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PortNews




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ON THE COVER

Photo courtesy of Limit Fotografie.

EVENTS

North Sea Port and Promotion Council North Sea Port will be in attendance at various events and trade shows.

Below you'll find a snapshot of the upcoming events that might be of interest to you.

29-1 AUG-SEPT 2022	ONS Stavanger	13-15 SEPTEMBER 2022	Transport & Logistics Ghent	27-30 SEPTEMBER 2022	WindEnergy Hamburg
					
4-6 OCTOBER 2022	AntwerpXL Antwerp	6-7 OCTOBER 2022	European Commodities Exchange Valencia	8-10 NOVEMBER 2022	Intermodal Europe Amsterdam
					
29-30 NOVEMBER 2022	Offshore Energy Amsterdam	8-10 FEBRUARY 2023	Fruit Logistica Berlin	28-2 FEB-MAR 2023	Intermodal South America Sao Paulo
					
14-16 MARCH 2023	StocExpo Rotterdam	22-23 MARCH 2023	Maintenance Belgium Antwerp	25-27 APRIL 2023	Wind Europe Copenhagen
					
1-4 MAY 2023	Offshore Technology Conference Houston	9-12 MAY 2023	Transport Logistic Munich	6-8 JUNE 2023	BreakBulk Europe Rotterdam
					

“ Together. Smarter.

Welcome

And then summer arrived... the first summer after two years of being dominated by the COVID-19 pandemic. And the first one after two summers defined by corona measures.

Though this summer will also be one engraved in people's memory for a long time to come, as it follows months of crisis in Europe and the world due to the war in Ukraine.

What at first glance appeared to be a regional conflict in the former Soviet Union has grown into a European issue that has been discussed by the EU numerous times, resulting in more than a handful of sanction packages against an aggressor. Although the first sanctions appeared to be only somewhat tangible, it now looks like the consequences will start to become more visible after summer. The export to Ukraine and Russia (this latter country should be named here), which accounts for 100,000t of goods for each country, will come to a halt. Vice versa, the import of raw materials and goods, 1.4t million and 6.2t million respectively, will almost dry up.

The companies in our port are hence facing the challenge of attracting markets elsewhere. And this with the ever rising prices of energy in mind. The possible consequences of the EU sanctions for the port are a secondary matter to our unconditioned support for the national and European sanctions and our support for Ukraine. Applying these sanctions is enforced in close dialogue with other ports and the competent authorities in Belgium, the Netherlands, and the EU. On the initiative of, among others, North Sea Port, the broader European port community as part of the European Sea Port Organisation



(ESPO) has advocated a collective European approach and expressed its solidarity with Ukraine, as at this European level too, our motto remains 'Together. Smarter'.

Kind regards,

Daan Schalck
CEO North Sea Port

Future-proof infrastructure for strong logistic chains

In its new strategic plan 'Connect 2025', North Sea Port has described eight programmes to realise its goals for the next few years. The two programmes, Strong Logistic Chains and Futureproof Infrastructure are essential for North Sea Port's role as hub for international cargo flows.

For an optimal functioning of a port, strong logistic chains, combined with a good infrastructure that guarantees accessibility of the port through all modalities, are very important. This is the reason why North Sea Port has included these programmes in Connect 2025.

TEN-T

As part of the Trans-European Transport Network (TEN-T), North Sea Port is strategically located at the junction of two important logistic axles, the North-South and the East-West axle. Thanks to the integration of the four transport modalities sea shipping, rail, inland shipping, and road transport, the connection from the port area to the North Sea-Mediterranean Sea, the North Sea-Baltic, and the Rhine-Alp corridor can be used in a sustainable and efficient manner.

It is of course also important that the infrastructure in the port area remains up to date.

Within the current modal split of North Sea Port, the share of road transport is 30% and it is the port authority's ambition to reduce this share to 25% in favour of inland shipping and rail transport within the next few years. "Our sustainable multimodal options and the connection to the corridors make North Sea Port an attractive location to settle", says Hans de Meij, Project Leader Development & Space at North Sea Port. "In recent years, this has resulted in the realisation of new and considerable expansion of existing distribution centres and multimodal terminals in our port area. Vice versa, these expansions have resulted in even more volume to strengthen the port's position as multimodal junction, which in the end has realised new cargo flows. Within the sustainability goals, the support of a circular economy is an important theme in our strategic plan. Strong multimodal logistic chains also play a role in this. Circular projects profit from our strong multimodal position, and the other way around, the growth of the circular economy will contribute to the development of new multimodal cargo flows to and from North Sea Port."

Sustainable and efficient transport

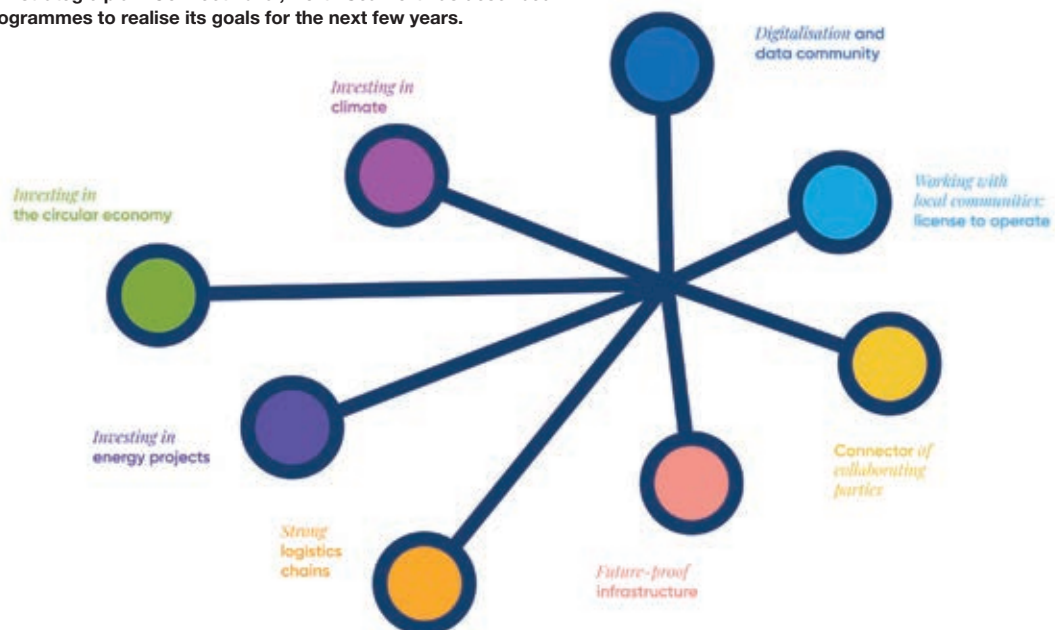
Mr De Meij is appointed as driver of the 'Strong Logistic Chains' programme and he explains how this programme is being made concrete. "The main goal is to realise a further modal shift towards inland shipping and rail. We in this way want to work towards more sustainable and more efficient transport. Also, it is important to unlock the data related to all logistic flows to and from our port more efficiently, as this will help us with the necessary efficiency improvement that must be made. Additional goals for this are the further bundling of cargo flows and the expansion of regular (liner) services. As junction on the TEN-T network, we want to add more value to the goods that are handled in our port. In the end, all these goals should result in an optimal modal shift." "As port authority, we can only facilitate the achievement of these goals by acting as a connector towards all parties involved. To do so, our

strategic plan aims at structuring our organisation for this role", says Els Bonte, Manager Port Development & Innovation at North Sea Port. Mr De Meij adds, "We cannot reach our goals without the support of the logistic companies in our port, their customers, and other parties such as knowledge institutes, governments, and other managers of infrastructure. Together with our customers, we look at the entire supply of cargo, as only then can we see how this cargo can be most optimally bundled. Today, a lot of digital information on cargo, cargo flows, and possible routes is already available at all parties involved. However, this is still quite a complex story, as the logistic chains are often very long, whereas as a port we only play a limited role in all this. Furthermore, not everyone is willing to share data. Realising a data community programme should now help to bring together as much data as possible, and make this visible safely and reliable. Based on this, it can be investigated where cargo can be bundled and where, for example by means of new barge and rail services, a modal shift can be realised."

Ghent-Terneuzen railway

In order to keep the logistic chains strong, it is important for its users to take care of infrastructural missing links and bottlenecks. This is why 'Futureproof Infrastructure' is also one of the programmes of Connect 2025. North Sea Port is only responsible for its own infrastructure. Still, as a connector it is capable to bring together the market and all actors, including the operators of roads, inland waterways, and railways. When necessary, the port authority can also, together with, or on behalf of the users of infrastructure, act as a promotor of the desired improvements. In the past few years, North Sea Port has put ample effort into an additional railway connection between Terneuzen and Ghent. A railway currently exists on the westside of the Ghent-Terneuzen Canal. Companies on the eastside of the Dutch part of the canal that want to make use of rail transport now need to make a large detour via, for instance, the Sluiskil bridge. Together with the industry, North Sea Port has for many years demanded a railroad on the eastside of the

In its new strategic plan 'Connect 2025', North Sea Port has described eight programmes to realise its goals for the next few years.



Programme Futureproof infrastructure

Points of action:

Aiming at innovation in favour of the port infrastructure, on the maritime and on the land side, to strengthen:

- Competitiveness
- Efficiency
- Safety
- Sustainability

Meaning:

- In 2025, North Sea Port can lighten New Panamax vessels up to 15m draught behind the locks. Vessels with a maximum width of 45m can sail to the Rodenhuisendok, without nautical delays for our most important customers.
- In 2025, we will achieve by smart asset management of North Sea Port's vital port infrastructure a nautical-logistical continuous operational reliability for our most important customers.

Challenges:

- Detecting bottlenecks and missing links based on customers' needs.
- Suitable adaptation on the many technical developments.
- Optimising the lifecycle of assets and the financial cost.

canal, and these efforts are now paying off. It was recently announced that the Nederlandse Groeifonds (Dutch Growth Fund) is reserving EUR 105 million for the realisation of three rail infrastructural elements, including the missing link between Axel and Zelzate. This, apart from earlier announced investments from Belgium and the Netherlands. This as the outcome of the declaration of intent that the governments of the Netherlands, Belgium and Flanders signed with the region in 2021 for better rail access to the port area between Terneuzen and Ghent. "The support of the Groeifonds underlines the efforts of North Sea Port for sustainable transport and quality of life in the port area and a better accessibility of the companies", voices Mr De Meij. "And being a cross-border project, it can be expected that in accordance with the 2021 Letter of Intent, a comparable financial contribution will also come from Belgium. The substantiation from the independent commission was meaningful in this matter, as it stated that North Sea Port is a port of national importance and an important asset for the Dutch economy with ample growth potential."

Cross-border collaboration

The new railway connection has been on the wish list of the Zeeuws-Vlaanderen industry for a long time, and Mr De Meij is convinced of the fact that the merger of the Zeeland and Ghent seaports have accelerated this process. "Since the merger, we have reached a higher position in the European seaport ranking, which has made us more visible for the governments, as they can now see the economic relevance of the region for both countries. Apart from this, in bringing together various market parties, the necessary critical mass could be realised to become more visible as a spokespartner, but also to improve the project's cost attractiveness." Ms Bonte gives another example. "As we are now a top ten player in Europe, our attendance is much more prominent. This also reflects in the strengthening of the port's position in the TEN-T network. Another positive effect is that we notice cross-border collaboration more often. Infrabel and ProRail, for example, sit around the table more



Els Bonte, Manager Port Development & Innovation at North Sea Port, is coordinator of the various programme drivers.



Hans de Meij, Project Leader Development & Space at North Sea Port, is appointed as driver of the 'Strong Logistic Chains' programme.

often, as they admit that certain challenges such as the new Ghent-Terneuzen railway do not stop at the border. The independent commission of the Groeifonds also noted excellent collaboration within North Sea Port."

A lot of work to be done

"The new rail connection between Terneuzen and Ghent will help to realise a nice robust rail network within the port area that will also be of interest for Ghent companies, as it offers a lot of opportunities for multimodal terminals. Future passenger transport is also taken into consideration," Mr De Meij explains. "Of course a lot must happen before the first trains will ride. First, a cross-border project team has been formed by ProRail, Infrabel, and North Sea Port, in which the latter will act as a coordinator. Several studies have been conducted in the past, but it is necessary to execute additional surveys to make sure that the right procedures and processes will be executed for realising the necessary rail infra measures. Apart from this, we are working hard to achieve financial support from the Belgian government. As soon as the decision has been made to construct the railway, terrain must be acquired and cables and pipelines need to be placed elsewhere. So a lot of work must be done, and we expect that the construction of the cross-border rail track can start in 2027/28."

Customer partnership

Next to the new rail connection, a lot of work is going on at the existing rail network. Infrabel, together with the Flemish government, will invest EUR 33.5 million in the improvement and renewal of the rail track at the Ghent part of North Sea Port. "A reliable and qualitative strong infrastructure is essential to guarantee the capacity and connectivity of our port", Ms Bonte elaborates. "Aiming at qualitative assets contributes to our customer partnership. Simply said, a satisfied customer will return and also tell others about his good experience. Apart from rail, other modalities in and around the port also receive ample attention. When all goes according to plan, the New Lock at Terneuzen will become operational in 2023 and next to this, the further optimising of the nautical accessibility of the canal is being considered. The Seine-Scheldt inland waterway connection that includes the Ghent-Terneuzen Canal will improve the transport per barge from Paris to the Western Scheldt River, which is good for the competitive position of our port. One should also not forget about the improvements of the roads around the port area. For the last mile, road transport will remain important and to guarantee fast, safe,

Programme Strong Logistic Chains

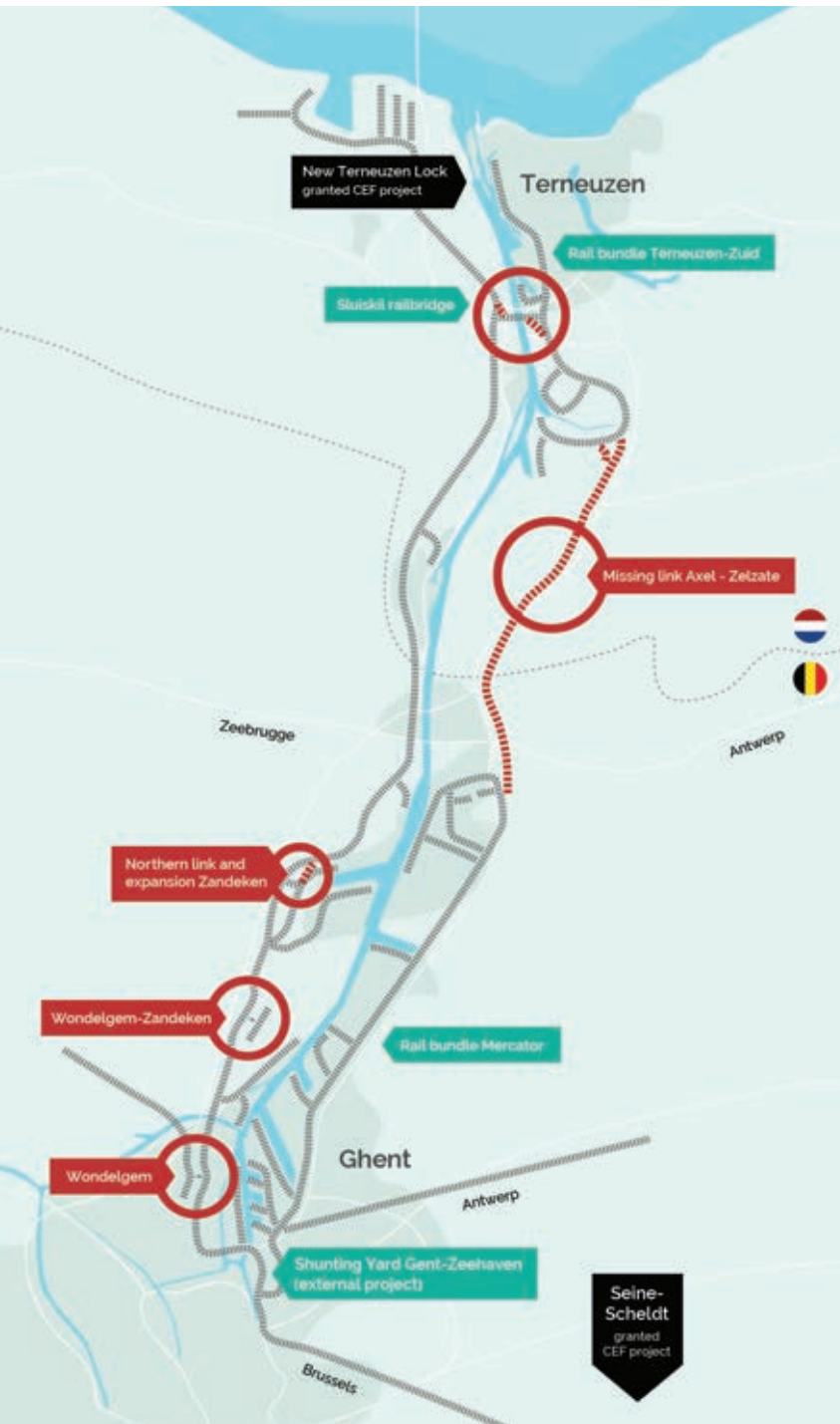
Points of action:

- Bundling of cargo to obtain critical mass for the desired modal shift.
- More regular barges services.
- More regular rail services.
- Add value to the network as junction.

This means that North Sea Port wants to raise the share of inland shipping and rail transport, and reduce road transport to a maximum share of 25% in 2025.

Challenges:

- Raising collaboration between parties involved.
- Taking away bottlenecks and missing links.
- Change management to improve digitalisation and data sharing.



The new rail connection between Terneuzen and Ghent will help to realise a nice robust rail network within the port area.

and efficient road transport, one should keep on paying attention to the road network. This will also lead to less congestion around the port, which is good for the environment. For the Ghent port area, improvement works are well under way in the R4WO project to improve the circulation of traffic on the Ghent ring road.”

Corridor South

In the Netherlands, a large part of the transport of goods takes place over corridors. Today, these are Corridor East (route Rotterdam, Arnhem/Nijmegen, Germany) and Southeast (route Rotterdam, Noord-Brabant/Limburg, Germany). North Sea Port is part of Corridor South, which is in progress. “Corridor South is a collaboration between the ports of Amsterdam, Rotterdam, Moerdijk, and North Sea Port, together with the provinces of Noord-Holland, Zuid-Holland, Noord-Brabant, and Zeeland”, says Ms Bonte, “and the plan is to extend this corridor southbound

towards France. For the realisation of this corridor, it is important to work together with parties on the other existing corridors, as much can be learned from their knowledge and experience. Spearheads in this project are, among other things, taking care of infrastructural and logistical bottlenecks and opportunities in cargo transport, energy transition, and sustainability.”

Port infrastructure

It is of course also important that the infrastructure in the port area remains up to date. “The further strengthening of the efficient use of infrastructure remains an important goal, also inside the port”, says Ms Bonte. “We can, for example, encourage the port community to share each other’s assets to improve the efficient and sustainable use of it.” According to Ms Bonte, next to the more intensive use of space, it is also important to work towards sustainability in the construction and maintenance of infrastructure. “The port infrastructure will be upgraded, whilst taking climate into account. Apart from this, biodiversity is an important topic too, and North Sea Port wants to give the right example with its own infrastructural assets. A safe infrastructure also contributes to our license to operate. Therefore, we continuously improve safety and mobility, like with the maintenance and realisation of safe roads and bicycle tracks. The latter also helps to improve the use of bicycles for commuting.”

Alignment

As a driver of the ‘Strong Logistic Chains’ programme, Mr De Meij is taking on the challenge to realise the ambitions set in the programme. “For me, it is of course important to realise our ambitions and their effects”, he says, “and I hope to take large steps by, for example, enthusing the people with whom we are going to realise all of this, and by good collaboration with the companies and organisations involved in and outside the port.” Ms Bonte is the coordinator of the various programme drivers. “A dedicated driver has been appointed for each programme in our strategic plan, and I have been asked to coordinate all the various driver roles. As many of the programmes overlap and strengthen each other, sharing knowledge and working together, as well as good coordination, is very important. This is why I am not primarily involved with the programmes, but with the question ‘How can we approach them?’ This is a beautiful role, which gives me a lot of pleasure.”

Work hard, keep things simple

Verbrugge International is a well-known North Sea Port based company. With terminals in the Terneuzen and the Vlissingen port area, the family-owned company highly contributes to employment as well as the port's cargo volumes. Mikhael Paulus recently became responsible for the company's commercial affairs. Time for an introduction.

Although his professional career was intended to go a totally different way, Mr Paulus (32 years old) joined Verbrugge six years ago. He explains, "After graduating with a master's degree in economics, I started at ING Bank in Amsterdam where I was involved in the financing of acquisitions. Though after two years, I noticed that that type of work was not really my cup of tea." With Verbrugge looking for young and motivated people to join the company, it was no surprise that CEO Martin Verbrugge, who is the stepfather of Mr Paulus, proposed to him to join the company, which he did. He has never regretted saying "yes" to this proposal. "The first two years, I was involved in various commercial projects for our terminals in Vlissingen. Verbrugge is hands-on, practical, and has short communication lines, something I really enjoyed compared to my previous job." In 2020, Mr Paulus was appointed Operations Manager and in the beginning of this year he became responsible for all commercial activities. "Officially my new job title is Chief Commercial Officer, however I don't enjoy using these kinds of labels as it does not fit with who I am and what I stand for, so I do not often refer to the job title."

Human factor

According to Mr Paulus, Verbrugge still has a lot of potential, but it also has some challenges to overcome. "The entire industry is currently dealing with a tight labour market, and no matter how much our operation will be automated and digitalised, the human factor will always remain indispensable, both at the office as well as on our quays and in our warehouses. Many young people are encouraged by their parents to aim for the highest possible level of education and work, meaning that manual work has become unpopular. Also, many young people from Zeeland leave the province as they are not fully aware of all the opportunities the organisations and companies in our province have to offer. We are lucky to have people working for us at various positions and departments for decades. But some of them are about to retire. In the commercial team, for example, we now

have a mixture of more senior and relatively new, and younger colleagues. Some of the new colleagues will replace some of the existing ones that are about to retire. A positive aspect of this is that it gives a good blend of experience and business knowledge together with new points of view."

Competition

A second challenge Mr Paulus recognises is that of growing competition. "In the past few years new terminals have entered the scene and others have made a move towards the type of cargo we operate in. We are not afraid of fair competition, but it sometimes looks like a level playing field is missing. The time it takes to be granted a permit in the Netherlands often cannot compete with procedures abroad. In our world with customers looking for swift answers from us, this means that we are at risk of missing out. For both challenges, labour, and competition, I think that it is important to join forces within our port wherever possible, as more companies at North Sea Port have to deal with them, and collaboration will help us to stand stronger against other regions."

Spearheads

"Verbrugge is still a company of which most shares are owned by the family", Mr Paulus continues. "This means that the focus of the company lies on a stable growth, instead of on short-term profits. Throughout the years a lot has been achieved and the company has an excellent reputation in the various markets it operates in. Still, things can always get better. We have therefore described certain spearheads. The five most important in my opinion are Safety, People, Digitalisation, Operational Efficiency, and New Cargo Flows. Safety always has been a spearhead, and work in this matter is never finished. We constantly strive for the highest possible safety and security on our terminals and when looking at the required certifications, we always have our house in order. The other topics are related to each other. With



At Verbrugge I can do the things the way I like: working hard and keeping things simple, whilst always keeping the interest of the company in mind.



Photo courtesy of Scherpl Fotografie.



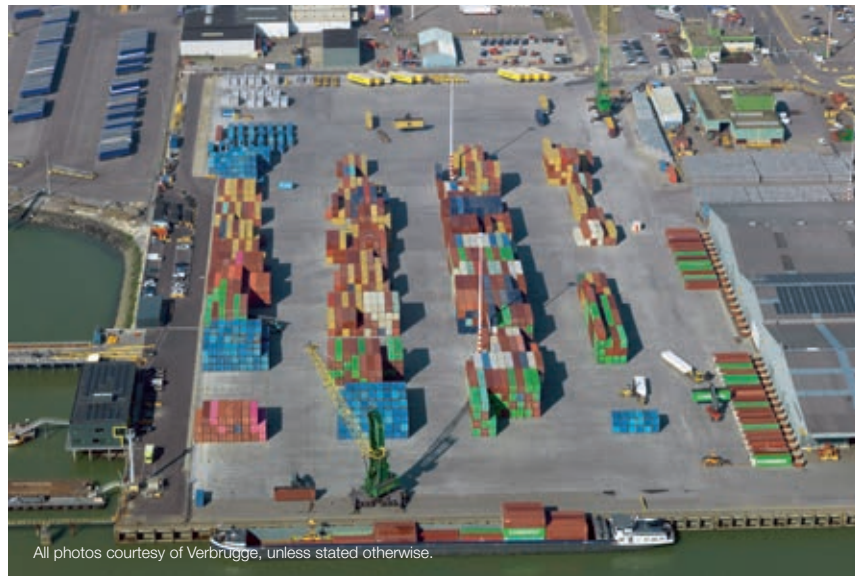
Mikhael Paulus, Chief Commercial Officer of Verbrugge, "I don't enjoy using these kinds of labels as it does not fit with who I am and what I stand for, so I do not often refer to the job title."

Photo courtesy of Scherpl Fotografie.

further digitalisation of our organisation, we can realise a higher efficiency and it also makes work more comfortable for our staff. In reaching for the maximum level of efficiency, we can stay ahead of competition as it makes our operation better, safer, and cheaper, which is good for us as well as for our customers. And talking about customers, when looking at the cargo we handle, of course we keep an eye on existing business, but for a stable growth it is also essential to look for opportunities. Five years ago, for example, we started to handle bulk in Vlissingen too, which has resulted in a very positive response from the market."

Investments

According to Mr Paulus, Verbrugge not only made plans but also acted according to them. "In the past few years, we have heavily invested in our terminals, as we always want to keep our premises state of the art to meet the high customers' requirements. At our Zeeland Terminal in Vlissingen, we realised a new 70,000m² terrain with room for around 3,000 containers and/or other cargo. And we replaced our harbour cranes at our Vlissingen Scaldia Terminal. In Terneuzen, at the Verbrugge Bulk Terminal, we have had all warehouse roofs replaced, and we will renew the quay gallery and bulk crane in 2022 and 2023. With all these investments and based on requests from our long-term customers, we anticipate the future. We always think along with our customers, which results in close partnerships. Calcit (calcium carbonate) and Fertilife (ammonia sulphate) recently established production facilities in Terneuzen, near our Bulk Terminal. We take care of the entire logistic process of handling, storing, and transshipment of feedstock and finished products for both companies. This kind of collaboration is very



All photos courtesy of Verbrugge, unless stated otherwise.

At the Zeeland Terminal in Vlissingen, Verbrugge realised a new 70,000m² terrain with room for around 3,000 containers and/or other cargo.

efficient for both us and the region, as it generates additional employment and added value from the port activities."

Multi-market

With its various terminals, Verbrugge acts as a multi-purpose terminal operator and logistics service provider. First of all, the company acts as the main European hub for woodpulp. "Woodpulp is one of our most important products to take care of," Mr Paulus explains, and at our Scaldia Terminal we this year expand the options for transport to the hinterland with

“ At North Sea Port, we were the first company to start logistics activities in the field of offshore wind components.

additional rail services. Instead of two per week, four trains operated by DB Schenker now leave this terminal every week.” The company has a strong position in other segments as well. “At North Sea Port, we were the first company to start logistics activities in the field of offshore wind components”, Mr Paulus says. Today, we have DEME Offshore as a strong partner in this business. They are using part of our Scaldia Terminal as a base for their North Sea offshore operations. Next to this, we still have plenty of handling and storage space available. We also have excellent facilities for companies that want to produce or assemble offshore wind components. Our Zeeland Terminal will remain important for the handling of steel metals and tobacco, commodities for which we are still one of the leading European terminal operators.”

US Army

Verbrugge recently attracted a lot of attention once again with an impressive logistics operation for the US Army, and Mr Paulus refers to this as an example of Verbrugge's expertise in large projects. “Last year, and this year our Zeeland Terminal has acted as Temporary Military Object for the US Army when it was used as a hub for the movement of military equipment. The first project was to assist the change of brigades. Equipment from Germany, such as helicopters, was transported via Vlissingen to the US, and vice versa. For the most recent project, because of a large military mission in Poland, the shipment of equipment from the US to Poland was arranged via the Zeeland Terminal. Two vessels transported over 3,000 vehicles, as well as containers with equipment, that were unloaded and prepared for further transport by truck and train. Next to providing space and quays for this, we offered a complete package of services. Our people helped with the logistics operation, and we arranged sleeping and eating facilities on our terrain. To do so, we modified two of our warehouses as sleeping accommodation and restaurant. For the latter we worked together with a local caterer to provide meals and drinks, and we took care of the required municipal permit for the sleeping facilities. The US Army opted for us not only because of our expertise, but also because of the excellent facilities on our terminal such as a RoRo ramp, and our multimodal transport options. Of course, we hope to become the preferred partner for the US Army, as this kind of challenging and demanding operations shows what we are capable of in project cargo. What is really important to mention is that this project was only possible by having a great and flexible team in place.”

Predecessor

Mr Paulus has found his feet at Verbrugge, so much is true. “At Verbrugge I can do the things the way I like: working hard and keeping things simple, whilst always keeping the interest of the company in mind. Martin will retire at some point, and it is expected that I will take over the helm. For me, there is



Last year, and this year the Zeeland Terminal has acted as Temporary Military Object for the US Army when it was used as a hub for the movement of military equipment.



With its various terminals, Verbrugge acts as a multi-purpose terminal operator and logistics service provider.

no need to rush. A lot of things can happen in the meantime. Before taking this large step, I first want to show I am capable and want to get a sense of trust. I don't want to become the predecessor of Martin because of who I am, but for what I have achieved. On the other hand, it is the company's goal to remain a family-owned company, and of course I really like the idea of being part of this”, Mr Paulus resolves.

Cornerstone of a new sustainable ecosystem

Bio Energy Base



Photo courtesy of STYN.be



Michael Corten, CEO of Belgian Eco Energy:
 “We want to be a catalyst in the development of a local ecosystem for innovation, sustainability, and circularity.”

Bio Energy Base, the new power plant of Belgian Eco Energy, is up and running. It will provide existing companies in North Sea Port with sustainable energy, steam, and heat, but also aims at attracting new innovative investments by third parties and creating a hub for bio-based and CO₂-neutral or CO₂-negative industries. It all reinforces North Sea Port’s role as a green energy port and platform for the transition to a circular and climate-neutral economy.

Operations at Bio Energy Base (BEB) started earlier this year, but the official start was celebrated in May. At a time when Europe struggles with its dependency on fossil fuels and high energy prices, and is looking at ways to accelerate its decarbonisation and climate transition, the event did not go unnoticed, even more so because of the philosophy and business model that comes with the new facility. “We turn non-reusable wood waste into green, CO₂-neutral electricity and steam in a power plant that respects the highest emission and noise standards, is the cornerstone of a new sustainable ecosystem, and will help kickstart new innovative industrial projects in its immediate vicinity”, Michael Corten, CEO and founder of Belgian Eco Energy, explains.

Greening existing industries...

The steam Bio Energy Base produces is being delivered to the neighbouring chemical plant, tank storage terminal and blending facility of Gadot Group, which sits just next to Ghent Coal Terminal alongside the sea canal to Terneuzen. A new direct underground pipeline bridges the distance of 900m between the two installations. By using BEB’s steam, Gadot will be able to avoid having to use fossil energy to generate the steam it needs.

“This helps to lock in existing industries. We provide them with a green alternative that strengthens their competitiveness and ensures their continuity by making them less dependent on traditional energies and drastically reducing their CO₂ output”, Mr Corten underlines.

The same can be said for the site BEB is sitting on. It is a quite uncommon sight to see a green power plant – a pretty clean installation – towering out above the black heaps of the Ghent Coal Terminal of stevedoring group Sea-Invest. But even this makes perfect sense, says Mr Corten. “Bio Energy Base did not take up greenfield space but redeveloped part of an existing coal terminal, which offers a strategic location along a major waterway, and turns it into a hub for green energy. This allows Sea-Invest to make a gradual switch with this installation, while continuing to play its traditional role of bulk handler. Both Sea-Invest and the port stand to gain from the fact that this major terminal gets a second life that remains linked to the waterway.”

...and attracting new ones

But the ambition of BEE reaches further. “Gadot is only the first company in our new cluster. We will also attract new innovative



A perfect illustration of what energy transition is all about: the green power plant of BEB towers over the heaps of coal at Ghent Coal Terminal.

Photo courtesy of BEE.



Photo courtesy of BEE.

A hypermodern and sophisticated filtering process reduces emissions like NOx and particulate matter to the lowest possible levels. “It doesn’t get cleaner than the Bio Energy Base”, BEE claims.

businesses importing additional jobs and added value around our power plant.”

Innovafeed, a French biotech company that produces bioproteins for animal and plant nutrition from insect breeding, will be the first newcomer. The company already has two plants in France and just announced it will build the world’s largest insect protein farm in the United States. It has plans for more installations. The biggest of them will be built in Ghent. It will be the first one of its kind in Flanders and even Belgium. The presence of BEB as a reliable source of renewable energy and the location in a port with the logistical advantages this offers for export were major factors in making this choice. “We are very



We provide existing industries with a green alternative that strengthens their competitiveness and ensures their continuity.

close to putting our signature under the final agreement. The new factory will cover six hectares and will be located right next to our own plant. Since Gadot absorbs all the steam generated by our first plant, we will then have to build a second one that will probably run on a different kind of industrial waste.”

The Innovafeed case shows the leverage the power plant can offer, says Mr Corten. “We want to be a catalyst in the development of a local ecosystem for innovation, sustainability, and circularity, the final objective being to become CO₂-negative and to decouple economic growth and job creation from emissions. Together with North Sea Port, other port companies, and the Ghent University, we are also involved in the Carbon Capture and Utilisation (CCU) research project called North CCU Hub. And we are looking into specific applications for the reuse of our residual ashes in new building materials like paving stones too. When we reach our cruising speed with our two power plants, we estimate we will avoid about 280,000t of CO₂ emissions each year, the equivalent of half the gas consumption of the population of Ghent.”

Short inbound supply chain

The idea of building short supply chains also applies to the input the new plant needs, reducing the carbon footprint that

comes with transportation. The non-recyclable wood waste is collected from within Belgium and the Netherlands. It never travels more than 250 kilometres and will mainly be delivered by inland shipping. Mr Corten puts the share of the waterway in the incoming volumes at about 75%. Only flows from smaller and nearby sites will come by truck.

Two inland barges will bring in some 1,200t of wood waste each on a weekly basis. They will be handled directly at the quay of Ghent Coal Terminal. The quayside is connected by dedicated conveyor belts to the large storage hall which can hold about 3,000t of the wood waste, enough to keep the plant running for another week.

The plant will need 150,000t of (certified) non-reusable wood waste on a yearly base. BEE has signed a deal with recycling group Renewi to guarantee the needed supply. "Availability of the material we need is no longer an issue." Barging will be performed by operators Antverpia and NPRC.

A model for duplication

At this stage, BEE has projects similar to the one in Ghent on the drawing table in Belgium (at Lixhe, near Liège), France, and Spain. In most cases, steam and heat are the decisive linchpin. "Steam and heat are technically and commercially a very specialised affair, where you need to find the right kind of customer. Excess green electricity can always be put back on the grid for delivery to other customers everywhere in Flanders, for instance. You cannot do that with steam."

Bio Energy Base offers a model that can be rolled out on other locations and that, according to BEE, can inspire a new type of decentralised and future-proof energy infrastructure. "This is a big difference with the project we first tried to implement in Ghent a few years ago, which was much bigger in terms of

BEE and BEB in a nutshell

Belgian Eco Energy (BEE) is a family-owned, 100% Belgian, B2B energy provider founded in 2010 by Michael Corten and Christophe Surleux. It aims at offering a total service and "stable, reliable, affordable, flexible" tailor-made solutions to companies by developing, financing, building, and operating new sustainable installations for the production (from biomass, windmills or solar panels) of green electricity, heat, and steam at a local level. The company relies on long-term Corporate Power Purchase Agreements (CPPAs) with its customers.

Bio Energy Base (BEB) is BEE's first major realisation. Using end-of-life, non-recyclable wood waste the plant will produce 250 GWh of green heat and steam and 160 GWh of green electricity each year. The power plant in Ghent, which has a capacity of 20 MW for green power and 40 MW for heat and steam, required an investment of about EUR 120 million and was co-funded by the London-based investor Equitix, National Westminster Bank, and the Belgian cooperative Zonneberg. Construction started in January 2020. BEB will employ about 45 people.

size, investment, and traffic volume, but which did not come true. Our new power plant provides a blueprint for a renewable energy production network linked to industrial clusters striving for zero or negative carbon emission and a minimal overall footprint, and boosting growth, innovation, and employment."

I. BEE.EU



The wood waste delivered by inland barges and unloaded by Sea-Invest can be immediately stored into a hall directly connected to the power plant.

Photo courtesy of BEE.

Schelde Exotech opts for North Sea Port



Construction is well under way. The new building will be delivered by the end of October.

In the Vlissingen port area, construction is well underway for a company to settle down in this part of North Sea Port. Being located in the city of Vlissingen since its origin, Schelde Exotech decided to have its brand-new facilities built at North Sea Port.

Schelde Exotech is a company that designs and constructs high-end equipment for various industries. The company was founded in 1998 as a joint venture of three companies belonging to Royal Schelde (now Damen Shipyards), namely AKF Goes, Schelde Boiler Division, and Schelde MT-Products.

Pressure Thermal Dynamics

The specific knowledge of the three companies resulted in a wide range of customers in the chemical and petrochemical industry, the offshore oil & gas industry, electrical power plants, fertiliser plants, uranium enrichment facilities, and research institutes. Since 2001, Schelde Exotech is no longer part of Damen Shipyards, although it continued its operation from the Damen location in Vlissingen. Throughout the years, Schelde



Artist impression of Schelde Exotech's new facility at North Sea Port.

All images courtesy of Schelde Exotech, unless stated otherwise.



Photo courtesy of Scherpl Fotografie.

Exotech has been owned by various companies and investors. The company has been a 100% subsidiary of Pressure Thermal Dynamics (PTD) since 2019. Within the PTD Group, there is a close cooperation with Verolme (Netherlands), Logan Industries (US), and Nordic Custom (Estonia). In 1995, Jos Mols joined Schelde MT-Products which means that, acting in various roles, he has witnessed all of Schelde Exotech's developments since the company's foundation.

Many advantages

Mr Mols has been Managing Director since 2010. PortNews talks with him about the company and the new build activities. "For a couple of years, we have known that our lease contract

with Damen for our current location would end," Mr Mols explains, "and therefore we had to look for an alternative location to continue our operation." He adds, "First, we investigated the possibilities of renting an existing facility, though without any success as nothing suitable was available." This forced the company to look for an available terrain to realise new office and workshop facilities, and this brought them to North Sea Port. "Our new location at the Engelandweg in the Vlissingen port area has many advantages for us", Mr Mols states. "First of all, it is close to the A58 highway. Also, it gives us the opportunity to expand, should this be necessary. Thirdly, the new location is only a few hundred metres away from one of the quays of Verbrugge International, and we agreed with them



Jos Mols, Managing Director of Schelde Exotech at the construction site.

Photo courtesy of Scherpl! Fotografie.

that we can use their quay to ship finished products. From our new location to the quay is just a straight route, which is perfect for transporting large objects. Verbrugge will also help us with storage facilities for base materials and end products. Finally, several subcontractors are located in the port area, which makes working together with them easier.”

Ideal floorplan

According to Mr Mols, the new to construct facility has another important pro compared with the current situation. “Over here at the Damen yard,” he elaborates, “we are using various buildings for our production processes. Of course, throughout the years this has proven to work out fine, but now we are able to start from scratch with an ideal and most efficient floorplan. Next to our office space, the new building will be separated into four halls. One hall will be a cleanroom, for example for the construction and maintenance of vacuum systems. A second hall will be equipped as semi-cleanroom for the machining of stainless steel and alloy work pieces. The third will be used for machining carbon steel, and the fourth one will be an assembly hall. Having everything under one roof and closely together yields ample logistic advantages, and we are certainly looking forward to our brand-new, modern, and fully equipped offices.”

Knowledge and expertise

Soon after its establishment, Schelde Exotech changed its scope from engineering, production, and repair of standard equipment to the market of high-end equipment made from various kinds of high-grade steel. The company has hence built up a very robust reputation in various markets. “Since we decided to change to the production and maintenance of



Since we decided to change to the production and maintenance of equipment made from high-end steel, we have built up a lot of expertise in machining, welding, cladding, and maintaining this kind of equipment.

equipment made from high-end steel, we have built up a lot of expertise in machining, welding, cladding, and maintaining this kind of equipment. This has also resulted in a large knowledge of the materials used”, Mr Mols explains. “We have been able to supply equipment for customers all over the world in various demanding industries. This really has been a tremendous effort from our staff, as each product delivered is unique and must meet strict requirements. This can be really challenging every now and then.”

Project management

With their knowledge, Schelde Exotech often assists customers throughout the entire design and construction process.

Mr Mols elaborates, “In the markets in which we operate, our customers are becoming more and more demanding, for example due to stricter rules and regulations. This is often in opposition to their demand for shorter delivery times. It often appears that we know more about how to solve an issue, or what kind of material to use, and throughout the years many of our customers have come to us with increasingly different

questions. We have therefore become involved in project management and consultancy. We recently acted as project manager from scratch to execution for two large projects.” So the scope of work over the years has become much broader, and this is something Mr Mols is very proud of. “Being able to expand geographically as well as with our activities shows that our team really is doing a great job.”

Family

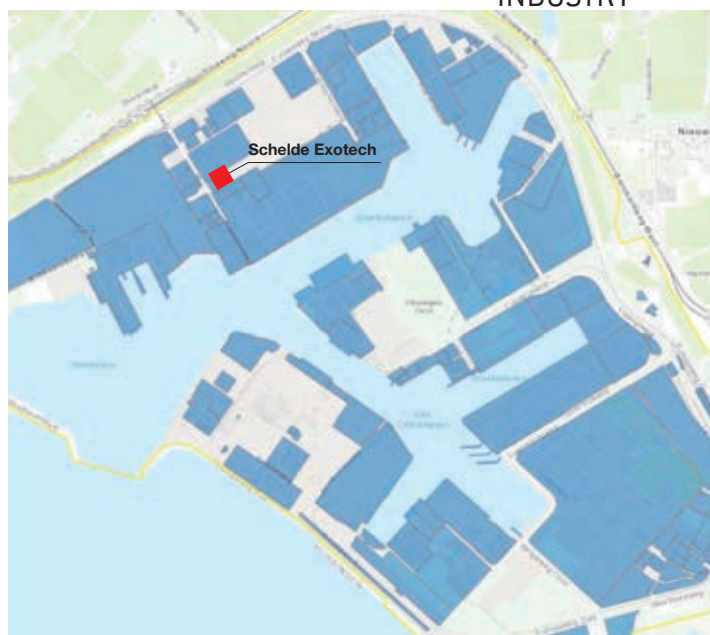
This team currently consists of a staff of 75. “About two-thirds of our employees have been working for us for 25 years and more, which shows the high level of loyalty from both the team and the company”, Mr Mols voices. “With so many people working for Schelde Exotech for so many years, we really do feel like a family.” Many of these people will retire in the next few years and although the current labour market in the Netherlands is tight, Schelde Exotech has managed to attract several young technicians to join the company. The company can thus keep the staff at the required level of number and qualities. “In order to find the best people for our team, we are also working closely together with local schools. We offer traineeships and so-called ‘learn and workspots’, and in contrast to market trends we can still enthruse young people to choose for a career at Schelde Exotech.”

Synergy

The new building will be delivered to Schelde Exotech by the end of October, and Jos Mols is looking forward to the moment when his team can start operating from their new facilities. “With our new location, we are ready to meet upcoming opportunities,” Mr Mols says. “Being part of the PTD Group gives us the chance to further expand our activities in North America. For this activity, it is important to know that US customers value products from European companies. Working together with the other group’s subsidiaries also results in ample synergy effects. We can therefore deal with larger, comprehensive assignments. This is a great advantage for customers, as they now have only one contact for the entire project, even when it consists of various sub-assignments.”

Promising

For Schelde Exotech, several market developments seem positive for the upcoming years. According to Mr Mols, the



The new location is only a few hundred metres away from one of the quays of Verbrugge International.

current oil prices indicate that new investments in the oil & gas industry will soon be made, not in the least as oil & gas will remain important as feedstock for the process industry. The developments in carbon capture and storage, as well as in hydrogen, also look promising for Schelde Exotech. “New equipment will be necessary for the offshore storage of carbon, and the same goes for the current development of hydrogen plants and infrastructure for which we can also supply the high-end equipment required. The current situation in Ukraine will likely speed up this process. I expect a lot of business from these industries within the upcoming two to five years. In the energy transition, nuclear power is likely to become relevant again and I think in about ten years this will result in new business for us as well. Altogether, with our new facilities and the many opportunities I just mentioned, it is needless to say that at Schelde Exotech we are all confidently looking forward to a promising future, and it is up to us to correctly respond to this.”

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Going for green

North Sea Port is a major European player in the storage and handling of liquid bulk. Last year, liquid bulk accounted for 26% of the transshipment of goods by sea-going vessel.



Daan Schutte, Head of Business Development Renewable Energy, Oil & Gas of Vesta Terminals.



All images courtesy of Vesta Terminals, unless stated otherwise.

The port area offers various storage options, including Vesta Terminals in the Vlissingen port area. Vesta Terminals is a joint venture company of Mercuria and Sinomart. Apart from Vlissingen, it also owns terminals in Antwerp and Tallinn. The company has a total storage capacity of 1.7m³ million. All terminals are deep-water facilities with excellent multimodal hinterland connections.

Switch

“Over here at North Sea Port’s Vlissingen port area, we have a total storage capacity of 388,553m³ divided over three terminals. Two of them are at the Buitenhaven and one is located at the Sloehaven”, says Daan Schutte, Head of Business Development Renewable Energy, Oil & Gas of Vesta Terminals. “In 27 tanks, we store a broad range of liquids such as middle distillates, fatty acid methyl esters (FAME), biodiesel, base oils, and speciality products. Throughout the years, our Vlissingen company, that we usually refer to as Vesta Terminals Flushing (VTF), has made a switch from fossil oil-based products towards the more sustainable goods like biofuels, and we expect this move to further continue as the market for biofuels and other types of renewable commodities is rapidly expanding.”

Expansion

Over the years, various expansions, modifications, and modernisations have taken place at the Vlissingen terminals and with permitted land available, the company can expand even more. “One of the reasons why I joined Vesta Terminals is to look for business opportunities that will enable us to expand our storage facilities,” he says. “The land we have is very suitable for expansion, as it is located close to the waterfront



Over the years, various expansions, modifications, and modernisations have taken place at the Vlissingen terminals.

and can profit from our available facilities such as jetties and mooring space.” Plans for the establishment of a new terminal for liquids were recently announced (also see the March issue of PortNews), however Mr Schutte is not afraid this will affect Vesta Terminals’ performance. “With our experience, know-how, and excellent facilities in Vlissingen, we are well equipped to deal with competition. To be honest, I think that for North Sea Port as a port for liquids, it would not be bad to have some new activities in our business, as it will help to raise the port’s name awareness in our market.”

Focus on sustainability

The company is currently taking large steps in realising a future-proof organisation, with the focus on sustainability. “Within our company, we have three spearheads when looking at sustainability”, Mr Schutte explains. “For going for green, we first want to lower the ecological footprint of our terminals. In Vlissingen, for example, we are investing in solar panels for the production of green electricity that we can use at our facilities. Secondly, we aim at growth in the storage and handling of biofuels. For this, we already expanded the storage capacity for biofuels significantly. We are also investigating the possibilities of realising bunker facilities for green fuels as with the Western Scheldt River at a stone’s throw, we are ideally located for bunkering vessels on their way to and from Antwerp, Ghent, Terneuzen, and Vlissingen. Last, but certainly not least, we have initiated our unique ammonia ‘tank-to-cracker-to-pipeline’ project called Green Point Valley, together with green engineering consultancy firm Proton Ventures and international engineering and environmental consulting company Antea.”

Tank-to-cracker-to-pipeline

Mr Schutte continues, “In this project, green hydrogen produced in the Middle East using electricity from solar power

Details Vesta Terminals Vlissingen (VTF)

- Storage capacity: 388,553m³
- Number of tanks: 27
- Tank sizes: from 1,000m³ to 32,000 m³
- Expansion capacity: 248,527m³ permitted
- Products stored: middle distillates, FAME, base oils, specialty products
- Jetty in Buitenhaven at VTF1:
 - draught 11.4m
 - DWT 50,000mt
 - max unloading rate 1,500m³/hour
 - max loading rate 1,000m³/hour
- Berths in Buitenhaven at VTF2:
 - berth 1: draught 10.0m; LOA 140m
 - berth 2: draught 5m
 - max unloading rate 700m³/hour
 - max loading rate 500m³/hour
 - truck loading rack
- Jetty Sloehaven at VTF3:
 - draught: 12.5m
 - LOA: 225m
 - DWT: 47,500mt (63,100mt max. displacement)
 - max unloading rate: 2,500m³/hour
 - max loading rate: 2,000m³/hour

will be converted to green ammonia and shipped to our terminal in Vlissingen, where it will be stored in our existing storage facilities. From our tanks, we will either crack the ammonia back to green hydrogen and feed this into the planned Gasunie Hydrogen Backbone grid for further transport to the hinterland,



At North Sea Port's Vlissingen port area, we have a total storage capacity of 388,553m³.



Our Vlissingen green ammonia project is just the beginning for us and we expect to develop similar type of facilities around the world.

supply the green ammonia as bunker fuel or supply the surrounding industry with ammonia. Our aim is to have 75% of the ammonia processed into green hydrogen. The remaining 25% will be stored for the use of bunker fuel or feedstock. Although we anticipate that the Middle East will be our main supplier for the green ammonia, we think other regions such as southern Europe and the US could also be of interest. For the cracking process, we are now looking for companies that are willing to co-invest. Gasunie and our shareholders could become part of this to push the supply of green hydrogen.”

Only the beginning

For the plans of Vesta in Vlissingen, it is good to learn from Mr Schutte that the port authority of North Sea Port is very collaborative. “North Sea Port has its focus on sustainability, which is why they are really supporting initiatives like our Green Point Valley project. Not only in allocating land, but also in thinking along with us and offering assistance in case we are in need of a helping hand. They thus really are a valuable support.” Mr Schutte has been active in the liquid bulk industry for almost twenty years, of which the last seven years in the Middle East, before he joined Vesta Terminals. “I really enjoy working in the liquid bulk industry, as it is a dynamic and stimulating surrounding”, he elaborates. “There is always something going on, regardless of fossil fuels or renewables. With my role in the company's move towards the storage of renewables, I am witnessing an important development, which is really challenging. Although oil & gas will remain important in the upcoming years as feedstock, a lack of a real horizon in these commodities will make parties reluctant to invest in new

Vesta Terminals Vlissingen and North Sea Port awarded Silver

As part of the StocExpo exhibition and conference that took place from 23-25 May in Rotterdam, the Global Tank Storage Awards ceremony was organised by Tank Storage Magazine. Vesta Terminals Vlissingen and North Sea Port were both on the short list for the Terminal and Port of the Future Awards. The Port of the Future Award is granted to the port that works hard to prepare for the energy transition, introduces digital initiatives, and improves overall port customer service and efficiency. The Terminal of the Future Award goes to the terminal that demonstrates its dedication to preparing for the energy transition. It is flexible to adapt to changing market conditions and has a real focus on sustainability. Vesta Terminals Vlissingen and North Sea Port were both awarded the Silver Award. “Although we did not win the Gold Award, being on the shortlist and ending up in second place is an important first recognition for our Green Point Valley project and our company focus on a sustainable future,” Mr Schutte concludes.



In Vlissingen, Vesta is investing in solar panels for the production of green electricity that can be used at its facilities.

storage facilities. On the other hand, this will create room for investments in renewable energy opportunities and with our sustainability plans, we are in the front row of profiting from this. Our Vlissingen green ammonia project is just the beginning for us and we expect to develop similar type of facilities around the world, so these are exciting times and I am really looking forward to be part of this transition in the energy sector.”

1. VESTATERMINALS.COM



Logistics has become the main pillar of activity.

Photo courtesy of EUTRACO/Tom D'haanens.



New kid on the block

EUTRACO

A new player entered the logistical pitch at the Kluizendok early this year when EUTRACO started operations in a first warehouse of 25,000m². Six months later, the logistics services provider has decided to speed up the building of the two other units of its 75,000m² warehousing complex to have them ready by the end of the year. It is a further proof of the ambition of the self-declared ‘logistic challenger’.

EUTRACO is a company on the move. In just a few years’ time its main focus has entirely shifted from road haulage to integrated, value-added logistics. “Logistics is now at the core of everything we do, including our investment agenda and product portfolio, even if we remain active in transport and freight forwarding, and recently added customs clearance as a fourth pillar. The perfect deal for us is when we combine these four into an integrated package for our customers”, says Serge Gregoir, the company’s CEO.

Doubling every two years

The transformation is happening at a fast pace. “In 2017, our warehousing capacity was limited to 50,000m². At the end of this year, we will stand at 302,000m². In five years’ time, we multiplied that number by six.” So far, EUTRACO beats its own goal to double its logistical footprint every two years, but it has no intention to slow down. “We are aiming at one million operational square metres by 2025, but that most probably implies that the organic growth we have had so far, will have to be reinforced by acquisitions.”

The shift in strategy largely coincided with Mr Gregoir becoming CEO in 2017 and his management buy-out in 2020, but he refuses to take all the credit for it. “It helped to streamline the decision process, but the foundation for EUTRACO’s expansion was laid when the company was still held by the Pattyn/Andries family. We could not have made our sprint forward if we had not come out of these very solid starting blocks.”

Logistic challenger

EUTRACO promotes itself as the logistic challenger. “We are still only a medium-sized company with a turnover that is far from what the big guys achieve. But what we offer is a combination of the kind of services and infrastructure you expect from the



Photo courtesy of EUTRACO/Tom D'haenens.

Serge Gregoir, CEO and owner of EUTRACO.

larger corporations with the spirit, dynamism, and flexibility of a smaller organisation. It is a mix which is very attractive to many clients.”

“To compete, one of the basic requisites is critical mass. This is one of the drivers behind our logistical expansion. If you do not have warehousing space, there is not much you can do. You then still have to find the right people, set up efficient processes, achieve operational flexibility, get the margins you need, manage all your customers sitting under one roof with often very different flows... We have been through a steep learning curve. Calling yourself the logistic challenger is easy. Making that true is a lot harder. Now that we have a certain size, starting up new sites is becoming less of a challenge, though. And the market is taking notice of our presence.”

High-standard warehousing

When it comes to infrastructure, high-standard, sustainable warehouses on large campuses at strategic locations are a must today, Mr Gregoir adds. “Together with the high speed logistics developer MG Real Estate, we pioneered with our carbon- and energy-neutral platform in Willebroek, but it has become our reference. Each new site we develop now is built according to that recipe, because our ambition is also to be a front-runner in sustainability. As far as our warehouses are concerned, that is not up for debate anymore. For logistical real estate, there are a lot of techniques available off-the-shelf (heat pumps, smart lighting, solar panels, and so on) that you can combine to make your new buildings sustainable. We use them to the maximum extent. The impact on the final investment is relatively low and can be absorbed by having less overhead costs, being more cost-efficient, and opting for long-term rental agreements. Our vision is: we want to offer a sustainable storage solution at the same price as a non-sustainable one.



Photo courtesy of Jean-Louis Vandevoorde.

“ Our ambition is also to be a front-runner in sustainability. Today, there is no longer any good reason for not making your pallet position sustainable.

EUTRACO

- Headquartered in Roeselare, West-Flanders
- Started out as a road haulier in 1967
- Evolved over the past five years into a one-stop-shop logistic services provider, with logistics now as the core activity complemented with transport, freight forwarding and – since this year – customs clearance
- Serves a large range of customers in the fields of FMCG, DIY, retail, food and beverages,...
- Will have more than 300,000m² of warehousing capacity by the end of this year, with main hubs in Roeselare, Willebroek, Ghent, Sint-Niklaas, Antwerp, and Charleroi
- Runs a fleet of 300 trucks
- Employs close to 600 people (including fixed partners), of which more than 300 on its own payroll
- Will have a turnover of EUR 80 million this year
- Management buy-out in June 2020 by Serge Gregoir, CEO of the group since mid-2017

But today, if you’re building a new warehouse, there is no longer any good reason for not making it sustainable.”

“The same cannot be said for trucks. Electrical trucks are much more expensive and their range is still limited. A charging station does not come cheap and you still need quite some time to charge the battery. Uncertainty still prevails regarding the price and availability – now and tomorrow – of other green fuels like biodiesel. Making your truck fleet sustainable still carries a cost you cannot yet recoup. Not yet.”

Battery system and automation

Sustainability and high standards are trump cards EUTRACO and MG Real Estate are playing in Ghent, going even further



Ghent has become one of the main hubs in EUTRACO's network.

than before. The new complex will have an internal free height of 13.7m (versus 12.2m in most warehouses now). "Your rent may go up slightly, you will probably need heavier reachtrucks, your handling cost may increase slightly too, and you may need to make the aisle a bit wider, but the building price will not be substantially higher and you gain an extra layer in storage capacity, which translates into added turnover per square meter."

Moreover, one of the pioneering developments is to install a battery system that would allow the storage of the electricity obtained during daytime by the solar panels on the roof to use it at night-time. "It will be a try-out and the sun will not shine hard and bright enough each day of the year to bridge the whole night. But batteries (or any alternative offering on-site energy storage) are the missing piece of the puzzle that would make our sustainability case complete by making us – virtually – independent from the grid. And if it proves successful it is a formula we will implement elsewhere."

An added touch will be the implementation of an automated system for one of the flows. "Two of our loading bays will soon receive an Ancra automatic system for the rapid loading and unloading of trucks (which have to be equipped accordingly). It will be the very first time we implement such a solution, but automation will be necessary in industries like food to remain relevant and continue to create value for your clients. Automation is part of our Masterplan 2025. We have come to a point where automation is more accessible, can facilitate multiclient applications, and can interact more easily with the flexible systems that remain key for us."

Ghent

There were obvious reasons for EUTRACO to opt for Ghent, the CEO explains. "It was a blind spot on our map between Roeselare on the one hand, Antwerp, Willebroek, and Sint-Niklaas on the other, and it offered an opportunity to develop a large-scale project, something which is becoming extremely rare in Flanders.



Photo courtesy of EUTRACO/Tom D'haenens.

In five years' time, EUTRACO multiplied its warehouse capacity by six.

Last but not least, it presented the attraction of full-fledged multimodality. "This has become a central element in our strategy. We are looking at every multimodal hot spot in Flanders. Driving to Antwerp – I should say biking, if we consider the average speed including the waiting time at the terminals – has become pure madness. We experimented with multimodal solutions in Willebroek, where we have a very productive cooperation with the TCT container terminal of Hutchison Ports. We hope to establish a similar relationship with Stukwerkers, whose trimodal terminal at the Kluizendok serves as a container yard and depot for many shipping companies." Again, the company moved fast. Talks started in June 2021, the decision to build was taken in September, construction works started in October, and the first warehouse was (partially) ready in January. At present, EUTRACO is handling the flows of four clients, all of them active in retail or supply to retail, in its most recent facility, three of which are completely new to the logistics services provider.

"It's a mix we are familiar and happy with. It helps us to level out the ups-and-downs in specific sectors and makes us more resilient." About a quarter of the volumes in this phase is linked to the waterway (both shortsea and inland navigation). "After only five months", Serge Gregoir is proud to emphasize.

Ready to do more

Initially, EUTRACO intended to build the 75,000m² complex in phases spread over a period of three years. The plans have been rushed forward: by the end of this year all three units of 25,000m² will have been built, another indication that business is booming and that EUTRACO is willing to build at risk, without commitments of clients for the whole capacity. The second and third hall are already under construction and will be ready by the fourth quarter of the year.

"We gain from the fact that our major hubs are close to each other and the Ghent port area is the kind of location where I would gladly sign for another 100,000m². At this moment, we have no further expansion possibilities in Ghent. And space here is ever more in tight supply and in very high demand. For every square metre it still has, North Sea Port probably has ten candidates willing to invest. If the opportunity arises, it will be up to us to make a value proposition that is strong enough to convince them to opt for us."



A milestone waiting for others to follow

PVS Chemicals Belgium

In the beginning of last year PVS Chemicals Belgium reached a new milestone with the completion of a state-of-the-art convertor and new steaming equipment. As a consequence, production capacity and steam production have increased significantly and the sustainability of the whole process has improved. The subsidiary of the American group is looking into new developments and investments to further strengthen its position.



The PVS Belgium plant in Ghent, on the left bank of the sea canal to Terneuzen.

Photo courtesy of PVS/photo by STYN.be

One of the stepping stones in the international expansion of the PVS group in its now more than 75 year long history (see box) was the establishment of PVS Chemicals Belgium in the Ghent port area of North Sea Port, with the acquisition of part of a local UCB plant in 1997. The plant on the left bank of the sea canal to Terneuzen already had a long history of its own, with the start of the production there dating back to 1895. PVS Chemicals Belgium became a major player on the European market for the production of sulphuric acid and sulphur-based chemicals. "Our installations may seem rather small in size and at EUR 27 million our turnover is not staggeringly high, but we are big in most of our markets. For



Photo courtesy of PVS/photo by STYN.be

PVS expects the investment in the new converter installation will pay for itself within just a few years.

"It all started in 1945"

"It all started one day in 1945. There was a family man, with his friends and a dream." That is how the 'History' page on the website of PVS opens. It tells one a lot about the company, founded by Floyd A. 'Nick' Nicholson as a small local business in Detroit – called Pressure Vessel Service – focussing on the cleaning of boilers and pressure vessels. He soon entered the chemical distribution business by delivering hydrochloric acid (HCl) to industries like steelworks, before venturing into sulphuric acid manufacturing with the acquisition of a plant. "The rest is history", the website says. Well, not quite, since the story is still unfolding.

Two generations later, PVS is still held and run by the Nicholson family. The acronym remains, but the group has evolved through organic growth and acquisitions into a global manufacturer, distributor, and trader of high-quality chemicals – "chemistry for daily life", as the motto of the company goes – for agriculture, electronics, oil & gas, water & waste water treatment, and a large array of other household, industrial, and institutional applications. Today, the group has more than 1,300 employees worldwide, a network of 14 manufacturing plants plus terminals and distribution facilities across North America, Europe, and Asia. It has a turnover of USD 850 million.

some products, we are the sole producer within PVS and one of the very few ones in Europe or globally. That is the case for ultra-high purity (e-grade) sulphuric acid, which is a critical ingredient for the semi-conductor chip industry. It gives us a strong position to build on. Agility, one of our core values, translates into flexibility in meeting our customers' demands that not every other supplier can meet", explains General Manager David Engelen.

Shifting mix in products

"One of our strengths is that we are active in very different niche markets and that we build partnerships with both our suppliers and our customers, with whom we sometimes develop circular



David Engelen, General Manager of PVS Chemicals Belgium, and Carol Bailleul, Regulatory, Compliance & Optimization Manager.

Photo courtesy of Limit Fotografie

models that avoid waste and emissions.”

The mix of products made in Ghent ranges from chloro-sulphonic acid (CSA) and oleum to ammonium bisulphite (ABS) and sodium bisulphite (NaBS), which all have very specific applications. But the core business still relates to sulphuric acid, which comes in various concentrations and different quality grades, from technical to ultra-high pure. “We can tailor the strength or concentration of our sulphuric acid from tenths of a percent to over 100% (Oleum). We can also customise the purity level to the very specific needs of our clients, going down to parts per trillion (ppt) of impurities.”

The mix of products has changed over the past fifteen years and new markets have opened up. “The share of niche products compared to what can be considered as commodities has gone up, and we have expanded our portfolio to cater to new customers. That has had an impact on our logistics (see box), niche products being traded over larger distances, but coming in smaller shipments. The use of IBC’s and drums has increased accordingly, as has the reliance on road haulage.”

Revamp project

To match the evolution in its product portfolio and the growing demand, PVS Chemicals Belgium embarked on a far-reaching and multi-phased revamp project in 2018, with the aim to increase production capacity and to enhance the sustainability of its plant, which is a key factor in the group’s strategy. With some delay due to the COVID-19 pandemic, a major development took place in March last year when a brand-new art converter and steaming equipment were taken in service. This upgrade resulted in a new total production capacity of approximately 300 metric tonnes of sulphuric acid per day and in enhanced reliability. “Our production capacity had gone up by



With its new converter and steaming equipment, PVS Belgium is ready to run for decades to come.

30% and now stands at the equivalent of about 100,000 metric tonnes (eqMT) of sulphuric acid per year. We are now much closer to our licensed limit than before, making the most of our plant, which runs on a continuous, 24/7 schedule”, Mr Engelen states. The new installation also doubled the output of saturated steam. Thus PVS can supply steam generated from the new boilers to one of its neighbours under a long-term contract, while preventing about 11,700t of CO₂ to enter the atmosphere each year. “This is roughly equivalent to planting 195,000 trees annually”, PVS proudly stated on completion of this investment. Thanks to the capacity increase and the energy recovery, PVS anticipates that this project will pay for itself within just a few years. Furthermore, the future of the plant is ensured. PVS Chemicals Belgium and its 40 employees stand ready to write a new chapter in its 126 history. “PVS Belgium is ready to run for decades to come”, David Nicholson, President and CEO of PVS Chemicals Inc., declared.

More investments to come

That does not mean no more investments will be coming. “We are drawing up plans to renew elder parts of our installations and bring them to the same level as our more recent ones, which will have a favourable effect on our capacity by eliminating certain bottlenecks. Our whole site covers only two hectare, but the units we are talking about are pretty compact and do not have a big footprint in terms of space. We are also looking into a second

unit for the production of sulphuric acid that will make us less dependent on outside suppliers who are sometimes our competitors too. We hope to achieve this project by the end of next year. The first step there is to get a new license to do so.” When the time for new investments comes, sustainability and circularity again will rank high on the agenda. “One of the advantages we have is that we burn no fossil fuels or gas. All our heat is generated by the process itself. And cooling with water provides us with very useful steam. This makes our production CO₂-neutral. Moreover, since our neighbours limit the use of fossil fuel or gas thanks to our steam, we could even be called CO₂-negative.”

Mr Engelen does not exclude that PVS might extend its presence in Europe by making new acquisitions. “We do have the ambition to grow and the model we applied in Ghent is clearly working well. So adding new and complementary links to our global chain, be it in terms of production, solutions, services or logistics, is definitely an option.”

Building bridges

“As the only plant of PVS in Europe at this moment and even if we do benefit from the support of the group, we are somewhat in a stand-alone situation. We sometimes take the lead in certain developments, like the implementation of an environmental management system and ISO-certification. These are more important in Europe, where many clients require this, than in the US. But we gladly assume the responsibility we are given, and are looking forward to strengthening our position even further in the future.”

Building bridges with the surrounding communities is part of the exercise PVS Chemicals Belgium is undertaking in that respect. A community engagement plan is being developed

Trucks and trains

The production of PVS Chemicals Belgium is mainly destined for the European market. Distribution takes place by bulk trucks, railcars, and containers, as well as by IBC's and 200 litre drums. Due to the greater focus on niche products and the limited average size of shipments, the truck takes the largest share in the logistical set-up of PVS Chemicals Belgium, with the train transporting a smaller portion of the volumes.

Inland navigation has been out of the picture for a while now, partly because many clients have switched to just-in-time delivery and lack the storage capacity to take in larger volumes. If need be, PVS can make use of the jetty of neighbouring company Eastman. Eastman also handles the railcars on its yard.

Some 130 to 150 trucks of specialised hauliers come and go each week, some of which bear the company's logo. PVS Chemicals Belgium does not own any transport means so far, but leases equipment such as more than fifty ISO containers dedicated to specific flows. The company is considering the purchase of containers with special interior lining.

PVS has its own transportation division in the United States.

and launched to reinforce the link with the plant's neighbours, a mission that Carol Bailleul, Regulatory, Compliance & Optimization Manager, is in charge of.

■ PVS-CHEMICALS.COM

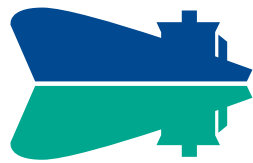


Some 130 to 150 trucks of specialised hauliers come and go each week, some of which bear the company's logo.

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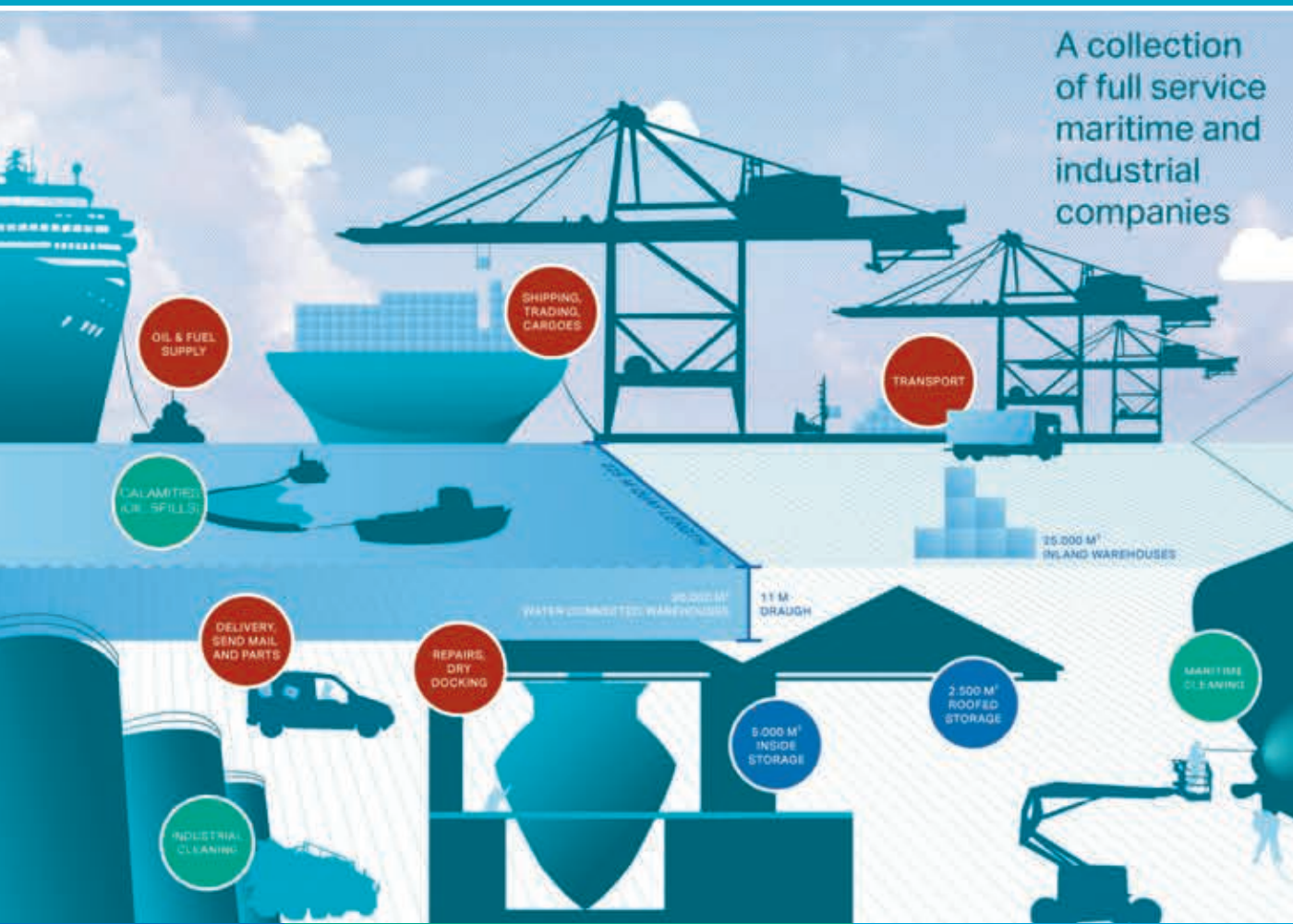
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When looking at the storage facilities, Bertschi has a unique preloading service.



All photos courtesy of Bertschi.

Terminal expansion

In May 2008, logistics service provider Bertschi opened its rail terminal at Valuepark. To meet the growing market demand, the Swiss company has now decided to expand the terminal's capacity.

Once completed, the current 12,000m² will be nearly doubled to 22,000m². Barry Mol joined Bertschi Rotterdam in 2013 as Junior Manager and has taken various steps throughout the years, which resulted in being appointed as Managing Director of Bertschi's Dutch locations in November 2020. He explains the expansion plans to us.

CO₂ reduction

"Five times a week a train arrives from Antwerp to be loaded at the Bertschi terminal", Mr Mol explains. "At Valuepark the trains are filled with our (tank) containers, upon which they return to Antwerp, where they are transferred to trains with destinations all over Europe. Most of the cargo entails liquid and dry bulk products from Dow, although there is always room for cargo from other chemical companies." According to Mr Mol, Bertschi is one of the largest users of rail transport at North Sea Port. "Looking at our European activities, 75% of all our containers and tank containers are transported via rail, 15% per barge/

short sea and only 10% by truck. These rail figures are more or less the same for our Terneuzen operation. This way, we save around 70% of CO₂ emissions when compared with 100% road transport."

Multi-colour terminal

"In the past few years, even during the pandemic, we noticed a growing demand for storage facilities for containers at our



Photo courtesy of Scherpl Fotografie.

Five times a week a train arrives from Antwerp to be loaded at the Bertschi terminal.

Terneuzen terminal. At peak moments we often reached our maximum capacity. We expect to avoid this issue with the expansion. Next to this, the enlargement will give us the opportunity to receive longer trains”, Mr Mol explains. He continues, “Larger storage facilities and longer trains are necessary to support our ambition to become what we call a multi-colour terminal. We have our own customers for which we transport goods by train. We hence have a lot of influence on the train planning, which can be a relevant selling point in attracting new customers for our own operation. Alongside this, our railway partner Hupac is allowed to look for additional customers to make use of ‘our’ trains as well. Especially our tank containers are quite heavy, meaning that each wagon can only carry one of them, whereas standard wagons have room for two to three containers. This leaves room for additional containers with preferably lighter cargo. The more customers that make use of our train to Antwerp, the more price-efficient it will be compared with trucking. And less truck mileage is better for the environment, too.”

Unique services

When looking at the storage facilities, Bertschi’s has a unique preloading service. “Companies can store their containerised products on our terminal pending customer. By that time, the company only needs to tell us when, to whom and where the containers need to be transported. This saves them a lot of storage space, and they don’t need to change their production planning when they receive an order, as they will always have products on stock at our terminal”, Mr Mol elaborates. Another special service at the terminal is the use of on-site logistics with yard trucks, which reduces the waiting time for truck drivers to

“ Larger storage facilities and longer trains are necessary to support our ambition to become what we call a multi-colour terminal.

20 minutes. “Although it is our ambition to reduce the amount of road transport, we still receive trucks at our terminal and we have arranged a situation in which the waiting time for a truck driver is brought back to a minimum. When a truck arrives with an empty trailer to be loaded at, for example, Dow, the driver can leave the trailer at our terminal. We will then transport the trailer to Dow’s filling station with one of our yard trucks. The truck driver meanwhile can pick up a loaded trailer that is already waiting for him at our terminal. These yard trucking facilities will also be expanded with the enlargement of our terminal.” The expansion will not only add space for storage, the rail track will also be enlarged by 225m. “With a longer rail track, we can receive longer trains”, Mr Mol states. “Furthermore, a railway switch will be installed, enabling to move the locomotive from the front of the train to the back. It will then no longer be necessary for the train to leave our terminal in reverse to the Dow complex to change the position of the locomotive. This saves a lot of time and unnecessary manoeuvring.”

Collaboration

Next to North Sea Port, Bertschi also has a rail terminal in Rotterdam. The company operates as logistics service provider



The terminal of Bertschi at Valuepark Terneuzen currently measures 12,000m².



Barry Mol is Managing Director of Bertschi's Dutch locations.

for specific customers in Moerdijk and Eemshaven. “We do not have train terminals in Moerdijk and Eemshaven, but we do take care of handling and storing goods for customers in these ports. At Rotterdam, our terminal takes care of fifteen trains per week”, Mr Mol says, “and occasionally we help each other, for example when a train to one of the terminals is delayed. We can in this case easily truck the specific containers from



At Valuepark Terneuzen, Katoen Natie operates a container terminal that aims at shortsea and barge transport, and working together could result in valuable options regarding efficiency.

Rotterdam to Terneuzen, or the other way around.” According to Mr Mol, collaboration can be very useful, not only with Hupac or between both sister terminals. He also sees opportunities in corporation with neighbouring logistics service providers. “At Valuepark Terneuzen,” he says, “Katoen Natie operates a container terminal that aims at shortsea and barge transport, and working together could result in valuable options regarding efficiency.” Concerning the terminal expansion, Mr Mol is also satisfied with North Sea Port’s collaborative approach. “Before our contractor could start the expansion works in early April, the construction of a large solar park was underway next to our terminal. Both the construction of this park and our terminal require additional room for contractors and their materials and equipment. Therefore, it was important for us that the construction works of the solar park would be ready before we started, as this would give us the necessary space for our contractors. North Sea Port took a great effort in helping us out with this, and as a result the solar project was finished just before our project started.”

If everything goes according to plan, the expansion of Bertschi’s terminal should be completed in September of this year.

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The expansion of the terminal is well under way. If everything goes according to plan, the expansion of Bertschi’s terminal should be completed in September of this year.

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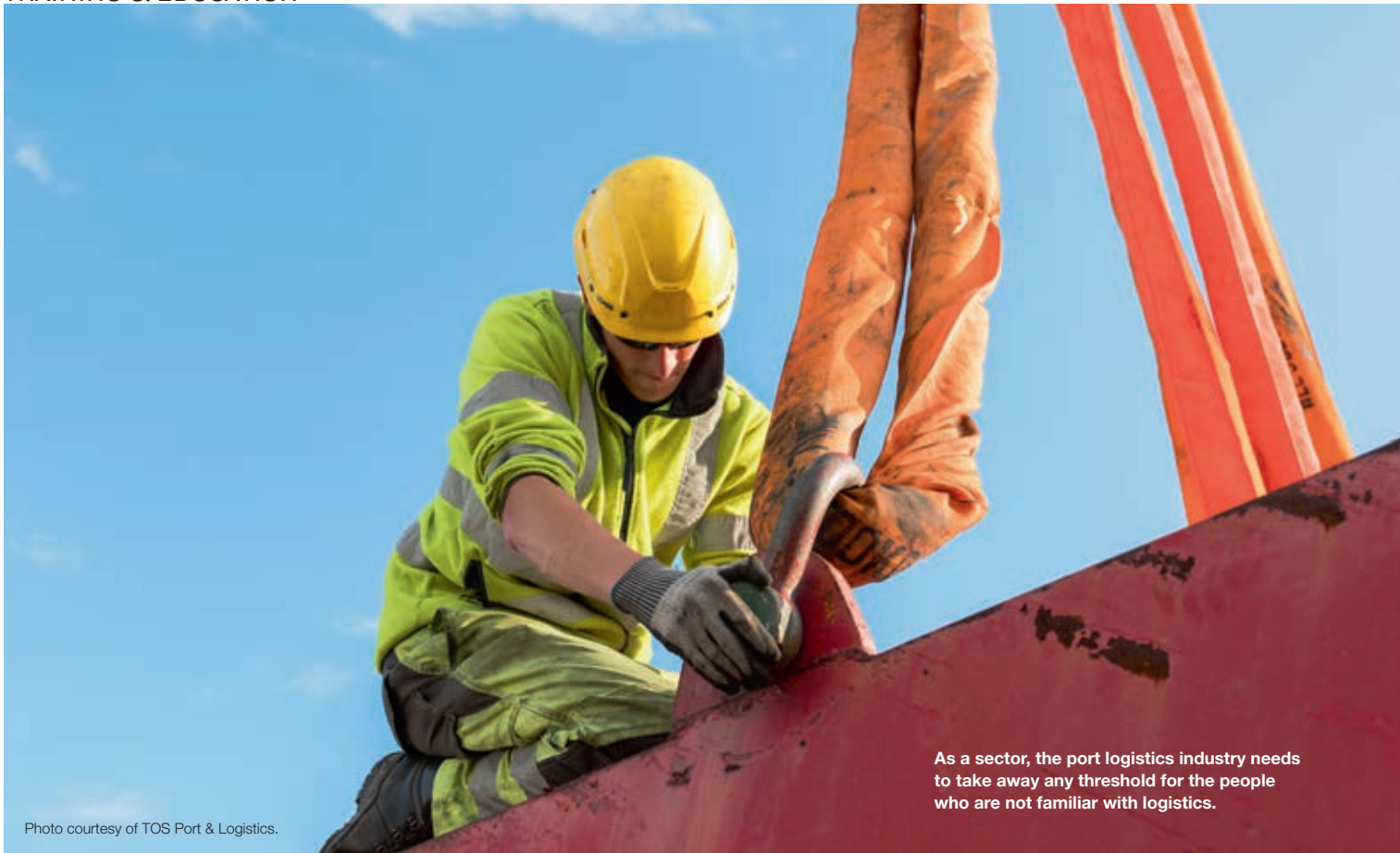


Photo courtesy of TOS Port & Logistics.

As a sector, the port logistics industry needs to take away any threshold for the people who are not familiar with logistics.

Reducing shortages instead of sharing them

Havenwerk and TOS Port & Logistics start PortScool

The port logistics industry, like many other sectors, is facing a tense labour market. Two staffing & recruitment agencies specialised in port logistics have now decided to work together on this challenge with the creation of PortScool. PortNews talks with the initiators.

Ton Veraart, Managing Director of Havenwerk, sets off, "In the past, Roel Latuheru, who at that time was Managing Director of C-Port, and I were behaving as real competitors in North Sea Port's port area. At some point we concluded that, instead of competing, it would be better to also look for opportunities to collaborate. With the recent shortage of staff, the urge to join forces to be able to compete with other sectors grew. Therefore we, Havenwerk and TOS Port & Logistics that recently acquired C-Port (see also the March issue of PortNews), recently decided to introduce PortScool."

Certificate

At PortScool, people conduct a two-week course provided by Jonkman Opleidingen in which they are made familiar with the main port logistic basics. "Recently, the first group of students were trained in five subjects: safe and secure lifting of goods, dangerous goods, forklift handling and driving, VCA (safety, health, and environment), and working at height", Romy Contant of Havenwerk elaborates. Together with Sven van Liere of TOS Port & Logistics, she is responsible for PortScool's operational issues. "All students receive a certificate that shows they have successfully followed the training as a proof they can start in a port logistical job. Based on the findings of this first training, we have decided to add two subjects, namely developing resilience towards drug-related criminal activities, and a visit to a logistics company at North Sea Port."

Consortium

For the project, a consortium was set up by Havenwerk and TOS, the educational institute Scalda, and the governmental Flemish employment and education service VDAB. For its realisation, the consortium has been granted a subsidy from



With the recent shortage of staff in many sectors, the urge to join forces to be able to compete with other sectors grew.

the Province of Zeeland. “We have submitted our project for the so-called Zeeland in Stroomversnelling – Human Capital Agenda subsidy programme”, Mr Veraart explains. “Based on our proposal, we have received a grant of EUR 50,000. The total budget for the project is EUR 200,000 and the remaining EUR 150,000 is financed by the four members of the consortium, although not necessarily in Euros. Scalda, for example, provides the necessary training facilities in Terneuzen.”

Fill the gap

“We have established PortScool with the interest of the entire sector in mind”, Roel Latuheru, Managing Director of TOS Port & Logistics, says. “It is very difficult to attract people for the logistics industry, not in the least as there are many other sectors that are fishing in the same pond. Of course, there are still people looking for a job or that would like to change jobs. Many of them do not have the proper port logistical educational background and companies often do not have the time and the means to train these people on the job from scratch, which is why they are hesitant in offering them a job. With PortScool, we want to fill this gap.”

Enthuse

With the training, PortScool aims at people without any previous port logistical experience and training. “It is obvious that, despite the tense labour market, there are still people that are unemployed for various reasons,” Mr Van Liere explains, “and it is our challenge to enthuse them for this training. Therefore, it is good to know that we will employ them, that the training is free of charge for them, and that they even get paid from the moment they start the training, as they will be directly employed by us. During and after the training, people will be accompanied by a mentor ready to consult in case they are in need of support. As soon as they have finished the training, they will be seconded at one of the companies at North Sea Port, where they will be able to further build up the company’s specific experience and knowledge.”

Factual story

The service offered by PortScool is of course only one part of the solution as apart from this, a sufficient way must be found to bring the initiative to the peoples’ attention. “The industry is quite conservative in recruitment marketing,” Mr Van Liere says, “and for PortScool we are now looking for alternative, more appealing ways of approaching our target markets. We do this, for example, with short videos of people showing what their work implies.” Ms Contant adds, “These clips are shown on, for example, regional news sites, instead of simply placing them on social media channels online. This way, we hope to reach a much broader target group such as the parents or other family of possible candidates with a message that really tells a factual story.”

Solution for the sector

Although Havenwerk and TOS Port & Logistics have initiated the project, everyone interested in following the course can



Photo courtesy of PortScool.

All students received a certificate that shows they have successfully followed the training as a proof they can start in a port logistical job.

join. And other recruiters as well as port logistics companies themselves are invited to introduce people. “PortScool is not restricted to us, as it is a solution for the entire sector”, Mr Veraart exclaims. “With PortScool, we now have established a structured and structural solution, and we hope to be able to reduce our involvement in favour of a dedicated organisation that stands above the sector. What the sector should be aware of is that instead of sharing shortages, we should try to reduce them. This can only be achieved if everyone involved in the port logistics industry works together.”

Thresholds

Mr Veraart continues, “Instead of every recruiting agency or employer trying to attract the same people, we should be willing to give the people a chance to choose where and in which sector they want to work. In our case, this can be achieved by informing them in an honest way about the good things of the port logistics sector. As a sector, we need to take away any threshold for the people who are not familiar with logistics. Many people still think that the port logistics industry is heavy, dirty, and even dangerous. We should tell them that this is not the case. Truth is that it is a modern and fascinating industry, with a lot of craftsmanship. As a 24/7 industry, there is never a dull moment. In return, it can yield ample satisfaction and a good salary.”

Plenty of opportunities

“With the training and the right advice offered by PortScool, we can give people a good starting point. With the right attitude, people who successfully participated in the PortScool training can eventually decide to conduct additional port logistics courses, for example at Scalda. They can then find a nice career, as the many international companies at North Sea Port offer plenty of opportunities for those who really want this”, Mr Latuheru concludes.

I. PORTSCOOL.NL

Interested in PortScool?

PortScool is open to any recruiter and port logistics company located or operating in Zeeland. Should you have people that are interested in joining the PortScool programme, please contact info@portscool.nl.



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Autonomous trucking

A trial with an autonomous driving terminal truck recently took place at the Lineage Logistics (formerly known as Kloosterboer) terminal in the Vlissingen port area. This trial is part of the Living Lab project ‘Autonomous Transport Zeeland’.

The Living Lab project Autonomous Transport Zeeland develops an open innovation system in which logistics companies, technology providers for autonomous vehicles, road authorities, and knowledge institutes together innovate and experiment with autonomous vehicles with mixed traffic in real-life logistic operations and on public roads.

Zeeland Connect

The Living Lab project is part of one of Zeeland Connect’s innovation programmes. Zeeland Connect is a triple helix network initiative that aims at supporting Zeeland’s logistics industry in the broadest sense of the word. PortNews talks with Ronald Wielemaker and Kymo Engelman to learn more about the project. Mr Wielemaker is Managing Director of Transport- en Containerbedrijf Wielemaker, and Chairman of Zeeland Connect. Mr Engelman is Project Manager Logistics and Energy at Impuls Zeeland, and as core team member at Zeeland Connect he is involved in the Autonomous Transport Zeeland project. Before taking a closer look at Autonomous Transport Zeeland, Mr Wielemaker first explains about Zeeland Connect



Ronald Wielemaker is Managing Director of Transport- en Containerbedrijf Wielemaker, and Chairman of Zeeland Connect.



All photos courtesy of Zeeland Connect.



On 24 May the truck showed its skills to representatives of all project partners within the consortium. For safety reasons, a driver was inside, however the truck drove and maneuvered all by himself.



Kymo Engelman is Project Manager Logistics and Energy at Impuls Zeeland, and as core team member at Zeeland Connect he is involved in the Autonomous Transport Zeeland project

and the context of the project within the network. “Zeeland Connect wants to strengthen the competitiveness of Zeeland’s logistics industry by connecting the Zeeland companies, knowledge institutes, and local and provincial governments, by sharing knowledge, and by collaborating. This way our network acts as a place to meet, as well as an accelerator for innovations.” According to Mr Wielemaker, Zeeland Connect originates from the need to break through what he calls ‘the island thinking in our province’. “Companies often have the tendency to do things on their own,” he says, “without looking for help or collaboration, and this may hinder their competitive position. The Province of Zeeland initiated Zeeland Connect in 2015, together with North Sea Port, Impuls Zeeland, HZ University of Applied Sciences, and the companies Lineage Logistics, Kotra, and Verbrugge to support large and small companies in helping each other and sharing knowledge.”

Innovation Lines

Mr Wielemaker continues, “Zeeland Connect has enrolled four so-called Innovation Lines: Logistic Flows and Connections, Zero Emission Logistics, Digitalisation & Robotising, and Autonomous Transportation. Various projects have been set up within these lines. A consortium is formed for each project, and although they are themselves responsible for the execution of the projects, we help them in various ways. What is important to know is that although it is a triple helix institution, Zeeland Connect’s main goal is to support the logistics industry, so their goals are leading. These goals are often difficult to realise independently, for example because small companies do not have the proper facilities to work out an idea they have and through Zeeland Connect, commercial and technical partners can be found. Also, educational and knowledge institutes can help with research and gaining knowledge, and the authorities can help with rules, regulations, and obtaining subsidies.”



The type of software and hardware used enables the truck to ‘learn’ a new location within 24 hours.

Autonomous Transport Zeeland

One of the projects within the Innovation Line Autonomous Transport is the Living Lab Autonomous Transport Zeeland. This project is funded by the economic stimulation programme Operational Programme for the South of the Netherlands (OPZuid) and the province of Zeeland. “The Living Lab Autonomous Transport Zeeland project’s focus mainly lies on the autonomy of terminal trucks”, Mr Engelman says. “There are various interpretations of autonomy and in this case, it means a truck should be able to drive autonomously without the use of fixed guiding systems. Just like a driver, the truck will be told where to drive to at the terminal and he will find his way all by himself using, for example, LIDAR.” Mr Engelman explains that the project exists of five subprojects. Some of them follow each other in time, whereas others can be executed in a parallel manner.

Successful testing

The first subproject was to develop a truck that can drive autonomously in a closed terminal. “One of our project partners is Terberg and they were asked to develop a truck that could drive using, for example, LIDAR and sensors”, Mr Engelman elaborates. “The advantage of this kind of autonomy is that a truck can be used flexibly and in varying conditions. The type of software and hardware used enables the truck to ‘learn’ a new location within 24 hours.” The vehicle was ready at the end of 2021, after which it was transported to the test track of Easymile in France. Easymile is the company that provides



A truck should be able to drive autonomously without the use of fixed guiding systems.



The Living Lab Autonomous Transport Zeeland project's focus mainly lies on the autonomy of terminal trucks.

the software and hardware for the autonomous driving. The truck was already tested in February of this year at the Lineage Logistics terminal at North Sea Port. "The test at North Sea Port was so successful that we could even test the truck in combination with a trailer, even though this was planned in a later stage", Mr Engelman says. After completion of the terminal test, it was moved back to France for further testing on the Easymile test track with trailers of various lengths and weights. Halfway May, the truck was back at Lineage Logistics again for a two-week proof of concept test to show that it can safely operate in a real-life working situation. Finally, at the end of this phase the truck showed its skills on 24 May to representatives of all project partners within the consortium.

A new phenomenon

According to Mr Engelman, autonomous driving not only has to deal with technical challenges. "For the second subproject", he says, "we wanted to show the truck's capabilities on a public road. To do so, it first needs to be granted type-approval by the Dutch Vehicle Authority, RDW. However, as autonomous

driving is a completely new phenomenon, this is easier said than done. As this took more time than expected, we decided to conduct the test on a closed part of a public road in the Vlissingen port area of North Sea Port. In fact, being sparsely populated, Zeeland and more specifically the port area is an excellent location for this type of testing. This is acknowledged by the Dutch Government, so we hope that this will help our region to be chosen for future projects that need sufficient space for testing." Although the project shows that autonomous driving is technically feasible, this does not automatically imply that it will be a financially interesting solution. "This is why in the third subproject we are looking for a financially solid business case", Mr Engelman explains. "What exactly can be saved on, for example, labour to compensate for the investments in this new technology? In this project we only look at a single terminal level, whereas for the best business case we also investigate multi terminal use, in which autonomous terminal trucks could be bought or leased together, or even shared."

Sharing knowledge

In the fourth subproject, the consortium is looking at the safety question and related to this, liability is also considered. "With the use of autonomous trucks, the question arises who will be responsible should something go wrong. Is it the terminal operator, the truck constructor, the software developer? And how will other road users react to meeting trucks without a driver? It is obvious that these questions need to be answered before autonomous trucks can be used at the terminals and on public roads", Mr Engelman states. Sharing knowledge is the final subproject. "Our concept of autonomous trucking is new, and all expertise and knowhow gained from the project will be shared for future use. The project partners will initially profit from what we are learning now and most of the information will ultimately be made public, so others can make use of it as well", Mr Engelman voices. The Living Lab project was planned to end this year. However, due to delays caused by the pandemic and supply problems, the consortium was allowed to extend the project with one additional year, meaning that by the end of 2023, the project will hopefully have resulted in a technically feasible, safe and reliable, and financially solid outcome.



The necessary agreements for the construction of a cross-border hydrogen pipeline running between Zelzate and Sas van Gent were made by CEO Pascal De Buck of Fluxys, CEO Daan Schalck of North Sea Port, and Manager Business Development Hydrogen Helmie Botter of Gasunie.

A leap forward for hydrogen

Fluxys/Gasunie

In 2026 a first major hurdle for the creation of a workable market for hydrogen within the whole North Sea Port area will have been cleared. Energy infrastructure operators Fluxys and Gasunie will then have installed a cross-border pipeline that will link the open-access hydrogen networks they are each developing on their side of the port area.

Fluxys, Gasunie, and North Sea Port will work closely together to construct within about four years a pipeline between Zelzate and Sas van Gent to connect the Dutch and Belgian hydrogen networks in the port area. With its concentration of industrial players, its existing hydrogen hub – the largest in the Benelux with 580,000t of yearly production and consumption – and its ambition to become an international hub for green and low-carbon hydrogen, the cross-border port offers a perfect platform to establish one of Europe's first open-access cross-border networks for this new energy vector.

Linking clusters

Studies have shown that hydrogen demand could double or even triple by 2030. To make that happen, Fluxys and Gasunie

“ Without infrastructure, the energy transition will simply not happen.

are already working hard, in close cooperation with the industry, academic institutions, and other stakeholders, at developing the needed infrastructure and bringing together supply and demand in their own working area.

The goal is to have the two networks operational by 2026 and then connect them at the border, opening the door for a hydrogen value chain throughout the whole North Sea Port area, where several hydrogen production and storage projects are planned or already underway. This will add critical mass – unlocking additional possibilities for sourcing and supplying hydrogen, and for balancing supply and demand – and thus momentum to the reorientation towards a climate-neutral and circular economy, which is one of the pillars in the port's strategy. And it will help attract more sustainable industries to the port area.

The stakes are high, says Fluxys Spokesperson Laurent Remy. “Without infrastructure, the energy transition will simply not happen.”

Regional, national, international

On both sides of the borders, the regional network will connect to the national hydrogen infrastructure and to a larger international hinterland of other industrial clusters and ports in Europe.

In Belgium, the federal government wants to have an open-access ‘H2-backbone’ connecting the big seaports to the industrial zones and neighbouring countries in place by 2030. For the Flemish part of North Sea Port, Fluxys has worked out a proposal for a hydrogen grid composed of about 30 kilometres of pipelines, with the main route on the right bank of the sea canal to Terneuzen, two branches serving the chemical and industrial areas on the left bank, and one serving the recycling cluster and industrial companies in Hulsdonk/Desteldonk. But this routing is purely indicative and this blueprint can be

adapted to meet specific market demands, even if they come from outside the proposed coverage area, the Belgian energy infrastructure operator underlines.

New-build and repurposed pipelines

The connection to the Dutch part will be located between Zelzate and Sas van Gent. Gas pipelines already cross the border at that point. The idea is to add lines for hydrogen along the same route in order to minimise the impact on the surroundings.

The future hydrogen network will consist of new-built and repurposed infrastructure. Mr Remy expects the cross-border pipeline, a few kilometres long, will be a new-laid one. “Ideally, the most economical solution is to progressively repurpose parts of the existing natural gas network. Together with the University of Ghent we have started a study that will map our existing infrastructure to identify which parts can be reused for hydrogen. But this study will not be concluded before 2025.” The needed investment will depend on the capacity the new line will be given, which again will have to be based on the demand for the transportation of hydrogen.

Open season

On this subject, the talks with industrial players have entered a new phase, following the Request for Information and the Matchmaking phases. The feedback that will be obtained during the so-called ‘Open Season’ process – “a call for subscriptions allowing transparent and non-discriminatory allocation of access capacity to infrastructures” – should allow Fluxys to further define the necessary geographical lay-out, capacity, timing, and phases of the new hydrogen grid.

“This Open Season will offer all participants, even if they did not participate at the RFI or the matchmaking process, the possibility to join the commercial process for the development of the proposed hydrogen network”, Fluxys says in a document. The time line again reaches to 2026, when at least the first part of the new network will have to be operational. The required investments will this time have to be backed up by binding commitments.

FLUXYS.COM

GASUNIE.NL



All companies will be welcome to connect to the new hydrogen infrastructure.



Nearing completion

Heylen Warehouses' Ghent Logistics Campus

Photo courtesy of Limit Fotografie.

Heylen Warehouses had cause for celebration at the start of April: with the installation of the last concrete wall panel the Ghent Logistic Campus in Rieme-Noord, one of the logistic hotspots in the Belgian part of North Sea Port, entered the final phase of the construction works. For the logistics real estate developer the project is a major showcase.

Less than two years after the official launch of the building process, the futureproof logistic complex – the largest undertaking of this kind so far in Belgium for the group – is nearing completion. The last two units (out of fourteen) with a combined surface of 23,000m² should be ready respectively by the end of June and the end of August. No small feat for a project aiming at creating 150,000m² of state-of-the-art distribution and storage capacity on a 250,000m² plot of land.

Strategic choice

When Heylen effectively started building in June 2020, the pandemic provoked by the coronavirus outbreak was still at its high point and Belgium was in lock-down. It might have looked like the company was taking chances. But the project proved to be COVID-proof, as Business Development Manager Danaë Stove explains.

“Taking a calculated risk is part of our entrepreneurial spirit.

Looking back, we have no reason whatsoever to regret the decision to build a logistical platform of this size on this location. We were one of the first parties to venture into this area and we started building before any firm contract was signed. But we were confident that this strategic choice would turn out right. And so it did.”

“Two major clients have already taken their quarters in the complex. The omnichannel retail platform Connect+ started out in September last year at 20,000m² and hires 30,000m² at this moment. Eltra, a leading supplier of electrical do-it-yourself equipment, is still building up volumes, but is in for another 20,000m². These companies perfectly match the profile we are aiming at, namely customers who start out at this kind of level but have the potential to grow further.”

Sustainability and second-life principle

The large-scale logistics complex consists of fourteen separate units covering 8,200 to 14,800m² each (not counting the mezzanines for added-value activities and the built-to-suit office space). They are equipped with one loading dock per 1,000m² and one ground-level gate per unit. True to the ‘campus’ philosophy of the developer, these units can be connected to each other in every direction to meet the evolving demand of the customers in a flexible way, by enlarging or reducing the space they are allocated to fit their needs.

“The units share far-reaching technical specifications and are delivered ready-to-use. They are built to meet the BREEAM standards (Building Research Establishment Environmental Assessment Method) for maximal sustainability and minimal ecological impact. The applications are numerous, going from led-lighting, solar panels on the roof and green energy to a

thorough site and waste management, attention for health and well-being of employees, rain water recuperation, ecological land use, etc. The building has also been conceived according to the second-life principle, meaning consideration has been given from the start to a possible future use for other kinds of clients, flows, and logistical processes. The buildings we invest in today, must be able to serve other purposes tomorrow. They need to be future-proof in terms of quality, functionality, and flexibility. On top of all that they are tailored to our customers, from the size of the mezzanines and offices to the number of parking spots for their employees, the availability of charging stations for electrical vehicles, and so on.”

At the Ghent Logistics Campus, Heylen Warehouses added one extra advantage: with their clear stacking height of 13.7m, they allow for one more layer of pallets, translating into approximately 15 to 17% additional storage capacity (compared to former height of 12.2m). “To us, this is the new standard. Every metre counts.”

Multimodality

Flexibility is also key when it comes to transportation. Riem-Noord is easily accessible by road and close to major highways, but the Kluizendok with its strong connections to rail and water is just a short ride away. “We are keen to develop our projects at locations offering multimodal opportunities such as these. Of course, the choice to use them rests with our clients. Generally, nowadays a lot of logistical flows still move by truck. However, an increasing number of companies is considering a modal shift by reorganising their supply chains and distribution in a more sustainable way.”

At the launch of the project, the prospect of 500 jobs for the whole Logistics Campus was formulated. “It all depends on the activities which will be deployed here, of course, but we should reach that target, if only because so far they have a strong link to labour-intensive commerce”, Ms Stove says.

Heylen Warehouses stands ready to look at other opportunities in North Sea Port, she adds. “We have developed a very fine and



Photo courtesy of Heylen Warehouses.

Business Development Manager Danaë Stove.

supportive collaboration with the port, and North Sea Port is a perfect location. But space for projects like the Ghent Logistic Campus is becoming pretty scarce in Belgium, and we are not the only player on the pitch. The competition promises to be fierce.”

HEYLENWAREHOUSES.COM



Photo courtesy of Heylen Warehouses.

The Ghent Logistic Campus adds 150,000m² of storage and distribution capacity to the fast-growing logistics business in North Sea Port.

Blending and analysing for Europe and beyond

TotalEnergies



The factory in Rieme, with its high-rise warehouse in the forefront, is just a few hundred metres away from the sea canal from Ghent to Terneuzen, to which it is linked by its own jetty and depot.



Photo courtesy of TotalEnergies.

If TotalEnergies is a leading global manufacturer of lubricants and the market leader in Belgium, it owes this to no small extent to its blending factory in North Sea Port. On top of being a prime production site, the plant in Ertvelde is also a major logistics hub and a main centre for technical diagnosis and analysis. “In more than one way, this is an exceptional site”, says Plant Manager Filip Van de Vyver.

The year 1991 was a decisive turning point in the history of the plant in Ertvelde, that will celebrate its first century of existence next year. In 1986 Fina, which later became part of Total, had made the decision to build a brand new lubricants blending unit there. The new factory started up five years later.

“With a degree of automation that was hard to find in the lubricants industry at that time and the ability to produce small batches and very complex products, it was a top-notch and innovative installation. And it has remained so, as shown by the fact that in 2020 we received the ‘Factory of the Future’ award, which sets very demanding standards in domains like sustainability, digitisation, energy efficiency and autonomy of the people working here”, says Mr Van de Vyver, who recently took over as Plant Manager at TotalEnergies Ertvelde.

Adding wind and sun

The site covers a total surface of 27ha. The actual plant represents 11ha, the tank farm with a storage capacity of 42,800m² along the sea canal (the quay is shared with Oleon and Fuji Oil) another 5ha. Between them lies the area where

Flying a new flag

Total changed its name into TotalEnergies last year. The rebranding is meant to reflect the strategic transformation of the group, with its historical focus on oil & gas, into a multi-energy company and its ambition to be a world-class player in energy transition. “We want to become carbon-neutral by 2050 and almost halve our CO₂-equivalent emissions by 2030, even if that does not mean we will be producing and selling less energy. We will do so by reducing our reliance on petrol fuels, strongly expanding our capacity in renewable fuels and using technologies such as carbon capture and storage to deal with the remaining emissions, since the petrochemical industry will still need oil as a feedstock for plastics”, explains Pascal De Crem, Director Communication at TotalEnergies Belgium.

TotalEnergies also adopted a new visual identity with a new logo, the changing colours symbolising the shift from oil (red) and natural gas (blue) to new energies like hydrogen, biomass, wind, and solar (from green to yellow).



Photo courtesy of Limit Fotografie.

Filip Van de Vyver, Plant Manager at TotalEnergies Ertvelde.



Photo courtesy of Limit Fotografie.

Automated vehicles are used in the storage area.

an old factory once stood, and which will need remediation before any new development can happen. Operational excellence has been constantly improved. The capacity of the factory, which runs on a three shifts/five days a week production scheme, has sharply gone up since 1991, increasing from 130,000 to 230,000t a year as a consequence of new investments. New steps to further enhance the sustainability of the site are also being taken. Renewable energy will soon make a marked entry: the construction of a windmill and the installation of solar panels on the roofs are being studied. Eco-friendliness is not forgotten. Surfaces have been de-

A strong presence in Belgium

TotalEnergies is a global group with a very strong presence and industrial footprint in Belgium throughout the whole energy value chain, e-mobility, recycling, and renewables. Together all these activities account for 5,200 FTE's at seven major sites. On Belgian roads and highways, 550 fuel stations and 45 truck fuel stations now bear the group's new logo. TotalEnergies is number one in Belgium for oil product refinery and distribution, and a major player in petrochemicals, gas, and renewable electricity. The international headquarters of the group for refinery and chemistry are based in Brussels (600 employees). The refinery in Antwerp is the third largest in Europe and is integrated with production units for polymers and olefins (1,800 people). Feluy, the third largest site with 830 employees, harbours the main factory for polymers of the group in Europe, its largest storage depot for fuels, and the European R&D centre for polymers.

hardened, non-indigenous trees weeded out and bee hotels have been set up in the green buffers on the factory ground.

Blending and packaging

What Ertvelde does, is blending base oil with additives – “in hundreds of different formulas” – to produce lubricants destined for the automotive industry (as first-fill grease in new vehicles and in refill canisters that a driver can buy in a shop), other industries (to keep machines in good working order), shipping (for the greasing of engines in inland and seagoing vessels), biodegradable applications, food and pharmaceuticals (‘white’ and ashless oils).

The automotive industry is still the main client, with a share of about 45%, followed by the other industries and the marine sector. But biodegradables and white oils are gaining importance. Last year, a new production line for white oils was added. Another one for ashless products is under construction. “We constantly invest in very high-grade products. It is part of the transition we are going through.”

Blending and filling/packaging are the main activities in terms of employment, with about two thirds of the total staff of 220 people.

Logistics hub

For both the incoming and outgoing flows, the location in a port area like North Sea Port and along the sea canal linking Ghent to Terneuzen is vital. A big chunk of the raw materials is brought in by seagoing vessels and barges, some of which are chartered for the longer term, the rest by trucks. Downstream, TotalEnergies Ertvelde mainly serves the European market. A smaller part of the output is exported overseas (mostly via a central warehouse of the group in the French port of Rouen). “Our central location in a port strongly contributed to making us the most important logistical and commercial hub of TotalEnergies for the distribution of lubricants in Western, Eastern and Northern Europe, and one of the four main hubs worldwide within the group for marine lubes, on a par with Athens, Hong Kong, and New Jersey. In this niche, we focus on the ports in Northern Europe, France included, and more specifically the Amsterdam-Rotterdam-Antwerp (ARA) range, the UK and Hamburg, following up every delivery in these ports.”

“Last year our blended volume reached 188,000t. About half of this was distributed in bulk by truck (79,000t) or tanker



Photo courtesy of Limit Fotografie.

TotalEnergies Ertvelde packages part of its lubricants in canisters, drums, and IBC's.



This plant was a top-notch installation when it started up in 1991. And it has remained so: in 2020 we received the 'Factory of the Future' award.

barge (20,000t). The remaining volume was unitised in canisters, drums, and IBC's ranging from 1,000 to just 1 litre (with drums taking up 44,000t). One of the recent investments in this field was our new filling line for 4 and 5 litre canisters and small packs in 2019."

For the storage of packaged goods, TotalEnergies Ertvelde was equipped with a high-rise automated warehouse with a height of 30m, another example of how innovative the new factory was from the start. "At the time, this was quite unique", Mr Van de Vyver states.

Diagnostics

The third pillar in the activity of the plant is the LubAnac diagnostics and analysis centre. This ultra-modern central laboratory analyses samples of used lubricants to help professional clients to better manage their fleet. By monitoring the performance of their vehicles, engines or machines, LubAnac allows them to lower their fuel consumption, thereby reducing their emissions, and adapt their maintenance strategy, prolonging the lifespan of their equipment.

LubAnac is fully automated, but still employs 30 people. The centre in Ertvelde treats about 260,000 samples a year, but is connected to thirty other laboratories worldwide that bring the total to 430,000 diagnoses fed each year into a database that



Photo courtesy of Limit Fotografie.

The plant is equipped with a high-rise automated warehouse.

already contains more than 7.5 million entries. This makes the diagnostic reports all the more accurate.

"LubAnac will be able to tell customers whether the wear and tear of their engine or machine is normal or not, and sometimes even which specific part of it needs a revision. It is a service which many clients – even smaller hauliers – appreciate a lot."

I. TOTALENERGIES.COM



Today, barges transporting containers, tanks or dangerous goods are already obliged to make use of electronic tools for registration.

Photo courtesy of Lineage Logistics.

Raising efficiency by electronic reporting

Inland shipping vessels that wish to enter North Sea Port are required to register with North Sea Port's Harbour Master Office. This usually takes place via maritime radio telephone, however electronic reporting will be obligatory as per 4 July for all inland barges that want to enter North Sea Port.

PortNews talks about this development with Roy Bogaert, Nautical Functional Application Manager at North Sea Port. "Barges that enter or leave our port need to register with the Harbour Master's Office", Mr Bogaert explains. "For this, the maritime radio telephone is used. In general terms, for standard information such as where do you come from, what is your destination, what is your draught, et cetera, this has always been an appropriate tool. Today, more and more administrative information must be shared, which causes a lot of traffic at the radio channels. This can lead to long waiting times for the

barges before they can enter our port area. Apart from this inefficiency, heavy traffic on the channel can cause mistakes that can be dangerous. And with this heavy radio exchange, the channels are less available for serious safety-related communication, which has a direct impact on traffic safety."

Time consuming and inefficient

Mr Bogaert continues, "Today, barges transporting containers, tanks or dangerous goods are already obliged to make use of electronic tools for registration. Take, for example, a barge that transports containers. In the past it was sufficient to just tell via the maritime radio telephone that containers were shipped. Today, however, one has to state exactly with a container matrix what each containers contains. In case of an emergency, the assistance services want to know what risks there are and the exact location of specific risky containers. Reporting this additional information via the radio telephone is not feasible. In our opinion, registering digitally also has a lot of advantages for barges carrying other types of goods, which is why we want to promote electronic reporting for all barges. What also plays a role in this matter is that on a certain route, skippers and inland

shipping companies need to report every time when a lock needs to be passed, or an inland port needs to be visited. Also, waterways are often divided in so-called blocks that are viewed by different traffic controllers. Skippers need to report every time upon entering a new block. It is obvious that, with the growing amount of data sharing, this is very inefficient.”

Administrative simplification

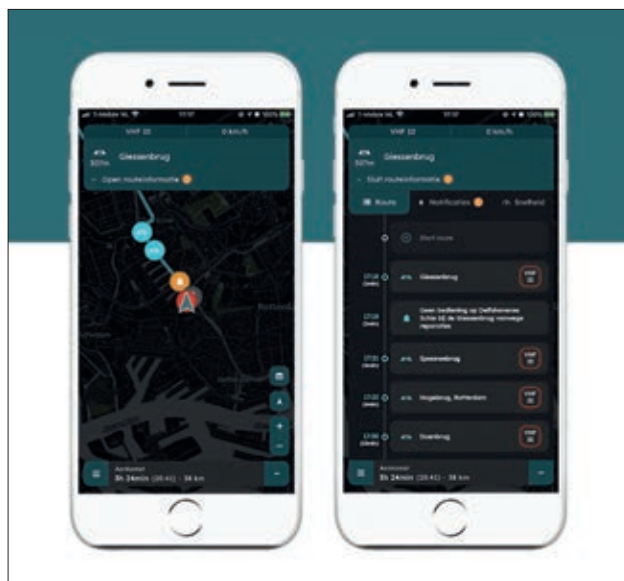
Electronic reporting enables skippers to only report once for all locks and inland ports. “Since 2021,” Mr Bogaert explains, “skippers using electronic reporting tools only need to enter once one single digital report containing their route, cargo, and ship’s data for voyages on waterways in Flanders and on the Western Scheldt. For this purpose, North Sea Port, Flemish Waterways, Rijkswaterstaat (the Dutch department for waterways and infrastructure), Port of Antwerp, Port of Oostende, Port of Zeebrugge, the Agency for Maritime and Coastal Services, and the Joint Nautical Management have all been investing in a new reporting platform for inland navigation called eRIBA (eriba-platform.be). This innovative online reporting platform receives the data through existing and newly developed reporting software from the reporter and forwards it to all authorities on the shipping route. This platform offers administrative simplification, while also making inland shipping even safer and more efficient.” “Today,” Mr Bogaert continues, “there are various programmes and apps available for electronic reporting, and a really good thing about our platform is that those who already report digitally do not have to bring new software on board – the existing reporting software packages are being made compatible with the platform, so the skipper can continue to use the tool he is used to.”

European electronic reporting

It is expected that electronic reporting will be rolled out throughout the whole of Europe because of the efficient management of the European transport corridors. The European RIS corridor management execution (COMEX) project is initiated for this. “North Sea Port is centrally located in the West-European network of inland waterways”, Mr Bogaert elaborates. “Via the Rhine-Main-Donau canal, barges can even sail as far as the Black Sea without having to cross even a tiny bit of open water. All neighbouring ports are easily

Current tools compatible with North Sea Port’s platform

- RiverGuide;
- BICS (Binnenvaart Informatie en Communicatie Systeem; inland shipping information and communication system);
- ContainerPlanner (Autena Software);
- Navigis (Tresco);
- Periskal Inland ECDIS Viewer;
- UAB-Online;
- Vemasys (Blue Century).



Apart from having their own platform for electronic reporting, North Sea Port also collaborates in the RiverGuide app.

accessible. In anticipation of possible European obligation to electronic reporting, Dutch and Flemish platforms are already communicating with Germany and France. This way, barges that are travelling to North Sea Port from, for example, Duisburg or Paris can report their entire journey via the connected platforms already at these ports. This is much more convenient for them, for everyone involved between the port of departure and North Sea Port, for us, and for the terminals in our port.”

RiverGuide

Apart from having their own platform for electronic reporting, North Sea Port also collaborates in the RiverGuide app. Next to North Sea Port, this is an initiative of Groningen Seaports, Port of Amsterdam, Port of Moerdijk, Port of Rotterdam, Province Noord-Holland, and Province Zuid-Holland. “RiverGuide combines all data from the various waterway authorities and other parties involved. From this data collection, nautical information is made available to the users of the inland waterways involved. Now, RiverGuide mostly acts like a travel planner, however throughout this year it will also be possible for its users to enter travel and cargo information. This increases the options for skippers to prepare and plan their journeys in advance. Of course, RiverGuide is also compatible with our platform, as we want to keep things simple and user-friendly for everyone”, Mr Bogaert states.”



Electronic reporting enables skippers to only report once for all locks and inland ports.

TOP PERFORMANCE IN REFINING

Zeeland Refinery is one of the most efficient refineries and performs as one of the best in Western Europe, processing crude oil into fuels and feedstocks for the chemical industry. Innovation plays a major role in our refinery in modernization and expansion projects that are constantly being carried out. Safety, reliability and availability are our top priorities. www.zeelandrefinery.nl

Terneuzen Processing Technologies

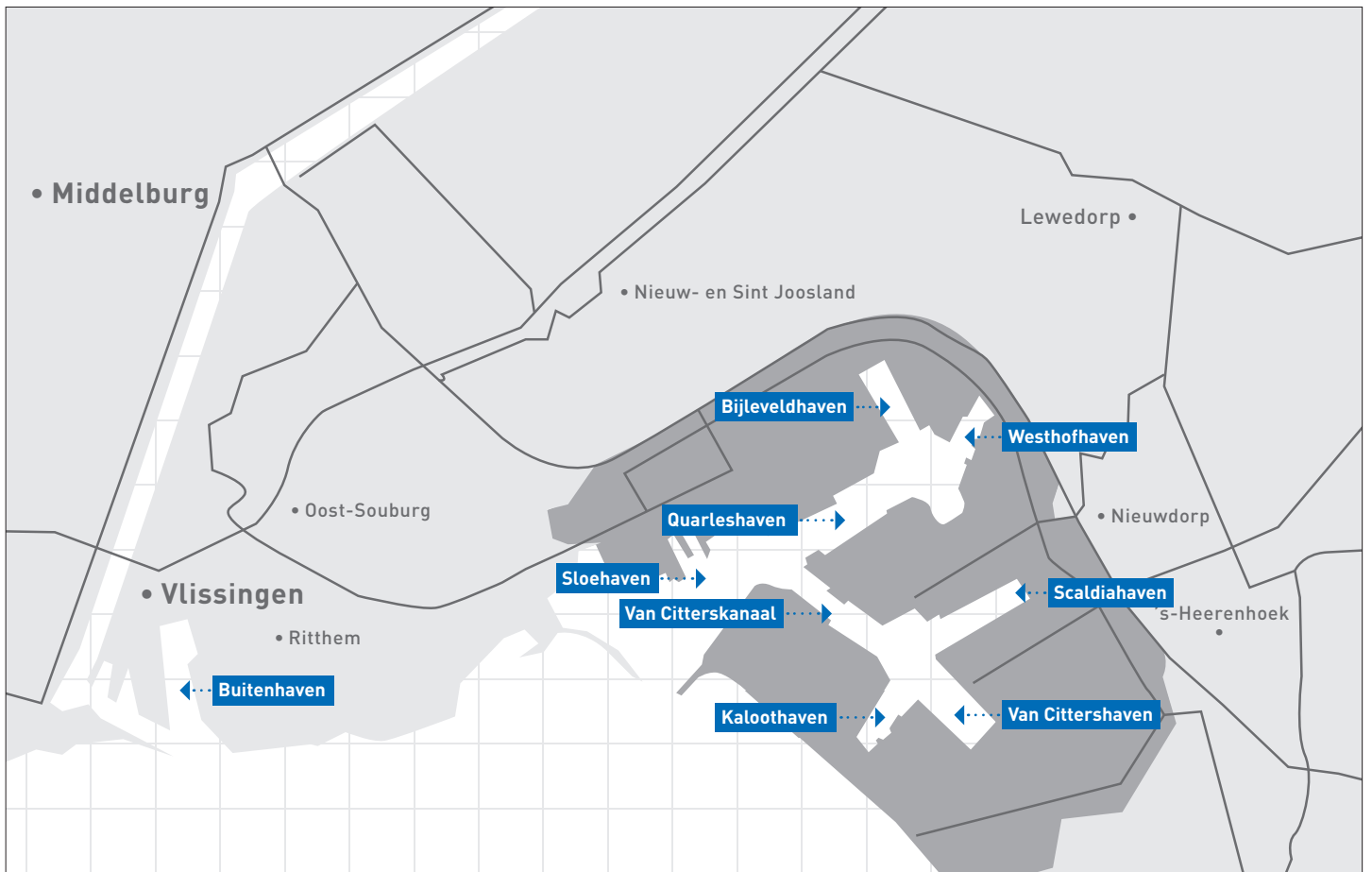
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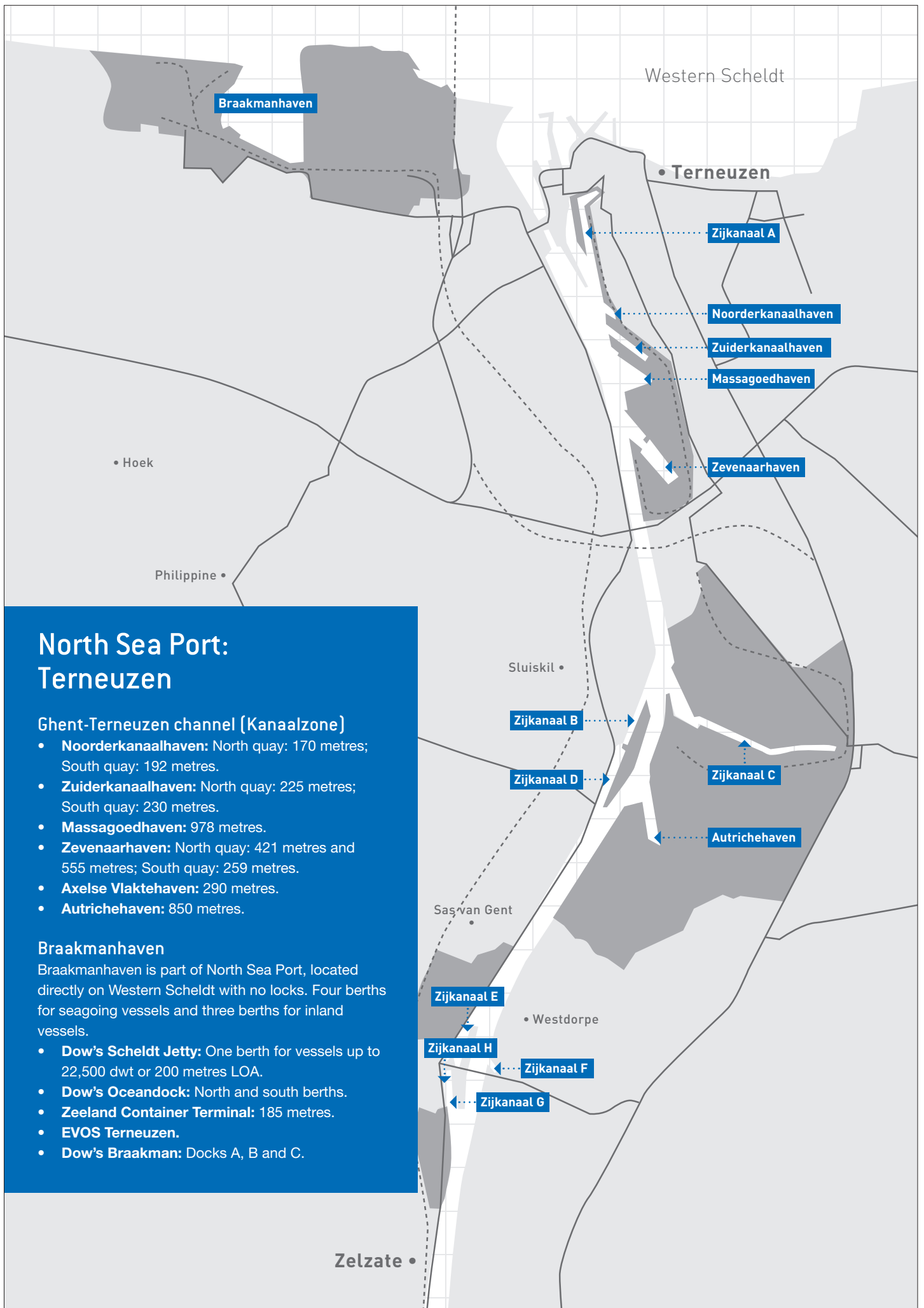


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North Sea Port: Vlissingen

- **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. Can accommodate largest reefer vessels.
- **Westhofhaven:** 475 metres of quay. Can accommodate large offshore vessels.
- **Kaloothaven:** 1,130 metres of quay.
- **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

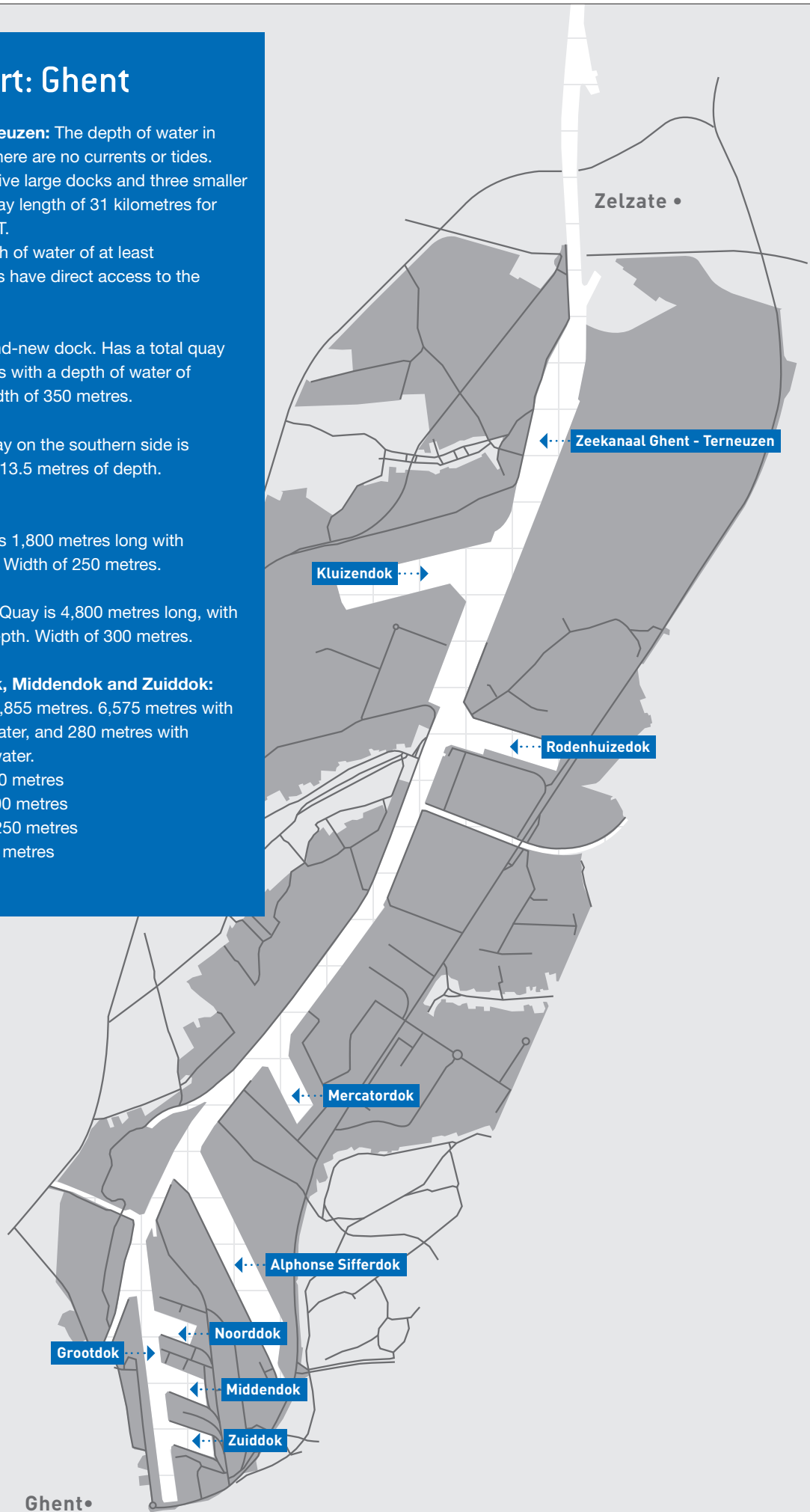
Braakmanhaven is part of North Sea Port, located directly on Western Scheldt with no locks. Four berths for seagoing vessels and three berths for inland vessels.

- **Dow's Scheldt Jetty:** One berth for vessels up to 22,500 dwt or 200 metres LOA.
- **Dow's Oceandock:** North and south berths.
- **Zeeland Container Terminal:** 185 metres.
- **EVOS Terneuzen.**
- **Dow's 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.
- **Rodenuizedok:** 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 Promotion Council North Sea Port is pleased to welcome new participants. Founded in 1993, the Promotion Council North Sea Port represents participants located in North Sea Port. Together they offer a complete range of the best possible port facilities and all the logistics solutions you need. See pages 61-64 for a complete list of participants.

→ NAVONUS



Located in the heart of the shipping business, Navonus is a privately owned and independent port agency and cargo survey company all rolled into one. The Navonus Cargo Survey department being your eyes, ears and nose can guarantee the quality of your product, whether you are buying, selling, or merely transporting. Its tightly knit team of surveyors has nearly a century of experience and its competence is deeply rooted in the GAFTA, FOSFA and ISO 17020 accreditations and recommendations. The service includes supervision during loading and unloading of

dry agribulk and liquid products, draft survey, hold condition survey, pre-shipment survey, and weight control.

The Navonus Agency department, using all modern technology of port-call software is offering a 24/7 service with one goal in mind, to give the captain and his crew a good local service. A young team of boarding agents and operators giving old-fashioned agency service to all their ships, clients, shipowners and service providers.

I. NAVONUS.BE

→ SEA-INVEST



As one of the most important port groups in Europe, SEA-invest already operates in 24 ports in 8 countries and on two continents. The Belgian company has also built up an excellent reputation as an international terminal operator in several divisions, including bulk, liquid products, containers and fruit and food. Combined with its proximity and connectivity, the group has become a crucial and reliable link in its customer supply chain to both the producer and the end user.

The company's priority is to handle goods quickly, efficiently and with the greatest care. Every day, the company's 5,500 employees do their utmost to provide the customer with an impeccable and flexible service as possible. Whether in goods handling or transport, storage or logistics, SEA-invest's basic principle does not change. The customer's objective is priority.

I. SEA-INVEST.COM

→ TANK TERMINAL SLUISKIL



Tank Terminal Sluiskil (TTS) has been operational at the Ecopark Terneuzen since 2017. TTS focuses on the waste (water), liquid semi-finished products, fertilisers, and products markets. Both for the national and international market, TTS offers customised solutions for transport, storage and processing. EcoService Europe, ATM (Afvalstoffen Terminal Moerdijk) and Heros Sluiskil are joint owners of TTS. The total storage capacity, divided over thirteen tanks, is over 50,000m³. TTS is located on the Ghent-Terneuzen Canal. Its ideal location, the deep water, and the 500m

quay provide excellent connections with the Netherlands, Belgium, Germany, northern France, and the UK. This central location in the ARA area offers many prospects for a wide range of services. TTS has a direct connection between the storage facilities, the quay and Heros' wastewater treatment plant. TTS also has a number of sheds for the storage and transshipment of solids. The terminal is covered by, and certified under, the ISPS code. A personal relationship with the customer is crucial to the company.

I. TANKTERMINAL-SLUISKIL.NL

Participants of Promotion Council North Sea Port

[PER 1-1-2022]

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A	A.C. Rijnberg transportservice B.V.	www.rijnberg.com			■				
	Aannemingsmaatschappij Van Gelder B.V.	www.vangelder.com	■	■					
	ABN AMRO	www.abnamro.nl					■		
	Access World Terminals B.V.	www.accessworld.com				■	■		
	Adriaanse & van der Weel Advocaten	www.avdw.nl					■		
	Aerssens & Partners	www.aenpmakelaars.nl					■		
	Agro Minne	www.agro-minne.be		■		■			
	Aquadrant B.V.	www.aquadrant.com					■		
	Atlas Professionals	www.atlasprofessionals.com					■		
B	Baker Tilly N.V.	www.bakertilly.nl					■		
	BMD Advies	www.bmdzuid.nl					■		
	Boluda Towage Europe	www.boluda.eu		■					
	Bouwgroep Peters B.V.	www.bouwgroep-peters.nl					■		
	BOW Terminal	www.bowterminal.nl			■	■			
	Brandtie	www.brandtie.nl					■		
	Bulk Terminal Zeeland Services B.V.	www.btzeeland.nl		■	■	■			
	CLdN	www.cldn.com				■			
	Control Union Belgium NV	www.petersoncontrolunion.com	■	■	■	■	■	■	
C	Cordeel Nederland B.V.	www.cordeel.nl	■			■			
	C.T.O.B. Transport & Logistics	www.ctob-logistics.com				■			
	Customs Support Terneuzen	www.customssupport.com				■	■		
	D	Damen Shiprepair Vlissingen	www.damen.com	■	■	■			
		Danser Group	www.danser.nl		■		■		
		DB Cargo Nederland N.V.	www.nldb.cargo.com				■		
		De Baerdemaecker N.V.	www.stukwerkers.com				■		
		De Pooter Personeelsdiensten	www.depooter.nl					■	
		De Ruyter Training & Consultancy	www.drct.nl						■
De Zeeuwse Alliantie Notarissen		www.dezeeuwsealliantie.nl					■		
Delta Safe Security Services B.V.		www.delta-safe.nl					■		
DFDS Seaways Belgium		www.dfds.com				■			
E	dNM	www.dnm.nl					■		
	DOC Logistics B.V.	www.dutchcontractors.com		■	■	■			
	DOW Benelux B.V.	www.dow.com	■						
	Draftec B.V.	www.draftec.nl	■		■		■		
	DRV Accountants & Adviseurs	www.dr.nl					■		
	Dutch Marine B.V.	www.dutchmarinebv.com		■			■		
	Elloro	www.elloro.nl					■		
	ELTEN Benelux B.V.	www.elten.com	■						
	Embedded Coaching & Consultancy	www.ecc-coach.nl					■		
F	Epesi B.V.	www.epesi.nl					■		
	Euro-Mit Staal B.V.	www.euro-mit-staal.com	■						
	Euro-Silo N.V.	www.eurosilo.be				■			
	Evos Ghent NV	www.evos.eu				■			
	Evos Terneuzen B.V.	www.evos.eu	■						
	Feyter Group	www.feyter.com	■				■		
	Firma Klouwers Terneuzen	www.klouwers.nl				■			
	Fletcher Hotel-Restaurant Arion-Vlissingen	www.fletcherhotelvlissingen.nl					■		
	Flushing Marine & Offshore B.V.	www.flushingmo.com		■	■				
F	Flushing Shipping Agencies	www.fsagencies.com			■		■		
	FMJ E & I Zeeland B.V.	www.fmj.nl					■		

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		INDUSTRY	MARITIME	OFFSHORE	LOGISTICS SERVICES	SUSTAINABLE INDUSTRY	OTHER SERVICES	EDUCATION AND GOVERNMENT
G	Green Blue Offshore Terminal	www.greenblueot.nl	■	■				
H	H4A	www.h4a.nl					■	
	Havenwerk B.V.	www.havenwerk.nl					■	
	Henk Kramer Communicatie	www.henkkramer.nl					■	
	Heros Sluiskil B.V.	www.heros.nl	■					
	Hoondert 's-Heerenhoek	www.kampsstraalbedrijf.nl	■	■	■	■	■	
	Hoondert Services & Decommissioning	www.hsd.nl	■	■	■	■	■	
	HR Expat Services	www.hrxpats.com					■	
I	IBS Staalbouw B.V.	www.ibs-hallenbouw.nl	■				■	
	ICL-IP Terneuzen B.V.	www.iclip-terneuzen.nl	■					
	IGL B.V.	www.igl.nl		■	■		■	
	ING Business Banking	www.ing.nl/zakelijk					■	
	Ingenieurbureau Walhout Civil B.V.	www.walhoutcivil.com	■	■	■		■	
	Interface Terminal Gent (ITG)	www.stukwerkers.com			■		■	
	Interlashing B.V.	www.interlashing.com			■		■	
J	JB Nautic Safety B.V.	www.jbnauticsafety.nl					■	
	Jonkman Opleidingen B.V.	www.jonkmanopleidingen.nl						■
	Justion Advocaten	www.justionadvocaten.nl					■	
K	Kamps Straal- en Industriële Spuitwerken	www.kampsstraalbedrijf.nl	■	■	■	■	■	
	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			■		■	
	KWS Infra/Aquavia	www.kws.nl					■	
L	Labojuce B.V.	www.labojuce.nl	■				■	
	Lalemant N.V., Lalemant Trucking N.V.	www.lalemant.com		■	■	■	■	
	Legrant Freight Management B.V.	www.legrant.eu			■			
	LGH BVBA	www.lgh.eu	■	■	■		■	
	Liftal Hijstechniek	www.liftal.com					■	
	Loodswezen Regio Scheldemonden	www.loodswezen.nl		■	■		■	
	Luctor Belting Nederland B.V.	www.luctorbelting.com	■				■	
M	M-Force	www.m-force.nl						■
	Maaskade Bevrachters Belgium	www.maaskade.com		■	■		■	
	Mammoet Nederland B.V.	www.mammoet.com	■	■	■	■	■	
	Maritiem & Logistiek College de Ruyter	www.scalda.nl					■	
	Martens Cleaning	www.martenscleaning.nl	■	■	■	■	■	
	MMPS	www.mmps.nl		■	■	■		
	Montis Mooring- and Boatervice B.V.	www.montismooring.com		■				
	Multraship Towage & Salvage	www.multraship.com	■	■	■			
	Municipality of Borsele	www.borsele.nl						■
	Municipality of Middelburg	www.middelburg.nl						■
	Municipality of Terneuzen	www.terneuzen.nl						■
	Municipality of Vlissingen	www.vlissingen.nl						■
	MVH Group	www.mvh-group.com					■	
N	Navonus N.V.	www.navonus.be		■				
	North Sea Port	www.northseaport.com	■	■	■		■	
	N.V. Economische Impuls Zeeland	www.impulszeeland.nl					■	
	N.V. Westerscheldetunnel	www.westerscheldetunnel.nl			■		■	
	Oceanwide Personnel Services B.V.	www.oceanwidecrew.com					■	
O	OMC Services B.V.	www.linkedin.com/in/chvdo					■	

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	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			■		■	
	PMI Polaris Marine Inspections B.V.	www.polarismarineinspections.nl			■		■	
	PreZero	www.prezero.nl					■	
	Prior Group	www.priorgroup.nl		■			■	
	PTC B.A.	www.ptcba.nl		■	■			
R	Rabobank Oosterschelde	www.rabobank.nl/oosterschelde					■	
	Rabobank Walcheren-Noord Beveland	www.rabobank.nl/wnb					■	
	Rabobank Zeeuws-Vlaanderen	www.rabobank.nl					■	
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S	S.T.T. B.V.	www.agency-stt.com	■	■	■			
	Sagro Aannemingsmij. Zeeland B.V.	www.sagro.nl		■	■			
	Sarens Nederland	www.sarens.com					■	
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	Schelde Exotech	www.exotech.nl	■	■				
	Schipper Groep	www.schippergroep.nl					■	
	SEA-invest	www.sea-invest.com			■			
	Seatrade Rotterdam B.V.	www.seatrad Rotterdam.nl		■	■			
	SEC Catering	www.seccatering.nl					■	
	Secil Cement	www.secil.pt	■		■			
	SFP Zeeland	www.sfp-group.nl				■		
	SGS Nederland B.V.	www.sgs.com			■		■	
	Shipyards Reimerswaal	www.shipyardreimerswaal.com		■				
	Simons Bouwgroep B.V.	www.simonsbg.nl	■					
	Sloecentrale	www.sloecentrale.nl				■		
	Sorteerbedrijf Vlissingen B.V.	www.sorteerbedrijfvlissingen.nl			■		■	
	SPIE Nederland B.V.	www.spie-nl.com					■	
	Stukwerkers Havenbedrijf N.V.	www.stukwerkers.com			■		■	
	Supermaritime Nederland B.V.	www.supermaritime.com		■	■		■	
	Swagemakers Intermodaal Transport B.V.	www.swagemakers.nl			■			
	Sweco Nederland B.V.	www.sweco.nl					■	
T	T.I.M.E. Service Catalyst Handling B.V.	www.ts-cat.com		■				
	Tanido B.V. Sworn Marine Surveyors	www.tanido.com			■		■	
	Tank Terminal Sluiskil	www.tankterminal-sluiskil.nl			■		■	
	Tauris B.V.	www.tauris.be					■	
	Terberg Tractors Belgium	www.terbergspecialvehicles.com	■	■	■			
	Terneuzen Port Service	www.terneuzenportservice.nl	■	■	■			
	Terneuzen Processing Technologies	www.tpt.nl	■		■		■	
	The Safety Network	www.thesafetynetwork.nl						■
	Timmerman Industrial Repairs	www.ltimmerman.nl		■			■	
	TMS Terneuzen B.V.	www.tmsnl.com	■				■	
	TOS Port & Logistics B.V.	www.tos.nl		■	■	■	■	
	Transuniverse Group N.V.	www.transuniverse.be			■		■	
	Tri-Modal Containerterminal Terneuzen	www.vlaeynatie.eu			■			
	Try-Act EWIV	www.try-act.eu					■	
V	Vakwerk	www.leerbedrijfvakwerk.nl						■
	Van Ameyde Marine Vlissingen	www.ameydemarine.com		■	■		■	



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Y
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van Hoorbeke Timber N.V.	www.vanhoorebeke.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		■		■		■	
Vlaeynatie B.V.	www.vlaeynatie.eu				■			
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Vopak Agencies Terneuzen B.V.	www.vopakagencies.com				■		■	
Wagenborg Agencies B.V.	www.wagenborg.com		■	■	■		■	
Westerschelde Ferry B.V.	www.westerscheldefferry.nl						■	
Wielemaker B.V.	www.wielemaker.nl				■		■	
Yellow & Finch Publishers	www.ynfpublishers.com			■			■	
Zeeland Bunkering	www.zeelandbunkering.nl		■					
Zeeland Cruise Port	www.zeelandcruiseport.com						■	
Zeeland Maritime Cleaning	www.zmcleaning.nl	■	■	■	■			
Zeeland Refinery	www.zeelandrefinery.nl	■						
Zeeland Sugar Terminal	www.vlaeynatie.eu				■			
Zéfranco Communicatieservice Frans	www.zefranco.com						■	
ZTZ Logistics B.V.	www.ztzlogistics.com				■			

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Editorial Committee

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

- Henk de Haas, Chairman, Promotion Council North Sea Port
- Michael Moreau, Communication Manager, North Sea Port
- Charles van den Oosterkamp, Director, OMC Services BV

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Find out more about contributing to future issues of PortNews by contacting Charles van den Oosterkamp, info@omc-services.com, tel. +31 (0)6 10 979 655.

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P.O. Box 132
4530 AC Terneuzen, The Netherlands
T +31 (0)115 647 400

John Kennedylaan 32,
Harbour 3000A, 9042 Ghent, Belgium
T +32 (0)9 251 0550
E contacteer@northseaport.com
I www.northseaport.com

Follow us on:



P.O. Box 5130
4380 KC Vlissingen
The Netherlands

T +31 (0)118 491 320
E info@pc-nsp.com
I www.pc-nsp.com

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OMC SERVICES BV
Management
Charles van den Oosterkamp

Contributing Editors
Arno Dirkzwager
Jean-Louis Vandevoorde

Contact
E info@omc-services.com
T +31 (0)6 10 979 655





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Liftal Vlissingen
Groenlandweg 4
Havennummer 4056
4455 SN Nieuwdorp
(Vlissingen-Oost)

Tel: +31 (0) 118 - 488 450
Email: vlissingen@liftal.com

Liftal Rilland
De Poort 15
4411 PB Rilland

Tel: +31 (0) 113 - 571 523
Email: rilland@liftal.com

Liftal Rotterdam
p/a Admiraal de Ruyterstraat 24
3115 HB Schiedam

Tel: +31 (0)10 - 60 036 60
Email: rotterdam@liftal.com

Liftal Belgium
Duitslandstraat 4
9140 Temse

Tel: +32 (0)3 710 11 82
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