ample opportunities for the future as well.” Being part of Geely Holding has yielded Volvo many advantages. “Since Volvo is part of Geely, we now have an impressive financial backup that enables us to keep on investing and innovating. Example of this are our current investments, but also the fact that Volvo has been able to double its worldwide staff since becoming part of Geely in 2010”, Ms Blomme says. From the start and despite the several economic downturns the



AT THIS PLANT, CARS ARE PRODUCED THAT ARE ACTUALLY SOLD, RESULTING IN A WIDE VARIETY OF CARS.

car industry has had to deal with, Volvo Car Gent has always performed very well. “We have always been an important part of the company,” Ms Blomme explains, “and we are respected for our knowledge and expertise. We even have technicians sent to other factories, such as in China, to train the people over there or even help to start new factories.”

Climate-neutral

“Volvo is a human-centric brand”, Ms Blomme states, “Everything we do at Volvo starts with people. Our mission is to make life easier, safer, and better. Core values in this are safety, quality, and care for the environment.” Volvo’s aim to



PLASTIC CAPS, WHICH IS WASTE FROM TRANSPORT PACKAGING, ARE SOLD TO A COMPANY THAT RECYCLES THEM FOR THE PRODUCTION OF PLASTIC POLES.

have an electric version of every model fits within these core values. When looking at environment, Volvo wants to become climate-neutral in 2025. "Acting climate-neutrally by 2025 is an ambitious target indeed," Ms Blomme admits. "But we have so far already realised a lot in this field at our North Sea Port location. In the last five years, we have been able to reduce our CO₂ emissions by 50%. This success is based on three efforts: we use energy more efficiently, we make use of climate-neutral energy supplies, and we produce sustainable energy locally. We already started our sustainability campaign in 2008 when we began using green power from hydro-electric power stations. The first three wind turbines were installed on our premises in 2010. In 2016, Stora Enso started to supply us with green warmth through a hot water pipeline and 15,000 solar panels were installed on many of our roofs in 2018. This was at the time the largest solar field on company roofs in Flanders. The solar energy project was interesting for our staff as well, as everyone had the opportunity to invest. So many of our employees are now shareholder in our solar panels."

Plastic caps

The sustainability ambitions are not only embraced by the Volvo management, as many initiatives come from the work floor. Ms Blomme gives an example: "Some of our parts have small plastic caps during transport. Before installing these parts in our cars, the caps are removed as waste. We were already used to separating the caps, leaving large piles of them each year to be removed as waste. However, someone came up with the



MOST PEOPLE WORK AT ASSEMBLY LINES CONSISTING OF 300 STATIONS.



THE NEW BATTERY FACTORY IS UNDER CONSTRUCTION.

idea of selling the caps to a company that recycles them for the production of plastic poles. Volvo's green ambitions also fit perfectly within North Sea Port's modal shift goals. A new train line service between Ghent and the Chinese town of Xi'an has recently been inaugurated. With this service, less cars are transported by vessel and truck, resulting in cost reductions, time-savings, and less CO₂ emissions.

Diversity

Ms Blomme has been working at Volvo Car Gent for almost a year now, but already feels very comfortable in the organisation. "Volvo's core values are really present throughout the entire organisation. This gives a very pleasant and motivating working atmosphere. Diversity is highly important and our staff truly is a reflection of society when looking at religion, age, race, sex, and nationality. Of course, in technical functions women are still in the minority and one of the current challenges is the aging of our staff. We have around 25 retiring individuals each month, and with a high demand for technicians in all industries, we certainly have a challenge here, too. But it is a good thing for our human resources department that we are a very popular employer in the region with a good atmosphere, fine working conditions, and excellent terms of employment."

WWW.VOLVOCARGENT.BE



All photos courtesy of Zeeland Bunkering.

Bunkering in North Sea Port

It's all about quality, flexibility, and service

Zeeland Bunkering started out four years ago as a subsidiary of fuel company Oliehandel Dekker.

The enterprise sells fuels and lubricants to the shipping industry. It is conveniently located in North Sea Port, in the canal between Ghent and Terneuzen with the berth for its bunker boats in Terneuzen, right behind the locks. In addition, Zeeland Bunkering has its own location in the port of Vlissingen where, among other activities, sea shipping vessels are supplied with fuel. Zeeland Bunkering commenced operations in 2015 with two vessels, and quickly added to its fleet as the business

acquired three more vessels in 2017. Today, it owns five supply vessels and is actively involved in North Sea Port and the ports of Zeebrugge and Antwerp, delivering quality products to inland shipping and sea shipping vessels. Director of Zeeland Bunkering Arjan van Garderen explains how the bunkering business began. "We have a very good relationship with one of our clients, ship supplier Bondewel in Terneuzen. When Bondewel's owner asked us to take over their oil and gas section in 2014, we carefully thought about it before accepting. And we have no regrets! It took a little getting used to this new business, into which we fully immersed ourselves. It is a more dynamic world and in a way more hectic as our supply is constantly under pressure, but I love it."



A ZEELAND BUNKERING VESSEL WITH LUBRICANT DRUMS.



BUNKERING IN THE CANAL (MIDDELBURG).

Synergy

The bunkering is a great addition to mother company Oliehandel Dekker. Oliehandel Dekker is a family-owned fuel company that has been active in the commercial oil business for over 45 years. Mr van Garderen and Huib Bimmel run Zeeland Bunkering together with Robert Dekker, owner of Oliehandel Dekker. Mr van Garderen comments, "There is great synergy between the two businesses. We were hoping that getting into the shipping and offshore business would be a good addition, and it has indeed been a great move. Zeeland Bunkering is a small company with ten employees which means we can communicate quickly, act promptly, and get the work done quickly. We focus on the solution, not on the problem. The word 'no' is not part of our vocabulary." Zeeland Bunkering prides itself on its human scale that ensures they can personally stay in touch with their clients and build on their relationships. "With a flexible pool of employees, it is possible. We sell a fine product and can ensure superior quality and quantity. Our clients know that we supply them with first-rate fuels. When it comes to inland shipping, we have our regulars. As for sea-shipping vessels, it is all about getting the best price and buying our products at the right time." The company's shipping fuels abide



ZEELAND BUNKERING'S ARTEMIS SUPPLYING MULTRATUG WITH FUEL IN TERNEUZEN.



SYNERGY IN ACTION: A ZEELAND BUNKERING VESSEL IS LOADED WITH FUEL BY AN OLIEHANDEL DEKKER FUEL TRUCK.

to the legal specifications of the Dutch VOS foundation (a shipping oil label), ensuring fuel quality controls.

Lubricants and water

Its vessels usually bunker fuel, but also lubricants. Lubricants make up a substantial part of the business. The company not only supplies the different available lubricants, but can advise customers too. Oil analyses via Total's ANALYSIS Compared (ANAC) play a big role as well, ensuring a thorough diagnosis if needed. Apart from its range of Total lubricants, the enterprise can also deliver other European brands, including BP, Castrol, Mobil, Shell, and Q8. And last but not least, Zeeland Bunkering can equip vessels with water too. The company has its own water supply and its vessels have a capacity of 20,000 litres of water.

“ This business relies on political developments. We are not afraid of transitions, as we can deliver clean fuel and other new kinds of fuel to the shipping vessels.

Bright future

With the energy transitions taking place next year, the future is full of challenges for Zeeland Bunkering. Mr van Garderen adds, “This business relies on political developments. We are not afraid of transitions, as we can deliver clean fuel and other new kinds of fuel to the shipping vessels. It is all about what our client wants. There are many developments in modern engines and motors and if they require different types of fuel, we will deliver them.” Zeeland Bunkering still has room for growth. “We do not want to be the biggest fuel supplier, but we do want to be the best. Our great advantage is that we do not rely on a big investor, we make the decisions ourselves. We work as a family business and that makes us flexible. The fact that we have the business in our own hands is part of our strength. This is reflected in our business policy, which is all about service, quality, and flexibility. And with the newly constructed sea lock in Terneuzen, the possibilities in this region will only increase.” Zeeland Bunkering's future is bright. In time to come, the bunkering business will continue to play a significant role in North Sea Port, supported by more than four decades of expertise at Oliehandel Dekker.

Europe's leading offshore gathering

Offshore Energy Exhibition & Conference 2019

For over twelve years, Offshore Energy Exhibition and Conference (OEEC) has been bringing the offshore energy industry together. It is Europe's leading event for oil & gas, offshore wind and marine energy professionals, addressing the technical, operational and commercial challenges associated with future sector growth.

Last year's edition of OEEC brought together 550 exhibitors showcasing their latest services, projects and products, attracting over 10,000 unique visitors of over 90 different nationalities. The accompanying conference attracted more than 1,000 delegates.

OEEC will this year take place on 7, 8 and 9 October 2019 in halls 1, 2 & 3 at the Amsterdam RAI. Approximately 12,000 professionals are expected to visit the exhibition, join networking events and take part in technical conference sessions.

Expectations 2019:

- Expected number of exhibitors > 600+
- Expected number of visitors > 10,000
- 25,000m² exhibition space
- Expected number of delegates > 1,500+

| OFFSHORE-ENERGY.BIZ

Visit us

OEEC 2019 will once again include the North Sea Port Pavilion at booth number 1.800. Both North Sea Port and ZPPC will be present at the North Sea Port Pavilion, along with the following companies from the North Sea Port area:

1.800 North Sea Port Pavilion
Delta Marine Crewing
Draftec
De Ruyter Training & Consultancy
Hillebrand ASK Romein
Overlasko Konstructie
Supermaritime Nederland
Verbrugge International
Zeeland Bunkering
Zeeland Port Promotion Council

Various companies from the North Sea Port area will be represented at the exhibition with their own stands:

1.205 BOW Terminal
1.610 Hoondert Services & Decommissioning
1.313 Hydrauision
1.905 Multraship Towage & Salvage
1.514 Oceanwide Netherlands
1.607 Offshore Industry magazine
1.214B OOS International
1.202 Seacontractors



NORTH SEA PORT AND PORT PROMOTION COUNCIL WILL BE PRESENT AT THE NORTH SEA PORT PAVILION, ALONG WITH VARIOUS COMPANIES FROM THE NORTH SEA PORT AREA.



Central gate

A buffer zone for trucks

Transport by road is essential to facilitate the supply and removal of goods at North Sea Port, but it remains a challenge to offer sufficient parking spaces and services for destination and transit traffic.

The need for buffer space is great in the entire port area, which is why North Sea Port is planning to create a Central Gate for trucks in the port area of Vlissingen. Though this article focusses on the development in Vlissingen, a similar development is on its way in the port of Ghent. In an interview with North Sea Port's Commercial Manager Marcel Pater and Stefan Yzewyn, North Sea Port Policy Advisor Logistics, Mr Pater highlights the fact that North Sea Port is located along one of the most important Dutch-Flemish transport corridors which is part of the Trans European Network (TEN-t). He says, "We have destination



AN ARTIST'S IMPRESSION OF THE CENTRAL GATE.



It is our role to create a well-organised and accessible locality with all the necessary facilities.

traffic for the port going to Ghent, Terneuzen, and Vlissingen, as well as transit traffic. Even though our modal split shows that the percentage of truck transport is only 25%, this still means quite a lot of truck movement in absolute numbers. We also have to take into account the European law that obliges drivers to take rest stops. It means that we really do have to create facilities in and around the port to organise these trucks in the most efficient and environmentally-friendly way possible to avoid inconveniences." So as soon as the spatial zoning plan change for the optimal location has been validated, the design phase of Central Gate will begin. Mr Pater states, "North Sea Port has the role of centrally coordinating this facility. We are

now working on a zoning plan change for the optimal location, conveniently located along this transport corridor. As of now, we predict that we will be able to start realising the Central Gate in 2021 and have it fully operational by the end of 2022." As an incentive to include innovation in the design, the port will receive a subsidy from the European Union and the province of Zeeland for the gate's infrastructure.

The buffer function

Central Gate will serve as a principal access point for terminals in North Sea Port. Transporters can register in advance, so waiting times at terminals can be avoided. Depending on the necessary checks, the trucks will pass through the gate either physically or digitally, so that the handling of cargo in the port goes as smoothly as possible. The port occupancy knows quiet times and peak times. When a ship arrives, there must be enough distributing capacity. That capacity must be buffered somewhere. The Central Gate will provide that holding area for trucks. Mr Pater comments, "Today, the parking lots are scattered throughout the port and when it is full the trucks park along the roads nearby and in the local villages, which can be a nuisance. It is not pleasant, safe or secure. It is our role to create a well-organised and accessible locality with all the necessary facilities. A secured perimeter strongly reduces the risk of cargo theft, which benefits the client. A place to rest and refresh with effective sanitation and waste disposal is pleasant for the driver and the region's inhabitants."

Designed for 300 trucks

According to the latest design, Central Gate will facilitate parking for around 300 trucks and take into account the latest truck transport innovations such as energy transition, unmanned driving, and truck platooning. These developments require adjustments to the infrastructure. Think, for instance, of gas stations with hydrogen and charging stations. Mr Yzewyn clarifies, "We will create a fenced-in parking lot, protected with a barrier, an access road, a fuel station, a restaurant, sanitary facilities, and a building with different pre-terminal offices. We have a preliminary picture of the design and the spatial facilities and layout demands, such as the space required for a longer truck to turn around." Public access is also an important pillar. The fuel station, restaurant, and sanitary facilities will be available for local consumers and through traffic, as well.

One-stop-shop

Central Gate offers the possibility of a one-stop-shop for trucks. With a convenient location nearby the port area, the buffer zone can also accommodate the hosting of businesses that provide additional services to drivers. Trucks can use these services, which include cargo inspection, customs, or technical assistance, whilst waiting. A tank washing station that complies with strict rules and regulations is also needed on the route close to the port. The huge food cluster at Kloosterboer and AMC guarantees that ample trucks have tanks that require daily cleaning and using the Central Gate facilities would surely save time.

Peak shaving

The digital developments are a great help when it comes to debottlenecking the port logistics. Everything in the port should

TRUCKS PARKED IN THE VLISSINGEN PORT AREA.



We are now working on a zoning plan change for the optimal location, conveniently located along this transport corridor.

revolve around efficiently handling the cargo. As every truck requests its own slot time, the driver knows exactly when he will arrive and can adjust the slot time online in advance. If the truck is stuck in a traffic jam in Breda, the driver can change his slot time. This is a great help for logistics service providers at the terminal. With a pre-terminal interface, the queue moves from within the terminal to outside the terminal. As Mr Yzewyn explains, “Although we cannot foresee what the world will look like in twenty years, we do know that separate logistic software systems will progressively connect into one efficient real-time system. That means that our pre-terminal system must be flexible, so we can accommodate future developments.”

Future

Space in the port is becoming scarce and hence, the available plots should only be exploited by prime port business. Mr Pater continues, “Today, we still see parking lots located close to the quay wall in the middle of the port area, which is a waste. These parking spaces undermine the opportunities for synergy in port business and economies of scale. Parking and other activities should therefore be relocated to a more efficient location further away from the waterfront.” The Central Gate is indirectly a development step of the port itself, and the customers, and customers of customers, directly benefit from this improvement. “If we create an efficient and foolproof system, clients will sooner opt for our port. Though the Central Gate is a necessary development for the port with technological potential, we should

not forget that in actual practice we’re just talking about easing port congestion with a fenced-in parking lot, good facilities, and a boom gate.”

MORE INFORMATION

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- business partners in transport, logistics, fabrication and port services
- port and community stakeholders
- visitors to major international trade events.



Typically Timmerman

Celebrating 100 years

L. Timmerman & Sons started out as a blacksmith in the centre of Middelburg in 1919, shoeing horses and repairing farming machinery.

After the Second World War and the 1953 flood disaster, they began repairing heavy machinery that was used to keep the water pumping station going and restore the dikes. L. Timmerman's Manager Industrial Repairs Johan van 't Hul explains, "The machinery that was needed to repair the dikes was placed on pontoons and floating structures. The maintenance of these pontoons slowly morphed into a focus on floating materials, and a specialisation in the ship repair sector. This naturally created the industrial repairs section. At that moment the company diversified, and we moved towards maritime-related industrial repairs." In 1979 the enterprise relocated to its current location at the Siloweg in Middelburg, and in 2007 the business officially separated into two different sectors; construction machinery and industrial repairs. According to Mr van 't Hul, "To ensure our continued commitment to the maritime sector, one of my predecessors had the bright insight to separate this branch from the construction machinery repairs section." With a century of expertise within the industry, L. Timmerman now specialises in challenging projects, such as the exchange of big crane cylinders located 4 to 5 meters above deck. Mr van 't Hul, "We are proud of our know-how. We maintain and repair vessels, create specific constructions for ships, and even make



TO MEASURE IS TO KNOW.

modifications for practical purposes. We have all the in-house engineering expertise to create what is needed for our clients. Take Heerema as an example, they were one of our first major clients in 1960 and are still one of our most committed customers today."

Unburden

After working as a maritime officer for eleven years and being actively involved in the oil and gas sector for another

“ Our main drive as a business is to relieve our clients of their burdens.

twelve years, Mr van 't Hul knows what it takes to be successful in this industry. He comments, “It is a dynamic world and I embrace it. We are a 24/7 kind of business and not one day is the same. We continually have urgent repairs and time is money, so we always need to move quickly. Thankfully, we are very well equipped to do just that.” L. Timmerman counts 35 employees of which fourteen are active in the industrial repairs section, eight in the office, and the rest at the machinery repairs branch. Mostly you will find but a dozen people at the Siloweg, as 70% of their personnel are working at projects on location. Mr Van 't Hul explains, “I can pretty much send any one of the employees to do a job on location, which gives us a lot of flexibility as a business. Most of our clients are located in North Sea Port, but we go to the ports of Antwerp and Rotterdam too. That's the good thing about being mobile. We've even gone to see clients in the UK.” Over the years, they have built up excellent relationships with their customers and so they can anticipate what it is they need. Mr Van 't Hul, “Our main drive as a business is to relieve our clients of their burdens. We offer professionalism and expertise, and pride ourselves on our honesty, transparency, and aftercare. We make up an extensive report that shows exactly what we have done. Creating confidence ensures that our clientele knows they can count on us.”

All photos courtesy of L. Timmerman.



FROM LEFT TO RIGHT MARC TIMMERMAN, NADINE TIMMERMAN AND LISETTE TIMMERMAN WITH THEIR FATHER JOHN TIMMERMAN.



THE RURAL NEDERSTRAAT IN MIDDELBURG, IN THE 1920S. TO THE RIGHT ON THE CORNER OF THE SMIDSBOLWERK IS THE FORGE OF LEONARD TIMMERMAN, WITH THE TRAVAILLE IN FRONT.

A CENTURY OF EXPERTISE

In 1912, Thomas Koppejan begins his own forge in Middelburg. He comes from a blacksmith family and learned the trade at his father's blacksmith's shop in Vlissingen. When his brother takes over the forge in Vlissingen, Mr Koppejan moves to nearby Middelburg, where his forgery meets the needs of citizens and local farmers. Mr Koppejan only works in the forge for a few years. He dies in April 1916, aged 32. In the following years, his spirited widow Geertruida Schmelzer continues the forge, with the help of an experienced blacksmith. When that blacksmith leaves, she meets Leonard Timmerman. Mr Timmerman quickly takes up the profession at the forge and gets along well with her. They decide to get married in 1918. Walcheren was heavily bombed in 1944 during the Second World War and Mr Timmerman is asked to carry out repairs on the necessary dredging and repair machines, so that the dikes in Zeeland can be mended. It requires so much work that Mr Timmerman decides to involve his sons Max and Henk. They quickly master the forge profession. In 1953, the flood disaster creates even more work, as well as a specialisation in floating structures. Working for various contractors in Zeeland ensures a definitive turnaround. In the mid-1950s, his sons Max and Henk become co-owners of the company, and it is renamed to its current L. Timmerman & Sons. The enterprise's emphasis at this time shifts to hydraulic engineering and road construction, and the importance of agricultural machinery repairs decreases. The brothers Max and Henk take over the management from father Timmerman. Max is the commercial man and often on the road, Henk works on location. Max's eldest son, John Timmerman, joins the family business in the 1960s. His brothers Fred and Leo also join the company. Fred is a good mechanic and Leo is at home in the welding business. By that time, the work is divided into different sectors: 50% of the turnover comes from machinery repairs and road construction, the other 50% from shipping. After the turn of the century, John Timmerman believes it is time for a new generation and his son Marc starts out in the business. Today the company is still run by Marc Timmerman and his two sisters, Nadine Timmerman (HR) and Lisette Timmerman (Financial Manager), are also actively involved in the company.



REGARDING SHIP REPAIRS, SISTER COMPANY INDUSTRIAL REPAIRS MAINLY WORKS IN THE PORT BUT SHIPS ARE ALSO DELIVERED TO THE QUAY AT THE SILOWEG IN MIDDELBURG FOR REPAIRS.



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Future

As wind energy is booming in North Sea Port, L. Timmerman focuses on a future in offshore. They are moving towards this sector for continued growth. Mr Van 't Hul adds, "We need to keep our eyes open in this competitive business. At the same time, we also want to keep our doors open to the smaller businesses located around the corner. Most of our regulars have been customers for over fifty years and we cherish them." In order to ensure a continued level of professionalism, L. Timmerman educates and trains its people. Mr Van 't Hul explains, "This is how we keep our enterprise modern and up to date. We invest in new resources, including new tools and the latest technology, so that we can deliver an even better product in a shorter time span. At the same time, we honour craftsmanship. We often repair timeworn equipment, so what we need from our people is combined knowledge of craftsmanship and new technologies. They can then implement both these skills on the job." L. Timmerman is growing and attracting more personnel. The company hosts interns and trains young people. As Mr Van 't Hul clarifies, "You know there is really only one way to start out in this business, you need to



JOHAN VAN 'T HUL – MANAGER INDUSTRIAL REPAIRS.

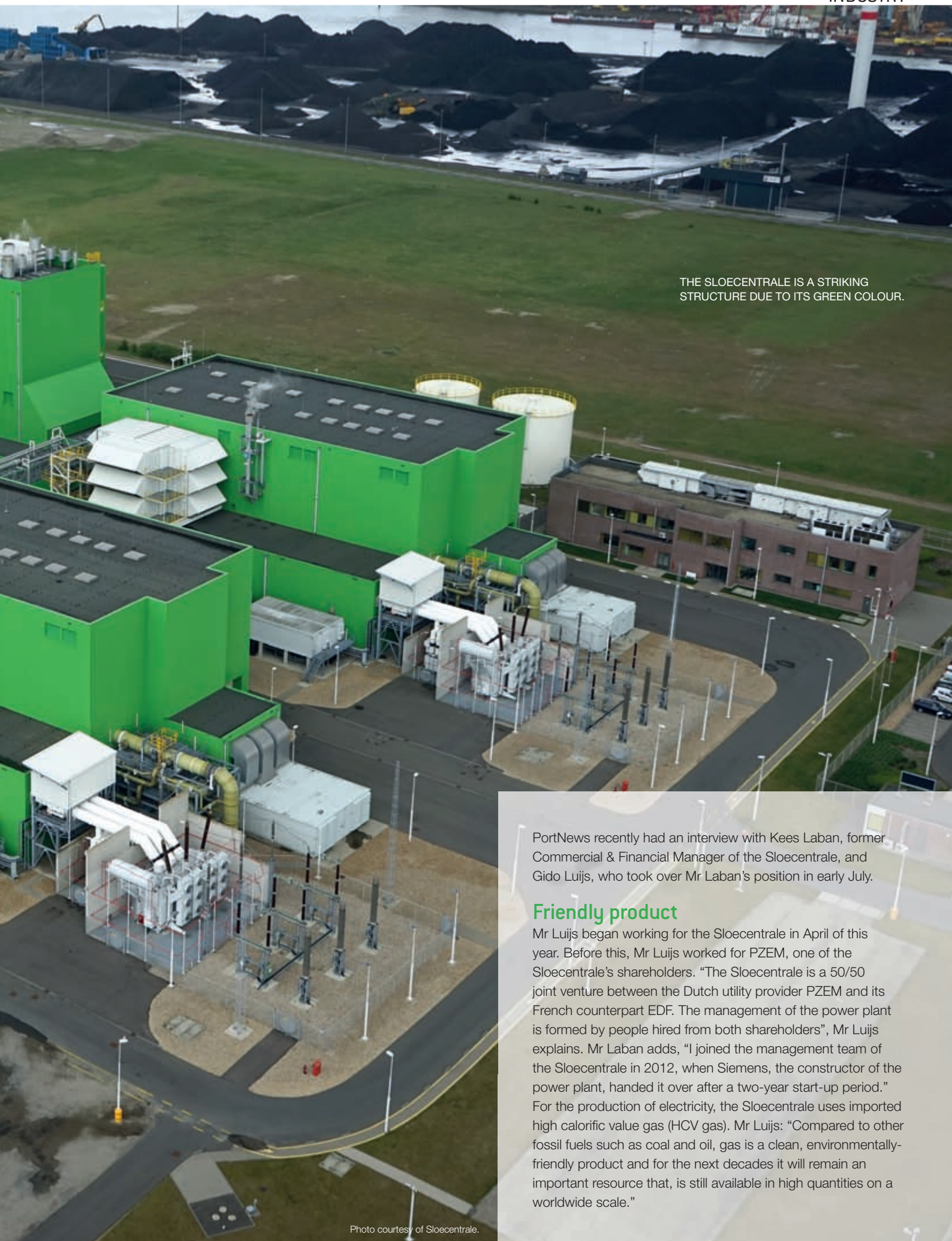
learn on the job. We work with so many different disciplines like electronics, hydraulics, mechanics, welding, machining, and more. We have created an extensive palette of services and that makes us unique, and very employable. This is how we differentiate ourselves, by being a one-stop-shop." He smiles and continues, "Yet it is the people that work here that are the most important. I often say, 'we can do it all', but at the end of the day it is really our crew that needs to be able to deliver."

L.TIMMERMAN.NL



Sloe centrale goes electric

The Sloe centrale is a striking structure in the port area due to its green colour. This colour was chosen with a purpose, as it represents the power plant's goal of producing electricity in the most sustainable way.



THE SLOECENTRALE IS A STRIKING STRUCTURE DUE TO ITS GREEN COLOUR.

PortNews recently had an interview with Kees Laban, former Commercial & Financial Manager of the Sloe centrale, and Gido Luijs, who took over Mr Laban's position in early July.

Friendly product

Mr Luijs began working for the Sloe centrale in April of this year. Before this, Mr Luijs worked for PZEM, one of the Sloe centrale's shareholders. "The Sloe centrale is a 50/50 joint venture between the Dutch utility provider PZEM and its French counterpart EDF. The management of the power plant is formed by people hired from both shareholders", Mr Luijs explains. Mr Laban adds, "I joined the management team of the Sloe centrale in 2012, when Siemens, the constructor of the power plant, handed it over after a two-year start-up period." For the production of electricity, the Sloe centrale uses imported high calorific value gas (HCV gas). Mr Luijs: "Compared to other fossil fuels such as coal and oil, gas is a clean, environmentally-friendly product and for the next decades it will remain an important resource that, is still available in high quantities on a worldwide scale."

Photo courtesy of Sloe centrale.



Photo courtesy of Scherp! Fotografie.



Photo courtesy of Scherp! Fotografie.

MR LABAN (R), FORMER COMMERCIAL & FINANCIAL MANAGER AND HIS SUCCESSOR MR LUIJS (L) IN FRONT OF THE SLOECENTRALE.

‘Speak Your Mind’

Mr Luijs continues, “We initiated the project Smart Power four years ago. With this project, we want to reduce our ecological footprint as much as possible. To do so, we seek smart solutions in order to reduce our gas usage and CO₂ emissions. To give an example, both of our turbines will soon be upgraded. The turbines can then capture heat that is released during operation. With this heat, the turbines can

start up more easily, resulting in lower exhaust of CO₂.” But there is a lot more to gain, not only in the production process, but also in order parts of the organisation. Mr Laban, “First of all, a lot can be won by making everyone at our plant aware of how they can play an important role in becoming more sustainable. At the Sloecentrale, we have the Speak Your Mind portal, which can be seen as a suggestion box 2.0, and last year one striking idea was posted by one of our colleagues.”

Electrified cars

Mr Laban explains, “As we are located in a somewhat remote area with no public transportation, most people use a car or bike to go to work. With the Sloecentrale at the front end of the production of electricity, one of our staff members via the Speak Your Mind platform suggested to promote the use of electrified cars. The management was enthusiastic about this idea and a Team Smart Driving project team was formed on a voluntary basis with people from various departments. The team demonstrated that it was financially feasible for the Sloecentrale, as well as for the staff, to start a private lease project for electrified cars.” Apart from this financial criterion, it was also important for the management that the solution would fit into the power plant’s green Smart Power policy, that only fully electrified cars would be involved (so no hybrids), that it could be used as an HR incentive, and that the solution would result in carefree fleet management. Soon after the project’s approval

THE FIRST 24 CARS WERE RECENTLY
HANDED OVER TO THEIR USERS.



Auto Sturm helps Sloecentrale to electrify

For the project, Sloecentrale worked closely together with Auto Sturm, official car dealer for Nissan and Hyundai. "When we were contacted by Sloecentrale's project team, we considered this project a unique opportunity to promote our electrified cars", explains Martin den Engelsman, Sales Manager at Auto Sturm. Based on their requirements, which included sufficient space for a family of four, ample range, and swift charging possibility, we offered them two options. I took all project team members out for a ride with both models and of course everyone was allowed to thoroughly test drive the cars to get a good impression of their usability. Based on this and the complete package of our offer, Sloecentrale decided to go for the Nissan Leaf. Sloecentrale and its employees are so far very satisfied with the cars, and this project has already caught ample attention from other companies that are looking for a sustainable alternative for their current car fleet.

I. AUTOSTURM.NL

Side effects

Apart from offering an attractive green mobility solution, the project resulted in interesting side effects. "Within our organisation," Mr Luijs says, "multi-disciplinary projects are not business as usual, so for us this was an excellent project management exercise. Also, in a region with a high demand for scarce skilled technicians, our private lease concept helps our HR department to attract the right people." The effects are also visible outside of the organisation. Mr Luijs continues, "With the growing number of electrified cars, demand for charging points also rises. EDF has, together with Siemens, developed a concept of a charging point built into a streetlight. This is currently being tested in Germany and the UK, and it could be interesting for use in the Netherlands as well. Therefore, EDF has installed a number of charging points on our parking lot that are a derivative of the tested charging points in the UK and Germany, to show it to potential Dutch customers." "The project even caught the attention of Nissan", Mr Laban adds. "They shipped an extra amount of Nissan Leaf cars to the Dutch dealers to make sure they could supply the desired amount of cars."

WhatsApp

So far, cars are leased at every level of the organisation and it is expected that more people will follow once the projects runs for a while. "Of course, range anxiety is a hot topic with electric driving," Mr Laban says, "but colleagues recently made a trip to Siemens in Germany with one of the cars, and they ultimately found the trip very relaxing and despite the stops for charging, it did not take them much longer compared with past trips." Users of the cars have even created a WhatsApp group to inform each other about tips and tricks. "Apart from contributing to our sustainability goals, promoting electric driving, and promoting our powerplant (each Nissan is Sloecentrale branded), the project also contributes to collaboration and team spirit, so it is needless to say that we are proud with the success of this Smart Power project", Mr Laban ends.

I. SLOECENTRALE.NL

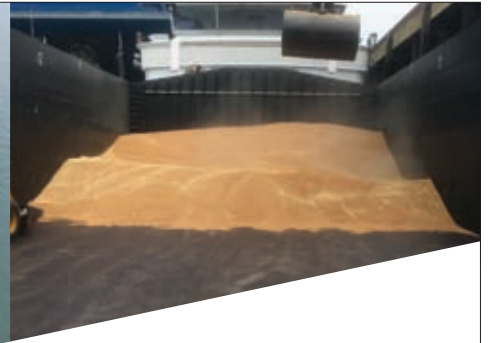


Photo courtesy of Sloecentrale

A LOT CAN BE WON BY MAKING EVERYONE AT THE SLOECENTRALE AWARE OF HOW THEY CAN PLAY AN IMPORTANT ROLE IN BECOMING MORE SUSTAINABLE.

by the Board of Directors, the next step for the team was to actually implement the project. "Simply put," Mr Laban says, "every employee now has the option to privately lease a Nissan Leaf at relatively low costs. Many of them see the advantages of this, and the first 24 cars were recently handed over to their users, so now half of our staff drives emission-free, not only to work but also for private kilometres."

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59th European Commodities Exchange

On 17 and 18 October 2019, the 59th edition of the European Commodities Exchange (ECE) will take place.

The ECE is one of the largest events for the agricultural product industry. After being held in Rouen last year, this year's exhibition will take place in the beautiful city of Vienna. The Commodities Exchange provides a great opportunity to meet, network with, and consolidate relationships for professionals in the cereals, seeds, fertilisers, and animal feed sectors, as well as in related tertiary branches such as transport, inspection, financial, and insurance services. Approximately 2,700 visitors from all over Europe and from other continents are expected to attend this year's ECE.

Reed Exhibitions Messe

The European Commodities Exchange 2019 will be held at the Reed Exhibitions Messe Wien. With 110 stand holders showcasing their products in an exhibition space of 8,870 m², this year's event will see a larger area covered, and 10-15% more exhibitors. From the Reed Exhibitions Messe, participants can get to Vienna's city centre by metro in 10 minutes; the airport can be reached within 40 minutes.

Cultural evening and gala dinner

Timetable

17.00	Meeting at Michaelerkuppel
18.30	Lippizzaner Show
20.00	Gala dinner at the National Library
Approx. 21.30	Visit of the State Hall

On Thursday, October 17, the European Commodities Exchange will host a cultural evening showcasing Vienna's rich history and traditions. After meeting at the Michaelerkuppel, the evening will kick off with a Lippizzaner performance by the Spanish Riding School. This famous institution has practiced classical equitation in the Renaissance tradition of the Haute Ecole for more than 450 years, and continues to do so. The classical horsemanship of the Spanish Riding School, commonly known as the Ballet of the White Stallions, can even be found on UNESCO's List of Intangible Cultural Heritage.

After the equitation show at the Hofburg, a gala dinner will take place at the Austrian National Library. The history of the Austrian National Library goes back as far as the 14th century, making it 'a living bridge between the rich heritage of the past and the future-oriented demands of a modern information society'.

The cultural evening ends with a visit to the State Hall or Prunksaal of the library.

The baroque Prunksaal, built in the 18th century as part of the former Court Library, is home to over 200,000 tombs. It is richly decorated with ceiling frescoes, statues, and four magnificent Venetian globes, each with a diameter of over one metre.

[I. ECE-VIENNA2019.COM](http://ECE-VIENNA2019.COM)



North Sea Port participants

North Sea Port will exhibit at ECE 2019 at booth number D10. The following companies from the North Sea Port area will also be present at the North Sea Port stand:

- Accessworld
- Concordia
- Euro-Silo
- Lalemant
- Maaskade Bevrachters
- Navonus
- Ovet
- Schutter Belgium
- Sea Invest Group
- Schelde-Natie
- Swagemakers
- Verbrugge Terminals



THE CULTURAL EVENING WILL INCLUDE A LIPPIZZANER PERFORMANCE BY THE SPANISH RIDING SCHOOL AT THE HOFBURG.

Photo courtesy of European Commodities Exchange

Exhibition address:

Reed Exhibitions Messe Wien
Hall D
Trabrennstraße 7
A-1020 Vienna, Austria
Metro stop U2 'Krieau'



The Volvo train to China

A new railway line between China and North Sea Port takes more Volvo cars to their destinations.

Several times a week, Volvo Car Gent ships vehicles from North Sea Port by rail to China, Italy, and Austria. The China trains arrive and depart from the Interface Terminal Gent (ITG) in Kluizendok. The first train carrying 190 XC60s from China arrived at North Sea Port on Thursday 4 July. The trains to Italy are loaded and unloaded at the DFDS terminal at Mercatordok.

5,000 trucks off the road

The first train from China returned with 180 XC90s, V90s, and V60s to the port of Xi'an. The new rail connection from Ghent

that runs twice a week fits in with Volvo Cars' strategy for faster, more sustainable, and more cost-effective operations, in terms of production and also from a logistics point of view. Exporting part of the cars by rail instead of by sea or road reduces the impact on the environment. The cars for China make a four-day stop in Poland. During this stay they are placed in containers on another train for the remainder of the journey. Despite this four-day delay, the cars reach their destination faster as the total train trip takes just 22 days, whereas shipping by vessel takes 60 days. Through its modal shift to rail, Volvo Cars takes around 5,000 trucks off the road every year. Approximately 23,000 cars will be transported to and from China annually.

Continuous effort

North Sea Port aims to stimulate transport by rail and water. "Volvo Cars makes full use of the good hinterland connections



THE FIRST TRAIN WITH 190 VOLVO XC60S FROM CHINA ARRIVED AT THE INTERFACE TERMINAL GENT IN NORTH SEA PORT ON 4 JULY.



THROUGH ITS MODAL SHIFT TO RAIL, VOLVO TAKES AROUND 5,000 TRUCKS OFF THE ROAD EVERY YEAR.

TIMETABLE VOLVO TRAINS

Trains running from North Sea Port

Volvo Car Gent currently has four trains per week running from North Sea Port.

Two trains per week to Xi'an (China)

- Start: May 2019.
- Capacity per train: 190 cars.
- Trains are dispatched at the Interface Terminal Gent, Kluizendok.
- 100 trains annually.
- Hybrid train: roll-on/roll-off between North Sea Port and Malaszewicze (Poland), container train between Malaszewicze and Xi'an.
- XC60 from China to North Sea Port XC90, V90CC and V60 from North Sea Port to China.
- Journey: 22 days.
- Route: North Sea Port – Malaszewicze – Xi'an.

Two trains per week to Sacconago (Italy)

- Start: February 2019.
- Capacity per train: 200 cars.
- Trains are dispatched at the DFDS Terminal, Mercatordok.
- 92 trains annually.
- All Volvo car models.
- Journey: less than one day.
- Route: North Sea Port – Sacconago

Trains running from Zeebrugge

Apart from the trains from North Sea Port, Volvo also has a train running from Zeebrugge. Cars for this service are transported from North Sea Port to Zeebrugge per truck.

Two trains per week to Schwertberg (Austria)

- Start: April 2018.
- Capacity per train: 200 cars.
- 90 trains annually.
- Journey: two days.
- All Volvo car models
- Route: Zeebrugge – Germany – Schwertberg.

of North Sea Port by opting for sustainable rail transport to the European inland countries and China. It will strengthen our position as a multimodal port," comments Daan Schalck, CEO of North Sea Port.

Stefan Fesser, Plant Manager at Volvo Car Gent, adds, "With this new service, we can deliver our cars to our Chinese customers as quickly as possible. This shows our continuous effort to organise our supply chain as efficiently and sustainably as possible."



“I manage with a human, personal touch, but I can also make tough decisions when needed”, says Peter Mons, CEO of Swagemakers Intermodaal Transport.

Meet Mr Mons

Swagemakers Intermodaal Transport was recently taken over by the Vlaeynatie Group. The company's new CEO, Peter Mons, started in April this year. In this interview we get to know Mr Mons a little better.

Q: Can you please tell us something about yourself?

A: I have been married for over thirty years. My wife and I have two daughters and three grandchildren. My eldest daughter works in education. My youngest daughter is a certified psychologist, but has recently started working with me as the new HR manager at Swagemakers. She has a lot of drive and ambition, she takes after her father."

Q: How did you get started in the transport business?

A: I was raised in a family of entrepreneurs. We have a family butchery and with my brother at the helm, we now count four generations of butchers. I decided on a classical education and graduated in Latin and mathematics. I then continued to study nursing. But when I got my degree, there was hardly any work to be had as a nurse. Even if you managed to get a nursing job, the work hours were variable and the salary was not the best. I decided to look around for something else. There was an administration vacancy at De Dijcker, a transport company in Vlierzele, Belgium. The company was located close to where I lived, so I applied. A total of 200 people applied at the time, and I was selected. I was a dedicated and motivated employee and worked my way up to the top. Ten years later, I was the company's logistical manager.

Q: Why did you change jobs?

A: When I was working at De Dijcker, I was called by a headhunter. The firm Eagle Expedition in Ghent, part of Manuport, was headed by one man who wanted to retire. They wanted someone to take over his position and asked if I was interested. It was a small transport division, purely focused on freighting. Six months later, I decided to take them up on their offer.

Q: How did this job influence your career?

A: Throughout the years, 40 employees joined the office and we had agencies in Gent and Kallo, close to Antwerp, as well as in Rouen and La Rochelle in France. The company was finally sold to Euroports, and I was working full time in Rouen in France. They decided to let go of our right-hand supply chain manager in Belgium and organise the logistics differently. They brought in a road transport manager with his own personnel and

moved all activities to Antwerp, leaving just a little group of employees behind in Gent. I was then responsible for both the Rouen and Gent offices.

Q: How did you end up at Swagemakers?

A: At the end of 2017, I was diagnosed with cancer. I had to start chemotherapy in December and that meant that I needed to take necessary measures, so I handed over my French portfolio. However, against all odds, I was back at work by September 1, 2018, as the commercial manager for big Euroports accounts. It wasn't really what I wanted or liked though, so when Vlaeynatie asked me to take up the position as CEO of Swagemakers, I immediately accepted.

Q: What is it you'd like to achieve at Swagemakers?

A: My ambition at Swagemakers is to keep the company in its current great shape and expand the freighting section. The Vlaeynatie Group and Swagemakers have already been working together closely for years. It is a fine business, and I will never change a winning team. Together, Vlaeynatie, Swagemakers and 3MCT create a fabulous intermodal one-stop-shop. We can pick up and deliver freight wherever the customer wants it.

Q: What are you like as a CEO?

A: I manage with a human, personal touch, but I can also make tough decisions when needed. A former staff member paid me a great compliment by calling me the most humane boss he has ever had. I enjoy being in good contact with my employees and often ask them how they are doing or how things are at home. We're all just people.

Q: Has having been diagnosed with cancer changed your outlook on work and life in general?

A: I've been in the transport business for 33 years. My personal goal, now I am in remission, is to show that I'm still at the top of my game. These past years have brought me more perspective and I am not the crazy workaholic I once was. I enjoy life. I adore being with my grandchildren and I love cooking for the whole family on a Sunday!

I. WWW.SWAGEMAKERS.NL



Impressive investments

Unilin expands production and storage facilities at Dynea

All Photos courtesy of Dynea

North Sea Port houses more than 500 companies and organisations and when driving along and through the port area, there are many companies that catch the attention due to size, striking appearance, and name awareness. Still, there are ample hidden companies that people hardly know about.

Upon visiting these hidden gems, PortNews always returns with a good story of innovative solutions, excellent products and services, and fine entrepreneurship. This time, Dynea opens its doors for PortNews for a talk with Site Manager Guido Duytschaever.

Dedicated adhesive plant

Dynea is one of the port's many process industries. Dynea produces adhesives, mainly for the production of Unilin wood panels. The North Sea Port facility used to be part of the Scandinavian company Dynea, but was sold in 2012 to the Belgian Spanogroup. Soon after this in 2013, Spano became part of Unilin, which is now the sole owner of this chemical company. "In those days, Spano already had a

SPECIAL TRANSPORT FOR THE EXPANSION WORKS.



GUIDO DUYSCHAEVER HAS BEEN WORKING AT DYNEA SINCE 1991, CURRENTLY AS SITE MANAGER.

small adhesives plant of its own, but was looking for extra capacity”, Mr Duytschaever explains. “When the Finnish mother company started to streamline her activities, the chance arose for Spano to gain Dynea Ghent, which continued production for third parties like Unilin.” Spano, including Dynea Ghent, became part of Unilin in 2013. “Having a dedicated adhesive plant yields some important advantages for Unilin. First of all, it has a positive effect on cost price. Secondly, it is much easier to keep control on the quality of the various adhesives that Unilin needs and finally, it results in a short line between board production department and glue production department, for example regarding R&D themes,” says Mr Duytschaever.

Looking at the future

Unilin was founded in 1960 as producer of flax chipboards. The company quickly expanded in the Seventies and Eighties with the production of melamine boards, laminate floors, and roofing panels. Not everyone knows the name Unilin, but the company also produces the well-known Quickstep and Pergo floors. Since 2005, the company is part of US-based Mohawk Industries, which is considered as one of the world’s leading producers of flooring, with 40,000 people employed all over the world. Ever since this take-over, Unilin has kept on expanding and investing, which reflects the trust the American mother has in her Belgian daughter. Latest proof of this is the impressive investment in the expansion of Dynea’s facilities. “Dynea Group has suffered from the worldwide economic regression,”



THE INVESTMENTS DO NOT ONLY INVOLVE THE EXPANSION OF THE PRODUCTION AND STORAGE FACILITIES, BUT ARE ALSO AIMED AT REDUCING THE COMPANY'S ECOLOGICAL FOOTPRINT.

Mr Duytschaever explains. "This is one of the reasons why the Ghent plant was sold. After the integration into Unilin, things are now much better and looking at the future, we need to expand our capacity."

Expansion of production and storage

This expansion which started in the second quarter of 2018, is still underway and will more or less double the total production volume. Mr Duytschaever continues, "Today, we produce around 65% of all adhesives used by Unilin. This already is 100% for the production of chipboard and with the expansion, we will also produce the main part of the adhesives for the MDF panels." According to Mr Duytschaever, the expansion works are focussed in four pillars around the company's two production processes. "Our production consists of two processes. In the first process, we produce urea formaldehyde concentrate (UFC, or formalin), which is the base product for our adhesives. This production is in fact a continuous 24/7 process. The second process is the production of the adhesives which, in contrast to the continuous process for UFC, is batch-organised, based on the type and volume of each adhesive. For the UFC production, we are going to double our capacity with a second plant. We are also going to expand the production of batches of adhesives. Alongside the production facilities, our storage capacity will be dealt with too. Firstly, new silos will be constructed for the storage of our raw materials urea and melamine. And secondly, we will enlarge the tank storage capacity of our end products."

Smaller footprint

The investments at Unilin/Dynea do not only involve the expansion of the production and storage facilities, but are also



SINCE ITS ESTABLISHMENT, DYNEA HAS HAD ITS BASE AT NORTH SEA PORT ALONGSIDE THE MOERVAART.

aimed at reducing the company's ecological footprint. "Our production process", Mr Duytschaever explains, "requires a lot of energy. And for this, we use a great amount of electricity. Most of this electricity is of course provided through the grid, but can be found in our production as well. Our UFC plant produces large volumes of high-pressure steam. We can use this for the production of our own electricity. But we can also use this steam for the production of adhesives, where we need heat at low pressure that can be realised by valorising the high-pressure steam from the UFC production. Other measures

“ Having a dedicated adhesive plant yields some important advantages for Unilin.

taken include optimising other flows, such as our cooling processes. These measures will result in more efficiency, lower costs, and a smaller ecological footprint.”

Close relationship

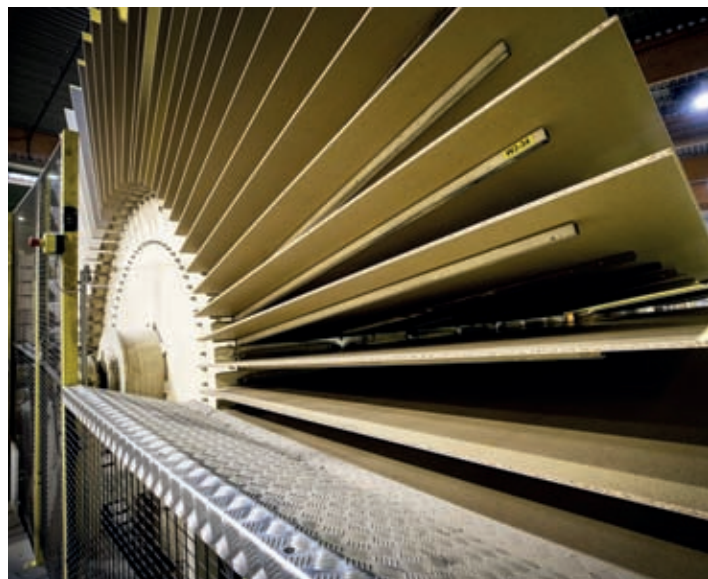
Since its establishment, Dynea has had its base at North Sea Port alongside the Moervaart, a branch of the Ghent-Terneuzen canal, and this is not without reason. Mr Duytschaever comments, “For producing UFC and glue, we need ure and this is shipped to us in high volumes by barge from our supplier Yara Sluiskil via the Ghent-Terneuzen canal. It is thus very convenient to have our own quay at the Moervaart. Methanol, another important base material, is shipped from overseas. It is stored and handled for us by our neighbour Oiltanking with its deep-sea quay for receiving seagoing vessels, with which we have a close relationship. Apart from our connection with Yara and Oiltanking, we also closely collaborate with Cargill that also uses the methanol stored at Oiltanking for its own production process.”

Interlaced with the region

As a result of the economic crisis, Dynea became part of Unilin. The crisis therefore also had some good effects on Dynea, acknowledges Mr Duytschaever. “I have been working at Dynea since 1991. In the past two and a half decades, I have seen the company encounter many ups and downs in various roles. Since 2011, shortly before Dynea became part of Unilin/Mohawk, I started in my current role at Dynea. All

these years, I have witnessed a very positive approach from Mohawk. Unilin, with approximately 5,000 employees and an extensive product portfolio, is an important asset for them. Return on investment is of course important when looking at financing projects within the group. But other values are also important for the shareholders. Values that are in line with ours: passion, entrepreneurship, excellence, and respect. With these values, we not only became good neighbours with other companies within the port area. We in fact became interlaced with the entire region as a small but respected employer, where employees stick around for a long time,” concludes Mr Duytschaever.

1. WWW.UNILIN.COM



DYNEA PRODUCES ADHESIVES, MAINLY FOR THE PRODUCTION OF UNILIN WOOD PANELS.

EXPANSION STARTED IN THE SECOND QUARTER OF 2018, AND IS NOW WELL UNDERWAY.



Searching for steady growth

Technicians at the Binnenhaven in Vlissingen are working hard on the conversion of a vessel. This vessel, DCS Explorer, is one of the latest acquisitions of DCS Maritime. The current conversion is proof of the young company's development.



THE DCS EXPLORER, A SHALLOWCRAFT SHOALBUSTER.

All photos courtesy of DCS Maritime

In the middle of the hectic pace of everyday life, DCS Maritime's Managing Director Pieter Janssen shares a moment with PortNews. "The Explorer, a shallow draft shoalbuster, is currently being refitted in order to meet our standards", he starts telling. The vessel with a draft of 1.60 to 2.80m will be fitted with two cranes. One with a capacity of 180t, and one of 120t. It will also provide accommodation for up to twelve persons. If everything goes according to plans, it will be ready for operation in the first week of September."

DCS Verifier recently also underwent a make-over based on the company's wishes. It now has a top speed of 30 knots, it can comfortably accommodate twelve passengers, and is equipped with a multi beam sonar for survey purposes.

"Today, we have seven vessels sailing. Five CTVs, one Multicat, and one Shoalbuster. Soon one of the CTVs will be replaced by a larger catamaran which will yield additional functionality towards our customers demands", Mr Janssen continues.

Main task

DCS Maritime's main task is to support the activities of Delta Coastal Services and Maritime Support Vlissingen with their vessels. "The vessels of DCS Maritime assist Delta Coastal Services with all their on- and offshore support work for dredging and coastal reinforcement, earthmoving, and hydraulic construction. We not long ago assisted them with the positioning of 1,500m of pipeline that had to be sunk down for a sand replenishment project near Dunkirk. Other than that, our vessels are furthermore equipped for conducting survey work for foreshore suppletions. Maritime Support Vlissingen, on the other hand, leases our vessels for tasks like crew tendering."

A new base

The last few years have been like a rollercoaster for DCS Maritime. Because of its rapid growth, the company had to move a few times to other larger premises. Mr Janssen, "We started our company with a handful of people, but now have 76 people at work for us, both as employee and freelancer. Although not everyone is actually stationed at the office, we have been moving around looking for ample workspace. But now, we hope to have found our new base at the Binnenhaven. We are at present using a temporary accommodation, but have been granted permission by the Municipality of Vlissingen to construct a new building next to this provisional housing."

DCS Maritime is now looking for steady growth. "We have found a perfect future-proof location at the Binnenhaven", Mr Janssen explains. "This location will be used by DCS Maritime, as well as by our sister companies Delta Coastal Services and Maritime Support Vlissingen.

It will include maintenance facilities, we will have a 85t crane available, as well as our own bunker facilities."

Throughout the North Sea area

DCS Maritime today operates across the North Sea area from France up to Denmark. The enterprise has so far executed a broad range of services for the dredging industry. Mr Janssen, "Without going into too much detail, we have been rather busy lately. Apart from the aforementioned project near Dunkirk (France), we have been active near Cadzand, Domburg, and Westkapelle (all in the Netherlands), but also on the border of Denmark and Germany where we executed a challenging beach enforcement project together with Delta Coastal Services. And just around the corner in Terneuzen, we recently assisted with the positioning of a floating pipeline for sand suppletion for the Nieuwe Sluis Terneuzen project."

Services outside of Europe

He continues, "For us, almost every day is a surprise as a lot is happening. But with our lean organisation and the support of our sister companies, we are able to act fast and flexibly on the many requests from the market. When looking at the near future, we are even thinking of expanding our services outside of Europe." With this possible market extension, the lively days are not likely to be over just yet for the Zeeland company. Mr Janssen smiles, "Yes, it may sound like a contradiction, looking for some stability and still searching for expansion, but why not take the opportunity when it occurs? This is how we have reached the point where we are now, and we wish to continue to do it this way."

1. WWW.DCSMARITIME.NL



DCS VERIFIER RECENTLY ALSO UNDERWENT A MAKE-OVER BASED ON THE COMPANY'S WISHES.

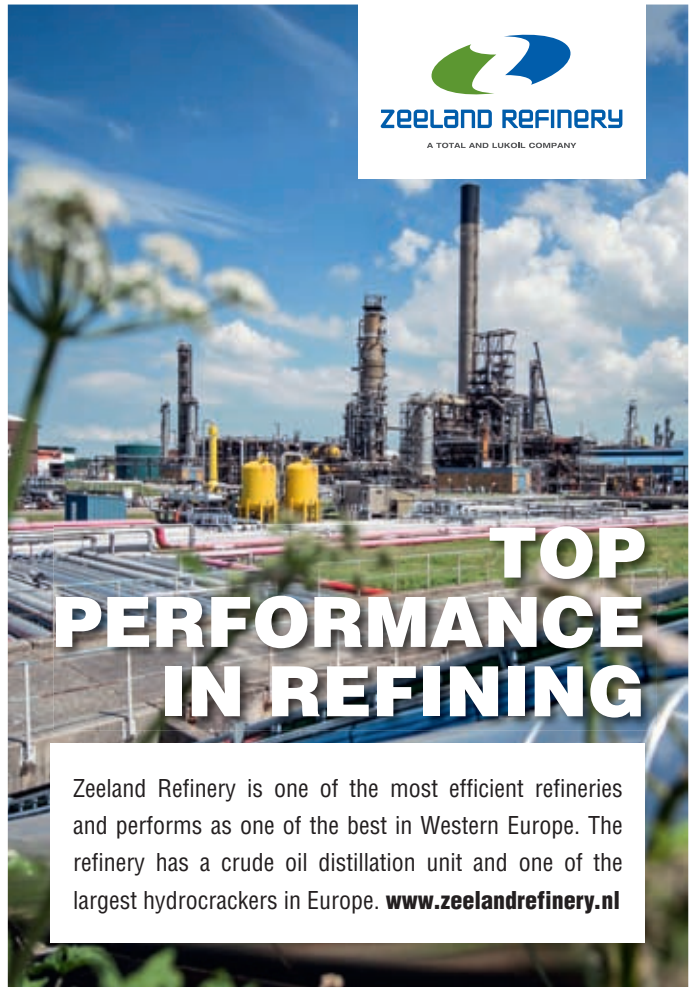


TPT

TPT is a chemical logistic service provider and contract manufacturer based in Terneuzen.

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HONDA IS TRANSPORTING CONTAINERS FROM THE PORT OF ANTWERP TO NORTH SEA PORT VIA INLAND SHIPPING.

Photo courtesy of Honda Motor Europe Logistics

Honda deploys barges for transport to North Sea Port

Honda Motor Europe Logistics in Ghent now deploys barges for the transport of its parts and final products. The Japanese-owned Honda first set up shop in Ghent over 40 years ago, when the company developed its largest distribution centre in Europe here.

The Ghent facility focuses on the storage and distribution of the entire spectrum of products, from new cars to motorcycles, lawnmowers, outboard motors and separate engines – along with the 300,000 parts those products require. Last month Honda used barges to transport 130 containers. Their target for this fiscal year is 1,400 containers.

Modal shift

Honda is transporting containers from the port of Antwerp to North Sea Port via inland shipping. By doing so, the car manufacturer is investing in 'green' transport. Erik Chabot, Business Unit Manager Logistics at Honda Motor Europe Logistics, comments "It was a little difficult to convince carriers to support the idea of using barges, but we are satisfied with

our results. Honda wants to be an environmentally-friendly company and by implementing this modal shift we are able to contribute to that goal." Arranging delivery of goods by barge serves to decrease the number of truck movements, which will in turn annually result in the reduction of CO₂ emissions by over 14 tons. Mr Chabot, "The planned roadworks around Antwerp related to the Oosterweel project was an additional factor, as we expected more delays. By using barges, we can guarantee a more reliable inbound planning of containers from the harbour to the warehouse."

Over 1,400 containers

At least 1,420 containers arriving from countries such as Japan, Thailand, the USA, Mexico, and China reach their final destination in North Sea Port via inland shipping each year. Honda's altered flow involves the delivery of motorcycles, power products, and replacement parts. Mr Chabot, "With a few months of transport by barge under our belt, we can now safely say that our inbound supply from the harbour runs smoothly and that adding an extra partner to our supply chain does not impact our service lead-times to end customers. Logistically, we hope that shifting from road to barge will yield cost advantages as well."

HONDAMOTOREUROPELOGISTICS.COM

Exhibit at Havenhuis portrays North Sea Port

On Wednesday 18 September, North Sea Port opened a multimedia exhibition on the cross-border merger port in the Havenhuis (Port House) at the Graslei in Ghent. A scale model of the port area and a video wall allow visitors to experience the port.

The Graslei and the Korenlei, located in the centre of Ghent, was buzzing with port-related activity for centuries. At the end of the nineteenth century, port business moved towards the north of town and the bustle gradually subsided. With that, the port progressively disappeared from view. With the exhibition in the Havenhuis (the former 'Gildehuis van de Vrije Schippers', or Guild House of the Free Skippers), the port of Ghent returns to its roots. The exhibition portrays the entirety of the merged port as it is today: the 9,100-hectare cross-border port area that stretches out over 60 kilometers from the Dutch municipalities of Vlissingen, Borssele and Terneuzen to Ghent in Belgium, and (in)directly employs almost 100,000 people working at 525 companies.



THE HAVENHUIS (PICTURED LEFT) AT THE GRASLEI IN GHEENT.

Port model

The scale model on display shows the port area in relief. Visitors can grab one of the available iPads and point it at the model, which triggers information about the port to pop up in augmented reality. They can in this way 'visit' the port; the Ghent-Terneuzen Canal and the Western Scheldt, the various docks, roads, and railway lines, but also the nature reserve, buffer zones, terminals, and wind turbines. Movie fragments show vessels entering the port and the unloading, storage, reloading, and modal transport of goods. The model features a variety of port companies and visualises port infrastructure, thus enabling the spectator to see areas of the port that are normally off-limits.

Video wall

Images slowly move across the video wall. Pictures reveal port facts and figures: North Sea Port as a centrally located logistic hub in Europe, and as a multimodal port connected through inland waterways, rail, road, and pipelines. The port's position in the top 10 of European ports is highlighted, as are its total surface, size, and added value. The most important trade partners and the various types of transported goods are displayed, as well as the 1,000 hectares of land available for further development. Another portrayed focus is the port's transition towards a sustainable energy supply and the development of its infrastructure.

History of the Guild House of the Free Skippers

Since the 11th century, trade has expanded on both sides of the river Leie at the Graslei and Korenlei, forming the basis of the port activities in Ghent. In 1530, the Havenhuis was bought from the Millers Guild by the Guild of the Free Skippers. The free skippers were allowed to trade on their own account and enter the port freely. This in contrast to the unfree skippers, who worked in employment and had to unload their cargo outside Ghent onto the free skipper vessels.

Visitor information

The exhibition is open to the public from Tuesday to Saturday between 12.00 and 18.00 and is free of charge. The exhibition areas are limited in size, so there is a maximum capacity of 30 persons. Groups can make a reservation in advance and visit the exposition between 11.00 and 11.30. Guided tours of the building, explaining its history and heritage, can also be arranged. For more detailed information, please visit www.northseaport.com/havenhuis.



THE HAVENHUIS HAS SEVERAL SPACES FOR MEETINGS.



IT TOOK TWO YEARS TO RENOVATE THE BUILDING BOTH INSIDE AND OUT.



THE RENOVATION RESPECTS THE BUILDING'S RICH PAST.

In those days, a new facade was added to the guild house, which was made of Balegem sandstone. The facade is an example of Brabantine Gothic. The most characteristic features of the Havenhuis are the light-coloured Balegem sandstone, the rich and detailed decorations, the various coats of arms (including that of Charles V), and the turrets.

The Guild of the Free Skippers owned the building until the second half of the seventeenth century, when it had to be sold for financial reasons. The power of the guild was already waning at that time. Afterwards, the building changed hands several times and was given various functions, but it remained structurally unaltered. The building was thoroughly renovated during the run-up to the World Exhibition in 1913. The stairwell and ground floor rooms were renewed in Neogothic style, with detailed wood-carved engravings and figurative murals. However, the sandstone used on this occasion was of a much poorer quality than the original stone. As a result, the facade was in a very poor condition when the building was purchased by North Sea Port in 2011.

North Sea Port contracted Callebaut Architecten for its restoration. The renovation work itself was executed by Monument Vandekerckhove, a contractor that specialises in monuments. It took two years to renovate the building both inside and out. At the end of 2018, the Guild House was officially opened under its new name: Havenhuis North Sea Port.

The renovation, which respected the building's rich past while simultaneously focusing on its present multifunctional purpose, ensures that the old guild house is now ready for its future as Havenhuis.

Apart from visitors stopping in to see the current exhibition, representatives of both national and international companies regularly gather at the Havenhuis. The building has several sitting-rooms available for this purpose, as well as cellar and mezzanine spaces.

[I. NORTHSEAPORT.COM/HAVENHUIS](http://NORTHSEAPORT.COM/HAVENHUIS)



North Sea Port

the 60 kilometres long cross-border port area stretching from Vlissingen over Terneuzen in the Netherlands to Ghent in Belgium



1,000 hectares of industrial sites available to investors.

Accessible from the North Sea for deepsea navigation until 32 km inland.

Directly linked with the European network for road transport, inland navigation, rail and pipelines.

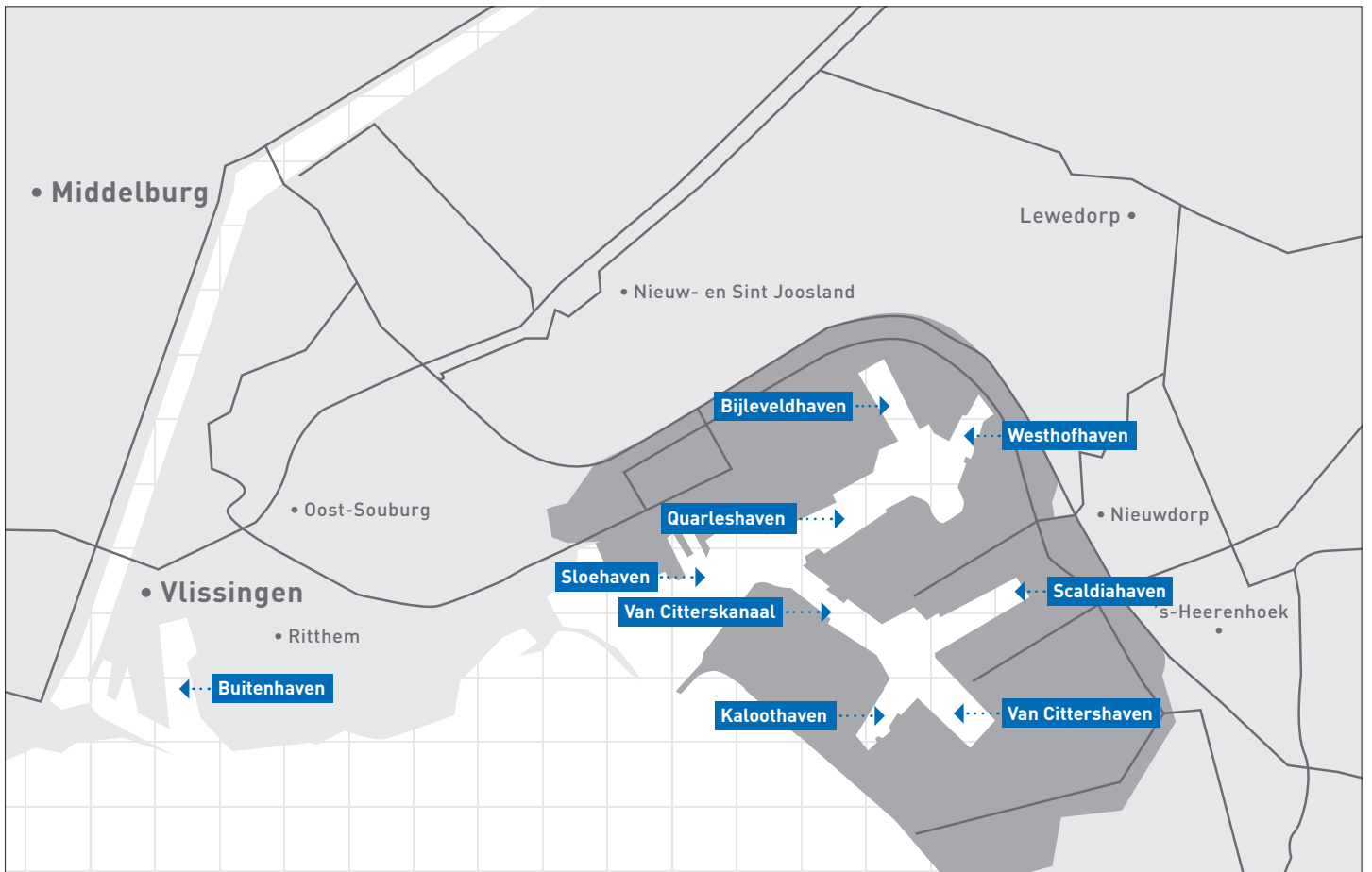
Specialist in dry bulk, general cargo, offshore and food.

Europe's number 3 as for added value.

Europe's number 10 concerning seaborne cargo traffic.

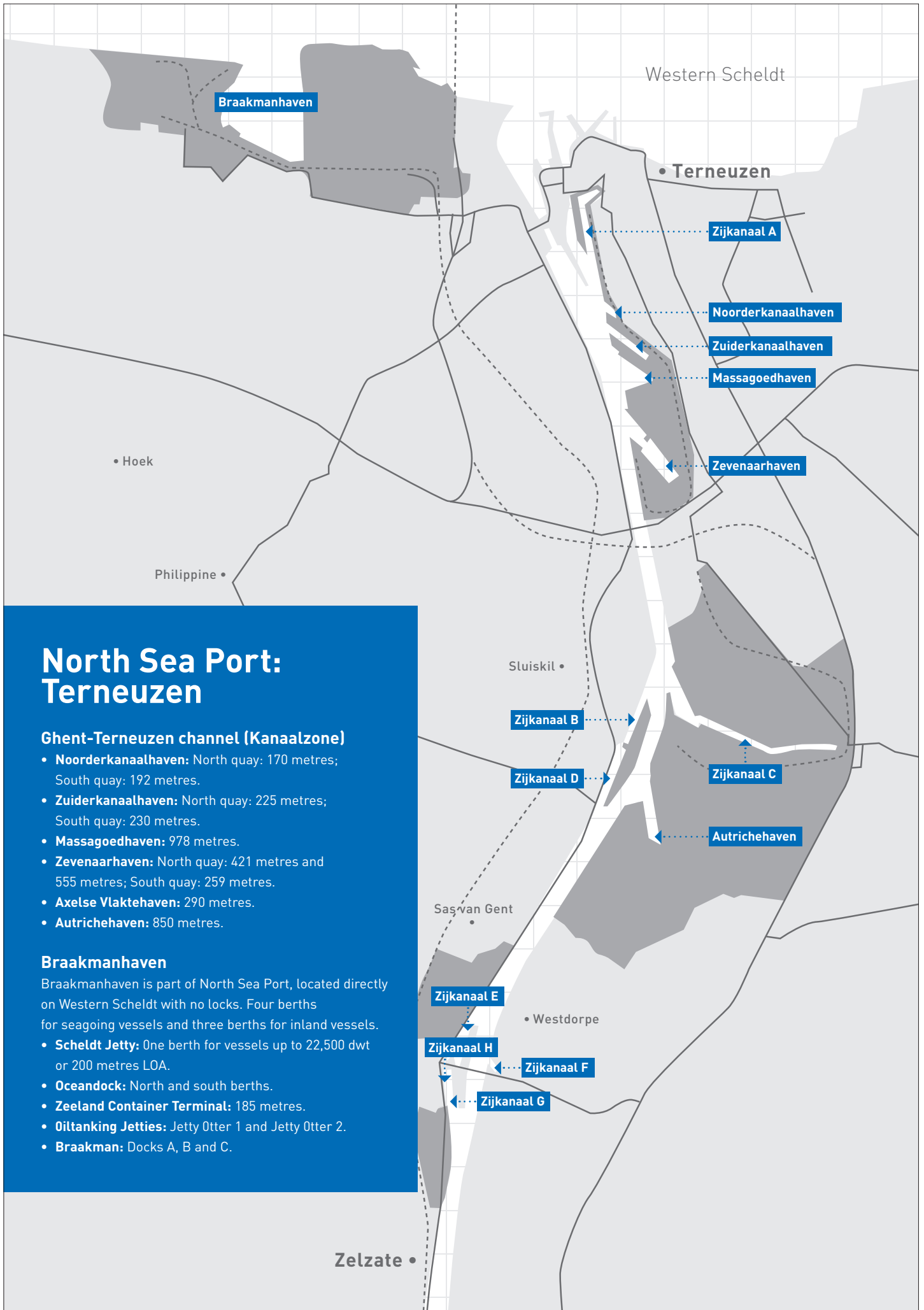


northseaport.com



North Sea Port: Vlissingen

- **Sloehaven:** Suitable for all kinds of transshipment including LPG and chemical bulk 920 metres of quay. Cobelfret RoRo jetties: Four berths.
- **Bijleveldhaven:** 1,980 metres of quay. North bank is 300 metres long.
- **Westhofhaven:** 475 metres of quay. Can accommodate largest reefer vessels. East side jetty for discharging peat and general cargo quay.
- **Kaloothaven:** 1,130 metres of quay. Two jetties on south bank, one for inland barges.
- **Scaldiahaven:** Over 1,700 metres of quay. South side used by Verbrugge for handling and storage of cellulose and metals. Transverse quay is 250 metres long.
- **Van Citterskanaal/haven:** Six jetties for inland vessels and coasters. On south bank, 275 metres. On north bank, 200 metres. Heerema quay: 230 metres and 220 metres.
- **Quarleshaven:** Extension of Sloehaven to NNE, 315 metres of quay. Set of two mooring buoys on east bank with a span of 320 metres. Zalco quay: East bank, length of 150 metres. Vopak Terminal Vlissingen: Four LPG jetties.
- **Zeeland Refinery Pier:** Located on Western Scheldt. Accommodates tankers up to 100,000 dwt with maximum LOA of 280 metres.
- **Buitenhaven:** Located outside lock system with direct access to sea, 300 metres of quay. Northern basin has area for coasters and lighters. Vesta also operates an oil jetty for tankers.



North Sea Port: Terneuzen

Ghent-Terneuzen channel (Kanaalzone)

- **Noorderkanaalhaven:** North quay: 170 metres; South quay: 192 metres.
- **Zuiderkanaalhaven:** North quay: 225 metres; South quay: 230 metres.
- **Massagoedhaven:** 978 metres.
- **Zevenaarhaven:** North quay: 421 metres and 555 metres; South quay: 259 metres.
- **Axelse Vlaktehaven:** 290 metres.
- **Autrichehaven:** 850 metres.

Braakmanhaven

Braakmanhaven is part of North Sea Port, located directly on Western Scheldt with no locks. Four berths for seagoing vessels and three berths for inland vessels.

- **Scheldt Jetty:** One berth for vessels up to 22,500 dwt or 200 metres LOA.
- **Oceandock:** North and south berths.
- **Zeeland Container Terminal:** 185 metres.
- **Oiltanking Jetties:** Jetty Otter 1 and Jetty Otter 2.
- **Braakman:** Docks A, B and C.

North Sea Port: Ghent

Zeekanaal Ghent - Terneuzen: The depth of water in the canal is 13.5 m and there are no currents or tides. Inside the port there are five large docks and three smaller docks, offering a total quay length of 31 kilometres for vessels up to 92,000 DWT. 22 kilometers with a depth of water of at least 12.5 metres. All the docks have direct access to the canal.

- **Kluizendok:** Is a brand-new dock. Has a total quay length of 4,300 metres with a depth of water of 13.5 metres and a width of 350 metres.
- **Rodenhuedok:** Quay on the southern side is 790 metres long with 13.5 metres of depth. Width of 270 metres.
- **Mercatordok:** Quay is 1,800 metres long with 13.5 metres of depth. Width of 250 metres.
- **Alphonse Sifferdok:** Quay is 4,800 metres long, with 12.5 – 13.5 metres depth. Width of 300 metres.
- **Grootdok, Noorddok, Middendok and Zuiddok:**
Total quay length of 6,855 metres. 6,575 metres with 13 metres depth of water, and 280 metres with 8.5 metres depth of water.
Width: Grootdok: 150 metres
Noorddok: 200 metres
Middendok: 250 metres
Zuiddok: 220 metres



The Zeeland Port Promotion Council is pleased to welcome new participants. Founded in 1993, the Zeeland Port Promotion Council represents the majority of companies located in the port of Vlissingen and Terneuzen. Together they offer a complete range of the best possible port facilities and all the logistics solutions you need. See pages 69 - 71 for a complete list of participants.

→ ABEN GREEN ENERGY



Aben Green Energy is a family-owned business active in the renewable energy sector. They use organic residual materials and convert this into renewable energy. Their process ensures two streams, Green Gas that can be used as an alternative for natural gas and food grade liquid CO₂ from

a renewable origin. Aben Green Energy uses its production of renewable energy, hereby contributing to a sustainable circular economy.

I. ABENBV.NL

→ ALPHA TERMINALS



Alpha Terminals is developing a “next generation” bulk liquid storage and throughput terminal in North Sea Port’s Sloehaven. New jetty and quay facilities will simultaneously accommodate several sea-going tanker vessels and barges. The terminal will accommodate 60 storage tanks for several bulk liquid products and renewables, with a total capacity of approximately 720.000m³ on 16 hectares of

land. The construction of Alpha Terminals is estimated for 2020 and the estimated start of operations is 18-24 months after the start of construction. When finished, Vlissingen will have the latest innovative terminal, fulfilling the highest environmental standards and obligations.

I. PSBA.CH

→ ENERGY PORT ZEELAND



Energy Port Zeeland acts as a platform for closer cooperation, not only between the government and educational institutions, but also between businesses in and around North Sea Port. Specific topics in the fields of training and employment, research and innovation, profiling and communication, and business development are tackled on a joint basis, creating a win-win situation for all parties. This applies to both the

supply and the demand side of the offshore (wind) market. The Provincial Council of Zeeland, Invest in Zeeland, North Sea Port, ROC Scalda, and HZ University of Applied Sciences were the first participants in the platform and today over 200 organisations are involved.

I. ENERGPORZEEELAND.NL

The Zeeland Port Promotion Council is pleased to welcome new participants. Founded in 1993, the Zeeland Port Promotion Council represents the majority of companies located in the port of Vlissingen and Terneuzen. Together they offer a complete range of the best possible port facilities and all the logistics solutions you need. See pages 69 - 71 for a complete list of participants.

→ FLUSHING MARINE & OFFSHORE



Flushing Marine & Offshore operates a terminal, providing deep sea access, quayside, (covered) storage, and crane facilities. With organisational backup from various yards in the Netherlands, we provide a full-service location to your fleet and operations. With its easy access, our terminal is ideally located for (de)mobilization missions and storing mission equipment. In addition

to these activities, our organisation specifies in providing tailormade steel repair and steel construction services. With all supporting facilities and equipment at hand, you will have full access to your equipment and every opportunity to provide services on-site.

I. FLUSHINGMO.COM

→ GREEN BLUE OFFSHORE TERMINAL



Green Blue Offshore Terminal provides added value to the offshore oil, gas, and renewables industry. Rather than on offering transshipment services, the focus lies on providing facilities and capacity for repair, maintenance, refurbishment, conservation, and construction works. These services are offered to asset owners, suppliers of components, contractors, and sub-contractors. The site covers a total area of 22,000m² of workspace and a hall of 125x35x15m. It is an initiative of the Prior Group. Several Prior Group

companies and partners are united within Green Blue Offshore Terminal to fulfil the customers' needs. Apart from providing services to operators, contractors, and suppliers, the terminal can also help other terminals in the port area, for instance, when they are in need of temporary storage space. Green Blue Offshore Terminal is also perfectly fitted for decommissioning.

I. GREENBLUEOT.NL



JOIN THE PORT PROMOTION COUNCIL

Port Promotion Council is an initiative of the port business community. Its aim is to strengthen the position of the port, and to promote and connect the participating port businesses. The Port Promotion Council is a network organisation that offers a platform for all stakeholders at the seaport enabling them to meet, exchange information, and do business together. The promotion of the seaport's distinctive advantages in general, and of the logistical and maritime services of the council's participants in particular, requires permanent action. Activities consist of organising the port network, promoting the port both nationally and internationally, and creating, strengthening, and maintaining regional public support for the port. This joining of forces enables the council to strongly position the seaport as an attractive gateway to and from Northwestern Europe and a congestion-free alternative to surrounding seaports. For more information, please contact charles@zppc.nl.

I. ZPPC.NL



Participants of Zeeland Port Promotion Council

		INDUSTRY	MARITIME	OFFSHORE	LOGISTICS SERVICES	SUSTAINABLE INDUSTRY	OTHER SERVICES	EDUCATION AND GOVERNMENT
A	Aanzet Consultancy B.V.	www.aanzet.eu					■	
	Aben Green Energy B.V.	www.abenbv.nl				■		
	ABN AMRO	www.abnamro.nl					■	
	Access World (Missingen) B.V.	www.accessworld.com			■		■	
	A.C. Rijnders Transportservice B.V.	www.rijnberg.com			■			
	Adriaanse & van der Weel Advocaten	www.avdw.nl					■	
	Aerssens & Partners	www.aenpmakelaars.nl					■	
	ALLNRG	www.allnrg.com		■				
	Alpha Terminals B.V.	www.psba.ch	■					
	Amadore Hotels & Restaurants	www.amadore.nl					■	
	Aquadrant B.V.	www.aquadrant.com					■	
B	Boluda Towage	www.kotugsmit.eu		■				
	Boogaard Advocaten	www.boogaardadvocaten.nl					■	
	Bouwgroep Peters B.V.	www.bouwgroep-peters.nl					■	
	BOW Terminal	www.bowterminal.nl			■	■		
	Bulk Terminal Zeeland Services B.V.	www.btzeeland.nl		■	■	■		
C	C.T.O.B. Transport & Logistics	www.ctob-logistics.com				■		
	CdMR/ Cobelfret B.V.	www.cobelfret.com				■		
	Century Aluminum Vlissingen B.V.	www.centuryvlissingen.nl	■					
	Cordeel Nederland B.V.	www.cordeel.nl	■			■		
	C-Port B.V.	www.c-port.nl					■	
D	Damen Shiprepair Vlissingen	www.damen.com	■	■	■			
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	De Pooter Personeelsdiensten	www.depooter.nl					■	
	De Ruyter Training & Consultancy	www.drtec.nl						■
	De Zeeuwse Alliantie Notarissen	www.dezeeuwsealliantie.nl					■	
	Delta Coastal Services B.V.	www.deltacoastalservices.nl		■			■	
	Delta Safe Security Services B.V.	www.delta-safe.nl					■	
	Demacq Recycling International	www.demacq.nl			■	■	■	
	Dex Premium Lubricants	www.dex-oil.com	■			■	■	
	dNM	www.dnm.nl					■	
	DOC-Swan Hunter B.V.	www.dutchcontractors.com		■	■	■		
	DOW Benelux B.V.	www.dow.com	■					
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	Dutch Marine B.V.	www.dutchmarinebv.com		■			■	
E	Elloro	www.elloro.nl					■	
	Embedded Coaching & Consultancy	www.ecc-coach.nl					■	
	Energy Port Zeeland	www.energyportzeeland.com			■	■		
	Euro-Mit Staal B.V.	www.euro-mit-staal.com	■					
F	Fabricom B.V.	www.fabricom-gdfsuez.nl	■				■	
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	Flushing Shipping Agencies	www.fsagencies.com				■	■	
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G	Golden Tulip L'Escaut	www.hotel-lescaut.nl					■	



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		INDUSTRY	MARITIME	OFFSHORE	LOGISTICS SERVICES	SUSTAINABLE INDUSTRY	OTHER SERVICES	EDUCATION AND GOVERNMENT
	Green Bleu Offshore Terminal	www.greenbleuot.nl	■	■				
H	H4A	www.h4a.nl					■	
	Haskoning DHV Nederland B.V.	www.royalhaskoningdhv.com					■	
	Havenwerk B.V.	www.havenwerk.nl					■	
	Henk Kramer Communicatie	www.henkkramer.nl					■	
	Heros Sluiskil B.V.	www.heros.nl	■					
	HR Expat Services	www.hrxpats.com					■	
	Huis van de Techniek	www.huisvandetechniek.nl						■
I	I.B.S. B.V.	www.ibs-hallenbouw.nl	■				■	
	ICL-IP Terneuzen B.V.	www.iclip-terneuzen.nl	■					
	ING Business Banking	www.ing.nl/zakelijk					■	
	Interlashing B.V.	www.interlashing.com			■		■	
	Istimewa Elektro	www.istimewa.nl	■				■	
J	Justion Advocaten	www.justionadvocaten.nl					■	
K	Katoen Natie Westerschelde B.V.	www.katoennatie.com			■		■	
	Kloosterboer Vlissingen B.V.	www.kloosterboer.nl			■			
	Koch adviesgroep Ingenieurs & Architecten	www.kochadviesgroep.nl					■	
	Koolwijk Shipstores B.V.	www.shipstores.nl			■		■	
	KVA International	www.kva-international.com	■	■	■			
	KWS Infra/Aquavia	www.kws.nl					■	
L	Labojuce B.V.	www.labojuce.nl	■				■	
	Legrant Freight Management B.V.	www.legrant.eu			■			
	Liftal Hijstechniek	www.liftal.com					■	
	Loodswezen Regio Scheldemonden	www.loodswezen.nl		■	■		■	
	Luctor Belting Nederland B.V.	www.luctorbelting.com	■				■	
M	Mammoet Nederland B.V.	www.mammoet.com	■	■	■	■	■	
	Maritiem & Logistiek College de Ruyter	www.scalda.nl					■	
	Maritime Support Vlissingen	www.msvlissingen.nl		■			■	
	Mourik Vlissingen B.V.	www.mourik.com			■			
	Multtraship Towage & Salvage	www.multtraship.com	■	■	■			
	Municipality of Middelburg	www.middelburg.nl						■
	Municipality of Terneuzen	www.terneuzen.nl						■
	Municipality of Vlissingen	www.vlissingen.nl						■
	Montagebedrijf Terneuzen	www.mbterneuzen.nl	■	■				
N	Nelis BV	www.nelisbv.com		■	■		■	
	North Sea Port	www.northseaport.com	■	■	■		■	
	Nouvall Engineering Services	www.nouvall.com					■	
	N.V. Economische Impuls Zeeland	www.impulszeeland.nl					■	
	N.V. Westerscheldetunnel	www.westerscheldetunnel.nl			■		■	
O	Oceanwide Personnel Services B.V.	www.oceanwidecrew.com					■	
	Oiltanking Terneuzen B.V.	www.oiltanking.com	■		■		■	
	Ørsted Nederland	www.orsted.nl		■	■	■		
	Outokumpu Stainless B.V.	www.outokumpu.com	■		■			
	Ovet B.V.	www.ovet.nl			■		■	
	Ovet Shipping B.V.	www.ovetshipping.com		■	■			
P	Pfauth Logistics B.V.	www.pfauth.nl			■		■	
	Prior Group	www.priorgroup.nl		■			■	
	PTC B.A.	www.ptcba.nl		■	■			



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R	Rabobank Oosterschelde	www.rabobank.nl/oosterschelde				■	
	Rabobank Walcheren-Noord Beveland	www.rabobank.nl/wnb				■	
S	Rabobank Zeeuws-Vlaanderen	www.rabobank.nl				■	
	Sagro Aannemingsmij. Zeeland B.V.	www.sagro.nl		■	■	■	
	Saybolt Nederland B.V.	www.corelab.com/rd/saybolt			■	■	
	Schipper Groep	www.schippergroep.nl				■	
	SDW Shipping	www.sdwshipping.com			■		
	Sealake Terminal B.V.	www.sealaketerminal.com		■	■	■	
	Secil Cement	www.secil.pt	■		■		
	SGS Nederland B.V.	www.sgs.com			■	■	
	Shipyard Reimerswaal	www.shipyardreimerswaal.com		■			
	Shutdown Control	www.shutdowncontrol.nl		■			
	Sloecentrale	www.sloecentrale.nl				■	
	Suez Recycling & Recovery Netherlands	www.suez.nl				■	
	Sweco Nederland B.V.	www.sweco.nl				■	
	S.T.T. B.V.	www.agency-stt.com	■	■	■	■	
	T	Sorteerbedrijf Vlissingen B.V.	www.sorteerbedrijfvlissingen.nl			■	■
		SPIE Nederland B.V.	www.spie-nl.com				■
Supermaritime Nederland B.V.		www.supermaritime.com			■	■	
Swagemakers Intermodaal Transport B.V.		www.rswagemakers.nl			■		
Tanido B.V. Sworn Marine Surveyors		www.tanido.com			■	■	
Terneuzen Powder Technologies B.V.		www.tpt.nl	■		■	■	
The Wind Technicians		www.thewindtechnicians.com			■	■	
Timmerman Industrial Repairs		www.itimmerman.nl		■		■	
TMS Terneuzen B.V.		www.tmsnl.com	■			■	
Try-Act EWIV		www.try-act.eu				■	
U	United Metals	www.united-metals.nl				■	
	Van Ameyde Marine Vlissingen	www.ameydemarine.com		■	■	■	
	Van Keulen Transport B.V.	www.vankeulentransport.nl			■		
	Verbrugge Internationale Wegtransporten B.V.	www.verbruggeinternational.com			■		
	Verbrugge Marine B.V.	www.verbruggeinternational.com		■	■	■	
	Verbrugge Terminals B.V.	www.verbruggeinternational.com		■	■		
	Verenigde Bootlieden B.V.	www.bootlieden.nl		■	■	■	
	Verex Douane Service	www.verexdemeijer.nl			■	■	
	Verschelling Assurantiën	www.verschelling.nl				■	
	Vesta Terminal Flushing B.V.	www.vestaterminals.com			■	■	
V	Vlissingse Bootliedenwacht B.V.	www.vlb.vlissingen.nl		■	■	■	
	Vopak Agencies Terneuzen B.V.	www.vopakagencies.com			■	■	
	Wielemaker B.V.	www.wielemaker.nl			■	■	
	Yellow & Finch Publishers	www.ynfpublishers.com			■	■	
	Zeeland Bunkering	www.zeelandbunkering.nl		■			
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	Zeeland Refinery	www.zeelandrefinery.nl	■				
	Zéfranco Communicatieservice Frans	www.zefranco.com				■	
	ZTZ Services	www.ztzservices.nl			■		
Z	Zwaar Transport Zeeland	www.zwaartransportzeeland.nl			■		

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The content of PortNews is the responsibility of the Editorial Committee.

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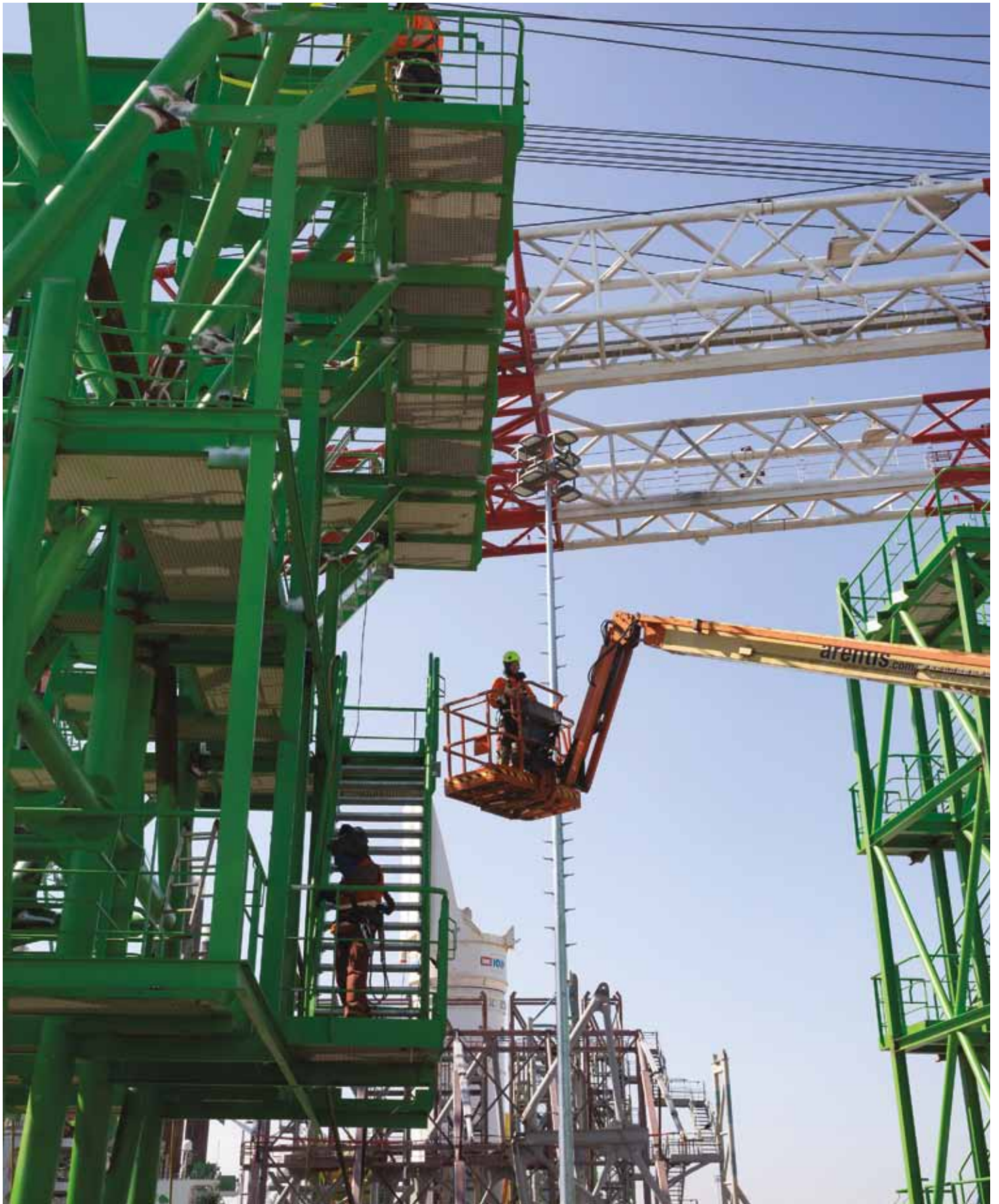
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