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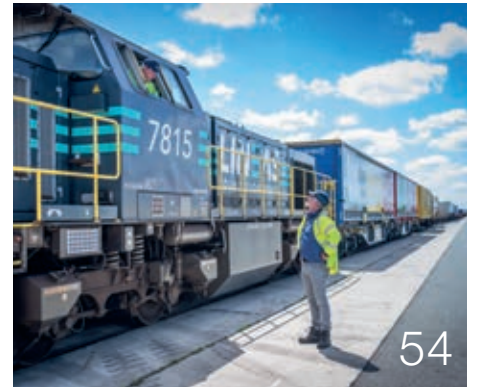
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ON THE COVER

Heavy lift vessel Zhen Hua 34, moored in Scaldiahaven in North Sea Port's Vlissingen port area. The vessel visited North Sea Port carrying parts for the New Lock Terneuzen. 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.

8-10 FEBRUARY 2023	Fruit Logistica Berlin	
14-16 MARCH 2023	StocExpo Rotterdam	
16 MARCH 2023	Multimodaal Transport Expo Breda	
25-27 APRIL 2023	Wind Europe Copenhagen	
6 MAY 2023	Havendagen North Sea Port Terneuzen & Vlissingen	
7 MAY 2023	Havendagen North Sea Port Ghent	
9-11 MAY 2023	World Hydrogen Rotterdam	
9-12 MAY 2023	Transport Logistic Munich	
6-8 JUNE 2023	BreakBulk Europe Rotterdam	
5-7 OCTOBER 2023	Fruit Attraction Madrid	
12-13 OCTOBER 2023	European Commodities Exchange Warsaw	
17-19 OCTOBER 2023	Transport & Logistics Antwerp	
7-10 NOVEMBER 2023	Europort Rotterdam	
28-29 NOVEMBER 2023	Offshore Energy Amsterdam	
17-19 SEPTEMBER 2024	Transport & Logistics Ghent	

“ A change for the future

Welcome

With the end of the year getting closer, we tend to look back. In the beginning of this year, we were all eagerly waiting for the end of the COVID-19 period. After almost two years of social distancing, working from home, adjusting processes and logistics, that much awaited end finally came.

Spring was around the corner and we were looking forward to living in our 'normal' world again. This was until Russia had invaded Ukraine (again) and the world turned upside down quickly. Due to consecutive European sanctions, trade with Russia gradually came to a halt. This was also felt by companies at North Sea Port. Trade with Ukraine, one of the world's bread baskets, abruptly stopped. Our number one trade partner was no longer wanted, and we found out that Ukraine supplies a lot more goods than we could imagine. On top of this, the energy supply was jeopardised, with rocketing energy prices and a second crisis as a result.

The war and the energy crisis are still noticeable, very much in fact. However, we also look forward with lots of hope. We see that, when looking at the throughput of cargo, 2022 will be a farming year, or perhaps even THE farming year. Of course, this sounds unbelievable in times of crises. But it is good to see that, in our port, heavy investments have been made by existing and new companies this year, which will result in hundreds of new jobs and contribute to a prosperous region.

The end of the year also makes us think back to five years ago, when we announced the merger between the two ports and the name North Sea Port was introduced. A merger that now has resulted in many additional



jobs, more transshipment of goods, large(r) investments in various sectors, cross border logistical and energy projects, extra visibility, and acknowledgement in the Hague, Brussels, and on the European stage. A merger that shows that collaboration across all kinds of borders is a change for the future. Just like we always say at North Sea Port: Together. Smarter.

With kind regards,

Daan Schalck
CEO of North Sea Port



The Ghent-Terneuzen Canal will need actions to improve inland shipping.

Photo courtesy of North Sea Port / Tom D'haenens.

North Sea Port, cross-border hub at Corridor South

In its new strategic plan 'Connect 2025', North Sea Port describes eight strategic programmes to help the port authority achieve its goals for the upcoming years. Often, they complement and reinforce each other. The new Corridor South is an example of how various programmes are coming together.

In April of this year, it was decided to start with the Dutch Logistic Corridor South. This is good news for North Sea Port as the port is an important hub on this corridor. North Sea Port, together with the Province of Zeeland, is closely involved in the decision making and further realisation of the new logistic corridor. In 2020, they asked consultancy agency Berenschot to research how the two parties could play their role in the decision making as optimally as possible. Now, the agency is also advising the Province and the port authority about the

follow-up phase. Now that the corridor will actually be realised, the question remains how this will be implemented regionally. We spoke to Menno Olman, Associate Consultant of Berenschot and Project Leader for the follow-up phase, and Stefan Yzewyn, who, as Advisor Logistics on behalf of North Sea Port, is responsible for the follow-up of the decisions made by the project team.

Top Corridors

"Corridor South runs from the Amsterdam area, via Rotterdam-Rijnmond, West-Brabant, and Zeeland to Flanders", Mr Olman explains. "Together with Corridor East and Southeast, Corridor South forms a dual network of important top corridors for the transport of goods in the Netherlands, with a connection to the European TEN-T network. Whereas the existing corridor mainly aims at the (container) transport towards the eastern hinterland, the focus of Corridor South is mainly on the optimisation of a broader, goods segmented, southward connectivity."

Mr Olman continues, "The decision made on 28 April to start with Corridor South and to begin with an implementation programme, has been taken by the so-called Programmaraad

Corridor Zuid (programme council Corridor South) in which the Ministry of Infrastructure and Water Management; the provinces of Noord-Holland, Noord-Brabant, Zeeland, and Zuid-Holland; the Logistic Alliance; and the ports of Amsterdam, Rotterdam, Moerdijk, and also North Sea Port, are united.”

Four pillars

The implementation programme Corridor South is translated into four pillars:

- a lasting excellent multimodal (inter-)national accessibility;
- accelerating the sustainability of the transportation of goods in line with the goals of the Climate Agreement;
- realising the opportunities offered by the energy transition and spatial developments for economic developments;
- capitalise the opportunities of digitalisation and innovations in services, infrastructure, and logistics.

“When we look at the four pillars,” Mr Yzewyn voices, “it is only logical to work together wherever possible and, while taking the unique character of Corridor South into account, to learn from the existing corridors. For the short term (2022-2024) the parties involved in Corridor South will among other things, together research the possibilities of making further agreements about the use of two (subsidy) arrangements that are currently available for Corridors East and Southeast. Apart from this, they also look at whether, how, and which actions from the existing corridors can be joined. For Corridor South, the focus will mainly lie on inland shipping and rail transport, although road transport will not be forgotten. More specifically, we expect that we will be able to join the other corridors to, for example, accelerate the digital transition in logistics and transport.”

Cross-border character

Within the Corridor South programme various parties are involved that all have their own regional goals and interests.

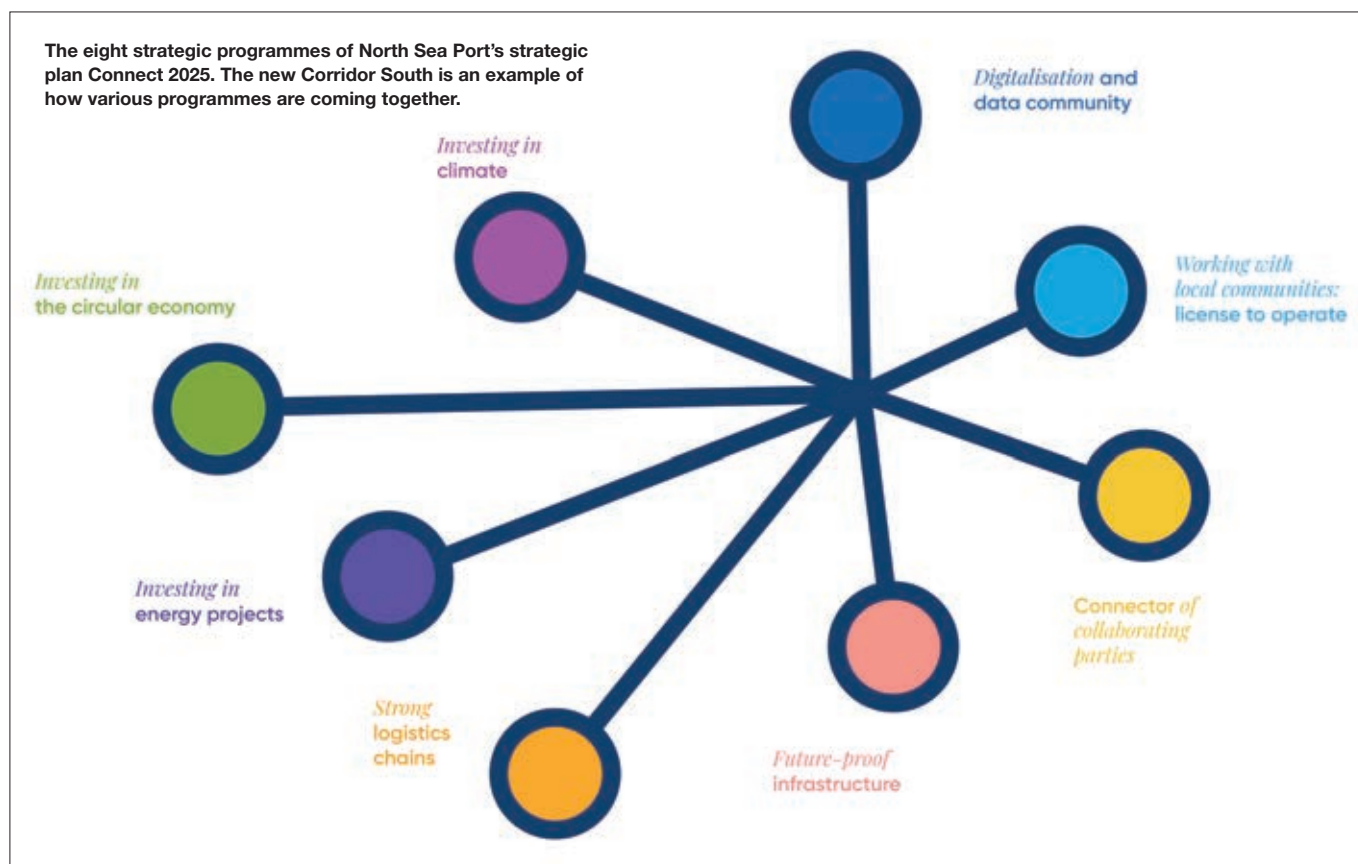


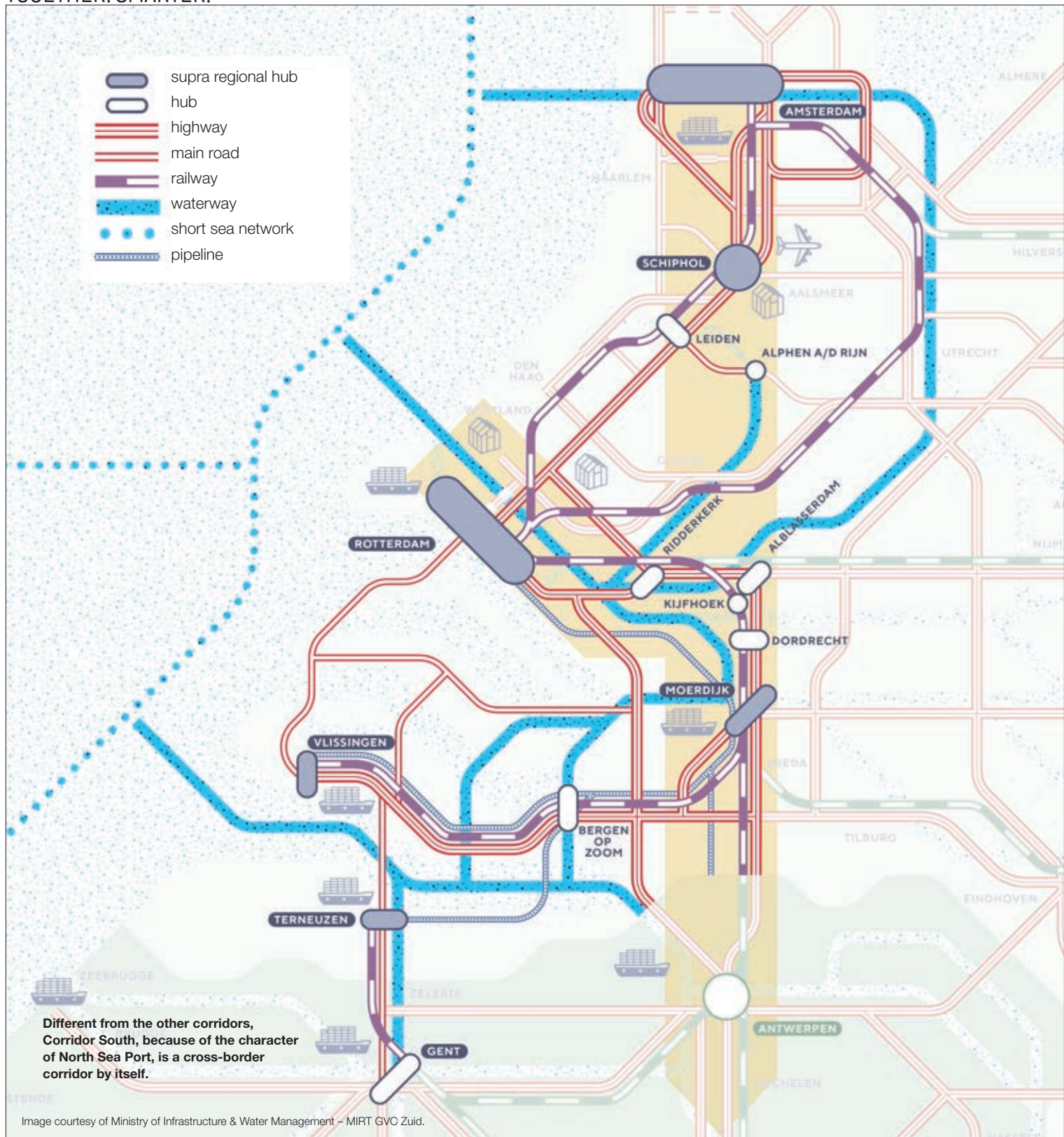
Stefan Yzewyn, Advisor Logistics at North Sea Port.



Menno Olman, Associate Consultant of Berenschot.

For North Sea Port too, it is important that its goals, ambitions and strategic programmes, and those of the corridor are in line with and strengthen each other whenever possible. Berenschot is again involved in this follow-up. The basis of the corridors is the transport of goods within the Netherlands. Of course, the flows of transport continue further into Europe, which is why the Dutch corridors run directly into the European TEN-T network. “Unlike the other corridors, because of the character of North Sea Port, Corridor South is a cross-border corridor in itself”, Mr Olman elaborates. “This is the reason why, in the follow-up research that we are now executing on behalf of the province of Zeeland and North Sea Port, also the Flemish part of the port is taken into account. The role of shortsea shipping is also a special aspect in Corridor South. In the other corridors, shortsea is not relevant at all. However, because of the strong shortsea position of North Sea Port, this is an important element that will contribute to an optimal and, above all, sustainable flow of transport within Corridor South.”





Seine-Nord

In realising Corridor South it is important, within North Sea Port too, to keep investing in infrastructure and the necessary facilities. For the southward flows of goods, for example, the Seine-Nord connection is an important inland shipping link, however this link cannot be viewed as an isolated project. Mr Olman explains, “Within the project Seine-Nord, the connection between Paris and the Western Scheldt River is improved to enable larger barges to sail from and to Paris. Because of its location at the end of this connection this will offer ample opportunities for North Sea Port and the companies in this port area. However, to fully profit it is important to make

sure that certain facilities, as it were, grow with the expected increase of (larger) barges. Take, for example, the availability of enough berthing places and waiting locations, and shore power facilities.”

Connector role

According to Mr Olman, continuous collaboration and consulting with the various stakeholders involved is especially important, and as connector, North Sea Port can play an important role in this. He says, “Within the Berenschot advice we are now especially focused on what the major spearheads are and how the various stakeholders can be organised and



To fully profit from the Seine-Nord connection it is important to make sure that certain facilities, such as shore power, as it were, grow with the expected increase of (larger) barges.

“ The mutual goal of the Dutch Logistic Corridors is to be the most efficient, habitable, and sustainable network of connections between ports and logistic hubs in Europe by 2030.

engaged. This should result in sufficient commitment and the right form of collaboration. The past has shown that, in order to realise its goals, it is very important for North Sea Port to communicate openly, honestly, and most of all consistently with all relevant parties (also read the article ‘A team effort’ on page 52). While doing so, the content should always be leading and stand above the format of the collaboration.” Mr Yzewyn adds, “What we have learned from the many conversations we had with the companies, is that they most of all need concrete actions. What can be realised now, what on the medium term, and what on the longer run? For the industry it is important that there is some kind of certainty about this. It is relevant that the steps that are going to be taken will also be attractive for companies and for the government. As a connector, we can play a mediating role in this.”

Enforcing clout

Mr Yzewyn continues, “As a starting point in this, we are looking at existing structures. What is available and what can be implemented in Corridor South? Cross-border structures are already available and new ones are realised at Nord Sea Port. “It is obvious that many parties already know each other,” Mr Olman adds, “however they often work separately from each other instead of together. Of course, this is understandable as

people are working from certain assignments without looking any further. Working from various assignments on a more or less equal problem often results in overlap. Of course, this is not efficient, not even for the input of people and means, and the Berenschot research also targets on breaking down this situation. This way the clout of the Zeeland parties involved will be enforced. The ultimate goal within Corridor South is to reach one mutual network approach. For this, we also have to look at the relevant connections with parties outside of Zeeland, as for example the various ports with their different goals and actions are affecting. North Sea Port has an important position on Corridor South which is also recognised by other parties. Not only as competitor but as an enforcing party in particular. When looking at the goods transhipped and handled every port has its own strengths and by considering the ports as one coherent cluster the position in Europe and beyond will only get stronger.”

Working hard

The mutual goal of the Dutch Logistic Corridors is to be the most efficient, habitable, and sustainable network of connections between ports and logistic hubs in Europe by 2030. This contributes to a strong international competitive position of ports and hubs. Mr Yzewyn concludes, “Within North Sea Port we all are working hard in line with the goals of the logistic corridors. Just think about the energy spent in the Rail Ghent-Terneuzen connection. The next step now is to tackle transport over water. The New Lock in Terneuzen already is an important step in this, but also the Ghent-Terneuzen Canal will need actions to improve inland shipping and to contribute to the most optimal Seine-Nord connection. This way, step by step, the goals will be reached.”

A tower as new stepping stone

Zoutman readies for new growth in salt business



When finished, the production tower will be sided by a brand new high-rise warehouse, adding to the storage capacity of the terminal at the Kluizendok.

Image courtesy of Zoutman.



The biggest covered salt terminal in a European port will soon be equipped with one of the highest and most advanced salt production towers in the world. Zoutman is building the new facility at its logistical hub and production site at the Kluizendok in Ghent. It will enable the company to add 150,000t to its yearly output and to keep up with growing demand for additive-free sea salt. It will also reinforce North Sea Port's role as a food port.

The new production tower will be operational by mid-2023 and create about forty extra jobs. The investment of EUR 30 million, the biggest for Zoutman so far, will also pave the way for a doubling of Zoutman's turn-over by 2030. This way, Ghent will once again become a major stepping stone in the group's development.

In 2005, Zoutman was one of the very first operators to settle at the new Kluizendok. The terminal made it possible to ensure the overseas supply of raw sea salt in large quantities that can be unloaded at the own quay of the company and stored in the adjacent warehouses that equally belong to Zoutman. Since then, Zoutman is very much master of its own logistic chain. Salt being a very price-sensitive commodity, buying at the right time and keeping logistical costs as low as possible, is vital for the company.

A growing force in the salt business

Zoutman was founded in 1990 by Bart and Peter Sobry. The company focusses on the production of sea salt products that meet the highest certifications for the food industry ("from ultra-fine salt that can be used in spice mixes to rougher varieties like the salt covering pretzel biscuits"), water treatment, de-icing, agriculture, technical applications, and wellness. These non-chemical applications account for 40% of the worldwide salt market (estimated at 340t million last year). Zoutman has two production plants with a direct connection to the waterway, one in Roeselare, the other in North Sea Port. The deepwater maritime terminal in Ghent is the largest of its kind in Europe, offering a covered storage capacity of 300,000t. It opened in 2005.

This terminal enables Zoutman to handle shipments of up to 80,000t of sea salt harvested in regions like the Caribbean or Australia.

Each year, the company ships out 300,000 to 450,000t (in bags, big bags, bulk, and containers) to over 60 countries across the globe. 60% of the production is exported, with neighbouring countries and North America as main destinations. Zoutman has about hundred people on its payroll and generated a turn-over of EUR 46 million last year. The new tower in Ghent will create about forty extra jobs.



Photo courtesy of Zoutman.

Daniël Termont (former mayor of Ghent), Daan Schalck (CEO North Sea Port), Bert Lamote (co-CEO Zoutman), Mathias De Clercq (mayor of Ghent), Jan Cerpentier (CTO Zoutman), Sofie Bracke (Alderman of the Port) and Karel Vandecappelle (CFO Zoutman) in front of the new production tower under construction.

Outbound distribution and production activities – for lower-end products – soon followed. Storage capacity was lifted to 300,000t some ten years ago. The terminal also allowed for the transshipment of salt on barges headed for the main plant in Roeselare, which is also directly connected to a waterway.

Vertical expansion

“For a young family business competing with multinationals, it was a bold move, but it proved a crucial one”, co-CEO Bert Lamote recalls. Indeed, the terminal at the Kluizendok was a major factor for Zoutman to achieve an average growth rate of 10% per year in a market that expands at a far slower global pace of less than 2% annually.

Zoutman is eager to stay on that track and was looking at ways to strengthen its Ghent site, which would provide the added advantage of increasing overall operational reliability and flexibility. Since added space was not readily available in the area where the company settled almost twenty years ago, the boundaries of the 7.5 hectares concession could not be pushed. So the decision was made to go vertical. The result is the 64.5m high production unit that now literally towers high above the many warehouses on the north side of the Kluizendok.

The investment in Ghent comes on top of earlier expansions in Roeselare. The plant along the Roeselare-Leie canal for inland navigation underwent a thorough upgrade, requiring some EUR 18 million of capital expenditure in recent years. The production towers were expanded, a new one was built,

Five facts about the new production tower

- The tower is 64.5m high. It takes 360 stair steps to climb the ten floors of the building.
- It took 7,300m³ of concrete and 1,000t of steel to build the tower, which rests on 290 foundation piles.
- When finished, the tower will be covered with 6,100m² of stainless steel plating.
- It offers 8,000m² of production room on a ground surface of 1,800m².
- It can store different salt grain sizes in 22 vertical silos with a total capacity of 1,700t.



Photo courtesy of Jean-Louis Vandevoorde.

Zoutman can store up to 300,000t of sea salt in its terminal at the Kluizendok in Ghent, the largest in its kind in Europe.

“ For a young family business competing with multinationals, building the largest salt terminal in Europe was a bold move, but it proved a crucial one.

production processes were optimised and automated, water consumption was reduced to a minimum by purifying and reusing process water, sixteen storage silos and two packaging units were added, again to meet growing demand for high-quality salt. Finally, a new, larger office building now houses the headquarters of the company.

Growing hunger for sea salt

The new tower in Ghent will focus on the production of high-grade sea salt without additives, allowing Zoutman to bring larger volumes to the market. Demand for sea salt in general and for additive-free sea salt in particular is booming, especially in the food industry, says Mr Lamote.

“Traditional kitchen salt contains artificial additives such as the anti-caking agent E535, without which the salt risks turning rock solid, rendering it unusable once it gets to its destination. Because consumers are increasingly actively seeking out natural foods that are 100% additive-free, food companies are keen to switch to additive-free sea salt as quickly as possible. Thanks to substantial investments in research, we now are one of a small handful of producers in the world that is able to deliver a high-quality response to this huge demand.”

More generally, sea salt is gaining market share because of its more sustainable properties compared to mine salt. “We work exclusively with sea salt, by far the most ecological type of salt and an almost inexhaustible and renewable resource. Extracting underground salt is an energy-intensive process, as is purifying it to obtain white salt. Sea salt’s ecological footprint is much smaller, being extracted by a natural process through the evaporation of pure seawater in basins by the combined action of sun and wind. CO₂ emissions for winning sea salt can be up to 31 times lower than with mine salt”, Mr Lamote explains.

High-tech and sustainable

A sustainable, high-end product like sea salt asks for a sustainable production tool that can safeguard its natural qualities. That is exactly what the new production tower delivers, with an added touch of innovative technology, ranking it among the most advanced anywhere in the world, Zoutman claims.

One example will be the use of optical cleaning machines. Hyper-sensitive cameras ‘scan’ the sea salt for even minute impurities like sand grains and shell fragments, which are then pneumatically removed. It is one of the techniques that Zoutman already implemented in Roeselare, but took a step further in Ghent, declares Chief Technical Officer Jan Cerpentier. Building a tower offered a double advantage in itself. The production process – the rinsing, breaking, drying, and sieving to obtain pure sea salt in different grain sizes that can be used in a large array of applications – can make use of the natural force of gravitation, which strongly reduces the need for energy. And the yield per square meter is more than twice as high compared to the plant in Roeselare.

Zoutman will not only substantially enhance its energy-efficiency but also plans to make the tower wholly self-sufficient in terms



Photo courtesy of Zoutman.

Earlier this year, the kamsarmax-size Tahoe Europe delivered a record shipment of 82,500t at Zoutman.



Photo courtesy of Jean-Louis Vandevoorde.

Seagoing vessels can bring in large volumes of sea salt directly at the own quay of Zoutman, where it is directly transferred to the warehouses of the group.

of energy consumption, by the use of solar panels and by recovering the heat generated during the drying process. In addition, the plant will not discharge waste water, treating and reusing its process water internally, and will make ample use of the rain water collected on the site.

Last but not least, the tower still offers room for installing additional production units and further increasing output.

Food port

For North Sea Port, the new investments at Zoutman come as a further proof of its role as a food port. Food is one of the seven spearhead sectors the port is aiming at in its strategy.

CEO Daan Schalck expressed his satisfaction at seeing a major economic player in the port making good use of the accessibility and central location of North Sea Port. “This new project illustrates the success of Zoutman. And by opting for a vertical solution, at a time when space is not in limitless supply in our port anymore, Zoutman is setting an inspiring example for other port users.”

Mr Lamote fully agreed: “We want to make this the most innovate, dynamic and sustainable salt cellar in Europe.” The next stage is already on the drawing board. The production tower will soon be supplemented with a high-rise warehouse.

be. Ørsted



Ruben Dijkstra, Managing Director Belgium and the Netherlands at Ørsted, “With the new plans of the Dutch government, we all have to roll up our sleeves for establishing 70GW in 2050.”

A warm bath

On 1 September, Ruben Dijkstra joined Ørsted as Managing Director for Belgium and the Netherlands. He has taken over the helm from Steven Engels who now focusses on the company's green hydrogen projects and plans.

Q: Mr Dijkstra, can you tell us something about the steps you made before joining Ørsted?

A: After graduating with a master's degree in mechanical engineering at the Delft University of Technology, I continued my career as a student at the Nyenrode Business University, where I graduated in Financial Management in 1998. After this, I became a management trainee at Stork, where I could combine the theoretical knowledge from both studies. In fact, what I learned in both studies still forms the basis of what I am doing today. Since starting at Stork, I have always been involved in the offshore industry. At Stork, I ended up as Team Lead Project Management for capital projects in offshore oil & gas. In 2008 I made a switch from oil & gas to the renewables industry as I left Stork for to become Project Director Renewable Energy at Evelop, which became part of Eneco in 2010. At Eneco, I had various roles. I was, for example, involved in the realisation of the Borssele III & IV offshore wind farm. My last function was that of Director Offshore Wind.

Q: Why did you decide to switch from oil & gas to offshore renewables in 2008?

A: In 2008 there was a perfect wave for renewables. The prices of oil & gas were high, Al Gore had his Inconvenient Truth campaign, and I really looked forward to joining an industry that at that time, was still in its infancy. Eneco's first offshore wind farm Amalia became operational in 2008, just before I joined. This wind farm was more or less constructed with equipment borrowed from other industries as there were no dedicated installation vessels available at that time.

Q: What have you noticed most since your move to renewables?

A: Now, fourteen years later, a lot has changed. In offshore wind, a huge cost reduction took place caused by a tremendous increase in efficiency in the entire supply chain, including ports such as North Sea Port. Also, turbines and farms have become much bigger. In my career in offshore wind, I have seen turbines grow from 2 to 15MW capacity. For me, being witness and part of this transition really has been challenging and exciting. It is a relevant industry that is in the news almost every day as one of the important measures to reduce CO₂ emissions. Also, many technological developments and innovations are involved. And now, with the new plans of the Dutch government, we all have to roll up our sleeves for establishing 70GW in 2050. Mind you that so far, only 2.5GW is realised, so this will be quite a challenge for everyone involved.

Q: Why did you make a move to Ørsted?

A: To be able to realise our offshore wind goals, it is important to include the end user and this is something Ørsted really is fully aware of and the company is also acting according to this, for example with its green hydrogen projects in the North Sea Port area. It is important to locally produce as much of offshore wind as possible for immediate use in full-fledged applications such as the production of green hydrogen. My new role at Ørsted gives me the opportunity to be at the front row of these new developments which is something really motivating for me.

Q: What will be most challenging for the upcoming years?

A: Offshore wind farms are constructed in a natural environment and at the North Sea there are other parties next to the offshore industry that make use of the area. In the upcoming years, space at the North Sea will be used more intense by more users, and we all have to be good neighbours, take the interest of flora and fauna into account, and meanwhile also keep our own business goals in mind. Next to this, time will be a challenge. In order to reach the goals set for 2050, it is, for example, important to speed up procedures, and to tender larger plots. For the latter the Dutch government already made some useful steps, as the upcoming tenders involve four plots of 1GW, while the recent tenders were plots of 700MW. Apart from the fact that this will help speed up things, this also is a good sign towards the supply chain with regards to the investments they have to make for being able to grow with the upscaling of the wind farms and turbines. With clear goals set by the government the supply chain knows what it is up to.

Q: How did you enjoy your first months at Ørsted?

A: This first few weeks really felt like a warm bath. Everyone I met at the office in the Hague and for example at the O&M base in Vlissingen, was very kind to me. At my first day, I had to join an international meeting of teams in Warsaw. For me it was an excellent occasion to meet many new people, which was a good start. With the ambitious offshore wind goals in our region it is obvious that we would like to have a piece of this cake, not in the least as this is important for our hydrogen plans. So in order not to miss the opportunity, my start at Ørsted certainly did not come too early.

I. ORSTED.NL

480 million cartons

Recently in Terneuzen, a giant warehouse has been constructed. The project is a fine example of raising efficiency by good collaboration.

The warehouse, together with offices, expedition and ten docks, is located in between A.C. Rijberg Transportservice and Elopak. It is constructed by Cordeel. The assignment for the construction of the warehouse came from A.C. Rijberg Transportservice. When operational, Elopak will rent the warehouse for the storage of finished products. Elopak will be responsible for the operation and maintenance of the new facility. PortNews went to Terneuzen to learn all about this project.

Fully automated high-bay warehouse

Adri de Rijke is Commercial Manager at Cordeel. In this role, he was commercially involved in the project since the very first ideas for the expansion of storage capacity at Elopak. He explains, "The warehouse we constructed for A.C. Rijberg Transportservice is a fully automated high-bay warehouse. High-bay warehouses are built according to the silo construction method. Instead of first building a warehouse and then constructing storage racks inside, the storage racks in this case serve as the load-bearing structure for the roof and side walls. The warehouse will be operating be fully automated."

Compact design

Mr De Rijke continues, "The pallets with products will be transported from Elopak's factory via a conveyor through a bridge tunnel to the warehouse where they will be stored in the racks by robotised stacker cranes. For transport to the customers of Elopak, the pallets will be taken out by the stacker crane and put on a conveyor that will transport them to the expedition zone where the pallets will be loaded into the trucks. This zone is the only place in the warehouse where people are allowed. From a constructive point of view, the main advantage of a fully automated high bay warehouse is, that it has a very compact design. This results in a small footprint. Instead of the usual 3m wide corridors in between the racks, now only a width of 1,5m is necessary. Also, the absence of load bearing poles helps in this matter, as now every meter of the space can be used for storage and internal transport space."

Challenges

The new mega warehouse is 110m long, 52m wide, and 25m high. On a surface of 5,500m² it can store 24,000 pallets. "In



The high-bay warehouse for Elopak is one the first ones constructed in Zeeland

Terneuzen, Elopak produces a large variety of cartons for a broad range of drinks", Laurens Weemaes, Project Manager at Elopak explains. "Our customers are private companies in food and retail and currently we have around 46,000 different customer specific product configurations. Since our start in Terneuzen in 1968, our production has been expanding rapidly. To give you an idea, in 2011 we produced around three billion



The pallets will be stored in the racks by robotised stacker cranes.

All images courtesy of Cordeel.

packages, and this year we expect a result of five billion packages. Our expansion has resulted in quite some logistic challenges. Our finished products, for example, were stored in various locations throughout the region. Now, with the new warehouse we will be able to store up to 480 million packages in one single location, only a few meters away from where they are produced. This saves time and money, it is efficient, and as it saves trucking, it is good for the environment as well. On top of this, the new warehouse will make our storage facilities future proof and enables further growth of our production capacity.”

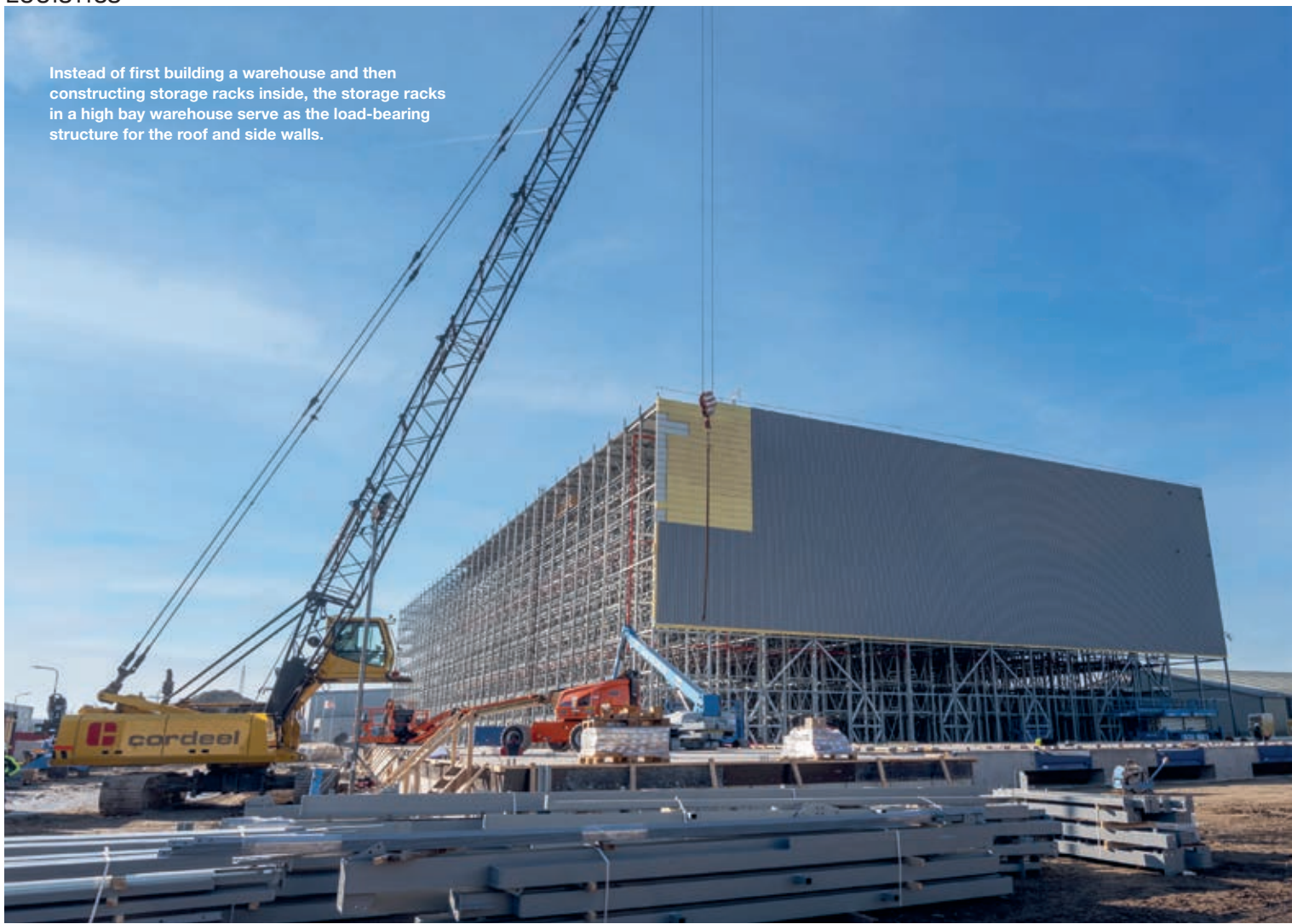
Close relationship

For the logistic services and transport Elopak has always relied on A.C. Rijnberg Transportservices. Transport Manager Robert Rijnberg is third generation member of the family Rijnberg.



Pallets enter the expedition zone via conveyor belts, after which they will be loaded into the trucks

Instead of first building a warehouse and then constructing storage racks inside, the storage racks in a high bay warehouse serve as the load-bearing structure for the roof and side walls.



According to him there has always been a close relationship with Elopak since the foundation of A.C. Rijnberg in 1981. “Today, we have a 40-year connection with Elopak as trucking company and 30 years as storage provider. Elopak was one of our launching customers and throughout the years, our company profited from the growth of Elopak, although we also service other customers in the area. From a trucking company, we have grown into a logistic service provider offering trucking and storage facilities. Currently we have 55 trucks on the road and a 65 staff. In 2018 we opened a new warehouse in the Koegorspolder, outside of Terneuzen. These new facilities replaced part of our warehouses at our main location in Terneuzen. These old warehouses were decommissioned and together with the accompanying parking facilities this resulted in 7,600m² of space. 5,555m² of this are now used for the warehouse, including offices, expedition and ten docks. Next to this 1,800m² is for parking and loading and unloading space.”

Accuracy

As main contractor, Cordeel took care of the design, engineering, construction, and project coordination of the new warehouse. “The high-bay warehouse for Elopak is one of the first ones constructed in Zeeland”, Mr De Rijke says. However, we already have a lot of experience with this type of construction as we construct one every two to three years. Quite challenging in this type of construction are the small building margins that are allowed. To automatically store pallets and transport them to the expedition zone, a high level



The new warehouse has ten docks.

of accuracy is needed. This means that over a length of 100m only 10mm deviation is allowed. This is only 0.01%!” For the construction of the warehouse, 1,200 foundation piles had to be drilled. Every day, two trucks brought the steel for the construction that contains an impressive 14,000t of steel. “For the high-bay warehouse a height of 40m would have been ideal, but the municipality was only willing to change the zoning plan, that originally allowed a building height of only 15m, to a height of 25m. This way the building fits in the environment better.” Cordeel, a Belgian family-owned company that specialises

in the engineering and construction of industrial and logistic buildings, can be considered as a purveyor for commercial buildings in and around the North Sea Port area. “We have been constructing buildings in the Terneuzen and Vlissingen port area since 1946,” Mr De Rijke says, “so yes, one will notice our name quite often in the port area. We are also active outside Zeeland in other parts of the Netherlands and of course in Belgium as well. What is nice to know, is that of our Dutch workforce of 150 persons, around 50% originates from Zeeland, so this province is well-represented.”

Testing

The first pile for the new warehouse was drilled in September of last year, and the construction of the warehouse was completed one year later in September. “We were able to hand over the warehouse to Elopak and Rijnberg four weeks ahead of schedule. This was quite an achievement when taken COVID-19 and the lack of building materials into mind”, Mr De Rijke states. After the handover, testing of all the equipment took place. “For the realisation of the high-tech operation we relied on the expertise and knowledge of Swisslog, Spie and Paree”, Mr Weemaes voices. “Swisslog delivered the entire data-driven and robotic hardware and software solution for the logistics automation, whereas Spie and Paree took care of all electro technical installations. For Elopak fast lead times are important. The faster a pallet with finished products leaves the factory to the warehouse the better, and therefore testing was very important. It was good to see that almost everything went according to plans which is a big compliment to everyone involved in the project.”

Something unique

“The official opening of the warehouse took place 9 November, and two days later it became fully operational”, Mr Rijnberg says. “Of course, we are very proud with this new facility. Also, we are very proud of the excellent collaboration with Elopak, Cordeel and all other parties concerned. Together we realised something unique for Zeeland on time and within budget, that brought us, together with Elopak, into a strong position for creating a healthy future for both companies.”

[I. CORDEEL.NL](http://I.CORDEEL.NL)

[I. ELOPAK.COM](http://I.ELOPAK.COM)

[I. RIJNBERG.COM](http://I.RIJNBERG.COM)



The warehouse Elopak is renting from A.C. Rijnberg Transportservice allows the company to store 480 million packages on one single location.



From left to right: Adri de Rijke, Commercial Manager at Cordeel, Robert Rijnberg, Transport Manager at A.C. Rijnberg Transportservice, and Laurens Weemaes, Project Manager at Elopak.

Excellent employer & good logistic partner

Van Keulen Transport



Today, around 75% of the daily transport planning is container transport.

All photos courtesy of Limit Fotografie.

In 1943, Adriaan van Keulen started a small transport company in Middelburg. Goods were transported with horse and carriage. A lot has happened since then, and next year Van Keulen Transport will celebrate its 80th birthday.

“Starting a new company in war time doesn’t seem like a logical step”, Erik Breure, Managing Director of Van Keulen says.

“However, in the past I have spoken with Adriaan van Keulen about this a few times and he explained to me that, even though a war was going on, most people tried to live some kind of a normal life. There is a Dutch saying: ‘Zonder transport staat alles stil’, which means that without transport everything comes to a halt. That was also the case in those days, as for example, factories and stores still needed raw materials and goods.”

Many roles

Perhaps inspired and driven by the hard days in war time, throughout the years, Van Keulen Transport has always been able to adapt to changing circumstances and today, with the third generation on the helm, it has grown into a healthy company with 65 trucks, 90 trailers, a team of 71 motivated professionals, and a flexible pool of 10. Mr Breure joined the company as a temporary worker in 1999, and he has witnessed many developments since then. “As a temporary worker, I drove a shuttle service between our location in Middelburg and one of our customers, steel pipe stockist Herstaco. Soon after this, I was directly employed by the company and throughout the years I have conducted many roles. I drove all kind of trucks, such as for ferry services, bulk transport, and project cargo.” Since 2019, together with Edwin, grandson of founder Adrian van Keulen, Mr Breure has been leading the company.

Flexible and efficient

Mr Breure continues, “For over 40 years, the transport of sugar beets from the farmers to the sugar refineries has been running through our activities like a central thread, and trucking sugar beets is still an important part of our business. The ferry activities came to a halt when Vlissingen lost its ferry services to

the UK. This was in 2005/2006, just at the time when container transport started to develop in the Vlissingen port area. At first low scale, and although North Sea Port has no large-scale terminals for receiving the giant container vessels, we soon saw the number of containers we transported grow. Today, around 75% of the daily transport planning is container transport, which indicates the growing importance of this commodity for Van Keulen. To cope with this grow, we invested in container chassis, and currently we have 30 of them. Apart from this, we also have 20 flatbed trailers. They give us a high level of flexibility as they can be used for transporting containers, as well as for project cargo. Next to this flexibility, using flats also raises the efficiency of transportation. One flatbed trailer, for example, allows us to first transport a container to one of our customers and from there on we can take back some kind of project cargo, meaning that we do not need to ride empty.”

Collaboration

The abovementioned flexibility can be considered as one of the unique selling propositions of Van Keulen Transport. “Our customers value our flexibility,” Mr Breure says, “and our own fleet sure is important for this. To always keep our trucks operational, we are one of the few transport companies with a workshop and truck mechanics. This way, we can service our trucks whenever we want, and we can avoid downtime of trucks as much as possible. Also important is that we have our own truck drivers. This enables us for example to easily respond to last minute changes in the planning. In fact, we hardly need to say no to our customers’ requests, and this is quite unique. Apart from flexibility, collaboration is also something we are striving for. Working together with other companies in the region really strengthens our proposition. Take for example Pfauth Logistics; together with them, we have gained a strong position



Erik Breure, Managing Director of Van Keulen Transport.



The new 1,675m² building for new offices and a new workshop.



To always keep its trucks operational, Van Keulen Transport is one of the few transport companies with a workshop and truck mechanics.

in ADR goods. They have certified facilities for storing ADR goods, and we, including many of our truck drivers, are certified to transport them. This way, we can help customer with their ADR storage and transport issues together.”

Excellent reputation

When looking at the upcoming years, Mr Breure recognises a few challenges the transport sector is looking at. First of all, there is the ever-growing amount of administrative tasks caused by stricter rules and regulations at terminals. “I notice that the (pre) reporting of containers for the terminals takes more and more time, and this is also inefficient financially. A next step in this matter is the central gate way North Sea Port is considering. This sure has advantages, however we should not forget about the disadvantages. Currently, North Sea Port has an excellent reputation of being a customer friendly and congestion free port where goods can move in and out very fast and efficiently. We should all take good care of not compromising this reputation.” The second challenge Mr Breure sees is the energy transition. “Alternative fuels for transport are a hot issue today”, he says. “For many trucking companies it might still be a small dot on the horizon, but actions in this matter are needed. As Van Keulen is not operating in cities, the danger of not being allowed to bring goods to the city centers with our diesel trucks does not count for us. However, this does not mean that we are sitting on our hands because, no matter what, our sector too will be forced to reduce the ecological footprint. We are, for example, involved in the so-called Fries Express in which, simply said, fries from McCain are transported by barge from Lineage Logistics in Vlissingen to Lelystad, and

potatoes and onions vice versa. In this project, we are taking care of the first mile transport in Zeeland as we truck the containers from McCain to Lineage Logistics. Since this is only a short distance, electric trucks could be very useful, which is why we are now discussing the options for this with our truck supplier.”

Invest in people, fleet, and facilities

The third and final challenge according to Mr Breure lies in staffing. “Like most other industries, the transport has problems in finding people to fill in shortages. We are lucky to have a stable team, which means that this is not really an issue for us. Van Keulen has always been a social company, taking good care of the people. Apart from this, we are also in close contact with the local schools. We always have room and time to help them with internships and this helps to reach starters on the labour market.” Mr Breure concludes by stating that, to keep the people motivated to stay with Van Keulen Transport, it is important to help them with keeping their skills up to date, and the same counts for the fleet and facilities. “In order to stay healthy as a company”, he voices, “it is important to keep up to date with knowledge, expertise, and facilities. Only this way we can keep up with the changing demand from the market and give our staff a good working environment. That is why we invested in a 1,675m² building for new offices and a new workshop in 2020. This, together with our modern 2,000m² heated warehouse and 8,000m² open space for storage, will help us to be an excellent employer and logistic partner.”



MARITIEM



BOUW



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ENERGIE



INDUSTRIE

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The Marlie at the loading station of the Citrusuco fruit juice terminal in Ghent.

Photo courtesy of Jean-Louis Vandevoorde.

Juice flowing over water

JuiSea Shipping launches shortsea link to the UK

A new shortsea line is linking North Sea Port to the UK since August. Launched by beverages company Refresco and liquid cargo specialist Trilobes, JuiSea Shipping carries fruit juice from the terminals of Citrusuco and Louis Dreyfus in Ghent to Portland, on the south coast of England. In terms of sustainability, product quality and operations, it offers significant advantages over the road transport solution that was used so far.

With the terminals of Citrusuco and Louis Dreyfus Company (LDC) at the Sifferdok in Ghent, North Sea Port is since decades a major entry point for (mostly Brazilian) orange juice destined for European consumers. This role is one of the pillars on which the reputation of North Sea Port as a food port rests. For the distribution of the fruit juice to the hinterland, the truck still is the transport mode of choice, but as far as the British market is concerned, the deepsea import is now partly complemented by a shortsea line run by JuiSea Shipping.

Partnership

JuiSea Shipping is a joint venture between two Dutch players in the juice business: the Refresco Group, the largest independent bottler of soft drinks and fruit juices in the world and a leading contract packer and drinks producer in the UK, and Trilobes, a provider of ship and terminal cargo solutions for liquid bulks. Both are familiar with Ghent. Refresco, a group with 10,000 employees at more than 60 production sites in twelve countries, is an important client of both LDC and Citrusuco. Trilobes, which operates on all continents, has contributed repeatedly to upgrades and expansions of the two fruit juice terminals. A few years ago, with the Brexit on the horizon and the risk



If the service between Ghent and Portland delivers the positive results we expect, it could serve as an example for other flows within the Refresco network.

of logistic and administrative bottlenecks arising, both parties started thinking about a better way than the road to bring the time-sensitive fresh fruit juice ('NFC', not from concentrate) to Refresco's major juice plant in Bridgwater, Somerset. It led to the creation of a new company, JuiSea Shipping, to operate a shortsea connection between Ghent and Portland, Dorset.

Floating terminal

JuiSea Shipping chartered the 89m long Marilie, a general cargo ship of a Finnish company, to do the job. "Before entering the service, four modular cargo tanks, together with all the needed pumping, cooling and cleaning equipment, were installed in the hold of the ship, effectively transforming it into a floating terminal, with a dedicated crew trained in loading and unloading orange juice under aseptic circumstances", says Eric van der Zalm, the Managing Director of Trilobes.

In Ghent, the Marilie can rely on the quay-side station at the terminals to pump the juice in the tanks. But in Portland, it is the ship itself that carries out that task, unloading its cargo into tank trucks that bring the juice to Bridgwater to be packaged for the UK market. Using Portland, just a hundred kilometres to the south of Bridgwater, avoids that ships have to make the long, time-consuming turn around the western tip of Cornwall to steam up the Bristol Channel to get closer to Bridgwater.

Major benefits

For Refresco, the major concern – and the prime reason for the switch from road to sea – is to preserve the quality of the thousands of litres of premium orange juice carried by the 'Marilie'. Cooling and keeping the NFC aseptic are key for this purpose.

But with the use of the shortsea line come a number of other benefits in terms of costs and sustainability, Mr Van der Zalm makes clear. "Customs documentation costs are lower and it allows for a substantial reduction in greenhouse gas emissions. We take 2,000 trucks off the road between the European mainland and the UK, which translates into 958,000 road kilometres saved – that's almost 24 times around the globe – and results in CO₂ emissions that are 62% lower. Per trip, we are able to save almost 3,000 tonnes of CO₂."

Containers on deck

The line was launched in August. With a round trip lasting about ten days – the transfer in trucks in Portland takes up more than half that time – 32 yearly voyages are planned. Other developments may still come. The modular cells in the hold take up about two thirds of the roughly 3,000 deadweight tonnes capacity of the vessel. That leaves room for the carriage of containers on deck that could be filled with drums containing orange juice concentrate. "The volumes are there, but we still need to find the right economical set-up for the loading of the containers in North Sea Port."

"For Refresco and Trilobes, the shortsea connection between North Sea Port and the UK is an absolute first. But if the experiment delivers the positive results we expect, it could very well serve as an example for other flows within the Refresco network", Mr Van der Zalm adds.

[I. JUISEASHIPPING.COM](http://I.JUISEASHIPPING.COM)



Photo courtesy of Jean-Louis Vandevorode.



Photo courtesy of Trilobes.

Trilobes engineered, constructed and installed the modular cargo tanks and the equipment needed to transform the ship into a floating terminal.

Packaging on a higher level

KRONOS EUROPE



Photo courtesy of KRONOS EUROPE

KRONOS EUROPE now has a brand-new packaging line for bagging the titanium dioxide pigments it produces in its Ghent plant. The new installation is part of a larger ongoing investment programme that aims to increase production and enhance flexibility. For KRONOS EUROPE, the future looks bright and white.

KRONOS is a major player in high-quality titanium dioxide pigments (TiO₂), a whitener and brightener used in a wide range of applications, from coatings, plastics and inks to paper, pharmaceuticals, cosmetics, and food. With six production sites in North America and Europe, and a yearly production of 560,000t covering almost one tenth of worldwide demand, the group with Norwegian roots but now headquartered in Dallas is one of the five biggest companies active in this market.

Making the most of a port location

One of KRONOS' factories stands in North Sea Port. KRONOS EUROPE is one of the large chemical plants on the left bank of the sea canal to Terneuzen in the Ghent port area. Employing 300 people, it uses the chloride-process to produce about 95,000t of TiO₂ on a yearly basis, spread over six different grades of TiO₂ that mostly find their way to the plastics industry.

KRONOS EUROPE makes the most of its location in a seaport. "The 165,000t of ores we need, mainly come from South Africa, Australia, or Sierra Leone. They are imported by seagoing vessels delivering their cargo almost at our doorstep, being unloaded at a Sea-Invest terminal at the Kluizendok, just a few kilometres from here, and shuttled in by truck. Another part is transferred on barges to feed our German plant in Leverkusen, so North Sea Port is also a link in our larger supply chain", explains Valérie Ommeslag, who is in charge of HR Communication at KRONOS EUROPE. "We also benefit from the possibility to use the canal water in our processes and from participation in the projects set up by North Sea Port to foster the energy transition, which reinforce our own efforts in the field of sustainability."



The yearly production capacity of the plant is being lifted step by step to about 120,000t.



Photo courtesy of Jean-Louis Vandevoorde.

Jeroen Baele, Group Leader of the Finishing & Packaging plant, and Maxim Kelem, Process Automation & Instrumentation Engineer, in front of big bags filled by the new packaging line.

“ Our new packaging line is ready for an increase of production volumes and for more flexibility.

Special treat

Titanium dioxide production started in Ghent in 1957. The plant, which is part of the KRONOS Worldwide Group since 1971, thus celebrates its 65th birthday this year. The anniversary came with a new logo for the whole group, but the Ghent site got a special treat: since October, a brand-new packaging line replaced a much older installation for packing the 25kg bags and 500kg or 1t big bags that both represent about 40% of the outgoing flows to customers, the remaining 20% leaving the plant in bulk in silo trucks. For the pre-storage of the TiO_2 before packaging, four new vertical silos with a capacity of 200t each were added.

The EUR 13.7 million investment in the new packaging line is not a stand-alone operation, but is part of an ongoing programme to enhance the productivity, efficiency and flexibility of the Ghent plant that started several years ago. A key step is lifting the yearly production capacity step by step to about 120,000t, with the eye on meeting growing demand.

Eliminating bottlenecks

To reach that level, a number of bottlenecks in the downstream process still have to be eliminated. “The new, state-of-the-art packaging line solves one of those problems, with the added advantages of greatly improving working conditions for operational and technical staff, reducing physical labour and generating less dust. A big part of total investment went to addressing these issues”, says Maxim Kelem, Process Automation & Instrumentation Engineer, who was part of the project team. “Furthermore, in line with our sustainability drive, we avoid a lot of waste production by switching from paper to plastic bags for 25kg bagging. That may sound a bit odd in a time when plastic is often in the fire line for its ecological impact, but our paper bags were not recyclable once they were used in combination with TiO_2 , while plastic bags are.”

Increasing flexibility

A higher flexibility is another plus. “In the past, we could only handle one grade of TiO_2 at the time and we worked in production runs of about two weeks for each of our six grades. One of the objectives of our masterplan, apart from increasing the production volume, is to make it possible to produce two grades simultaneously, which will give us more flexibility. That will be possible by the end of next year”, adds Jeroen Baele, Group Leader of the Finishing & Packaging plant.

“Another typical characteristic of a titanium dioxide plant is that we have to deal with a lot of lay-off time for maintenance. So, we build up stock to keep the rest of the plant running and the market served when the production line halts. Our old packing line could not have coped with a major increase in volumes. Our new line stands ready to do the job”, Mr Kelem concludes.

A successful move

In 2016, Shipyard Reimerswaal opened its news facility in the Vlissingen port area of North Sea Port. From day one, this move has proven to be a great success.



All photos courtesy of Limit Fotografie, unless stated otherwise.



Since the start in North Sea Port, Shipyard Reimerswaal received many existing and new customers with their vessels.

“Shipyard Reimerswaal was founded in 1985, originally located in Hansweert on the border of the Western Scheldt River”, says Rudi Pieters, Managing Director of the yard. “Over there, we carried out a wide variety of different repairs on our slipways. In the beginning, mostly fishing vessels and inland navigation vessels found their way to our yard. In 1990, we opened a branch at the Kanaal door Zuid-Beveland, a bit further landward. Here we were able to use floating docks.”

A good starting point

Throughout the years that followed, the yard’s facilities became too limited for the growing portfolio of assignments and this made the company look for another location that was found at the Quarleshaven in the Vlissingen port area. “Moving a shipyard is quite challenging”, Mr Pieters continues. “Finding the right location with enough space for establishing the necessary facilities such as docks, workshops, offices, and cranes is not easy, not in the least because of the strict rules and regulations towards the environment we must deal with today. However, North Sea Port offered us a nice location at the Quarleshaven where they had a 350m long quay available with an excellent 9m draught and sufficient for everything we needed. Alongside the quay, we installed a floating dock of 120m x 22m, which together with the layby and repair berthing facilities gave us a good starting point for receiving vessels from existing and new customers.”

Expansion

Since the start in 2016, the yard has been up and running with a broad range of small and large repair, maintenance and conversion projects. This soon resulted in demand for more space which North Sea Port was able to fulfil. “Currently,” Mr Pieters elaborates, “North Sea Port is realising 800m of new quay space at the Quarleshaven and 40m of this expansion will be destined for Shipyard Reimerswaal. This additional 40m might sound as only a small expansion, but it will give us approximately 100m extra berthing space, and as this 40m will be part of one long new quay, this will give us the opportunity to make use



Business is going well at Shipyard Reimerswaal.



Rudi Pieters, Managing Director of Shipyard Reimerswaal.

of extra meters when needed.” “Apart from this expansion we are also thinking of buying a second floating dock which will enable us to dock two vessels at the same time”, he adds.

Collaborative

When the shipyard started at the Quarleshaven, Mr Pieters was a bit sceptical about being located in a seaport, but today he admits that this has a lot of advantages. “Compared to our previous location, being located at North Sea Port means that we must deal with various rules and regulations, which was something I was a bit worried about. Take for example ISPS. At North Sea Port the measures we had to take for our ISPS certification were much stricter compared to Hansweert. This causes additional measures and workflows. However, now we are used to this we see that it has a lot of advantages for us. In the current situation it is much easier to have control over who wants to enter our yard. Now at North Sea Port, it is not possible without our permission to enter the yard’s premises. Apart from this, the port authority is always very collaborative and always wants to help us when necessary. And what also is a plus, is the fact that all kind of services such as towage, are close at hand.”

Down to earth

Apart from excellent facilities at a unique strategic location Shipyard Reimerswaal’s customers value the company for its down to earth and open mentality. “We act fast and do what we promise”, Mr Pieters elaborates. “Also, I think that part

of our success lies in our flat and accessible organisation. My door stands always open, and everyone knows where to find me. And on the other hand, I am not a person that stays behind his desk. When necessary, you can find me on the yard or in the workshop too. Being down to earth helps our team to be able to act fast and flexible which is something our customers profit from. Currently we have a 35 staff, combined with a flexible workforce of 80 persons, that can be expanded to a total of over 200 people working at the yard. Our flexible workforce more or less is considered as part of our own staff. Most of them are working for us for many years and even when business is low at the yard, they remain under contract as we really value their skills and motivation.”

Interesting projects

Since the start in North Sea Port, Shipyard Reimerswaal received many existing and new customers with their vessels. “Now that we can handle more, and larger vessels, it is obvious that many ship owners and agents have found us for ship repair and maintenance”, Mr Pieters voices. “This has resulted in many interesting projects for a broad range of customers such as Boskalis, DEME, Jan De Nul, and Spliethoff. Currently we have the Happy Rover of Biglift Shipping at our yard. After a fire on deck of the vessel, it was towed to us from Rotterdam for repairing the damage caused by the fire. Meanwhile, we also are taking care of additional maintenance works. Last year, we had the former PSD ferry boat Koningin Emma for restoring her and converting it into a hotel accommodation. The Koningin

Emma was built in 1932 and today it is the oldest vessel in operation as built by Koninklijke Maatschappij De Schelde (currently Damen Shipyards Vlissingen).”

Nearby

With the growing amount of offshore wind farms under construction and active, Mr Pieters also sees a growing interest from contractors operating in this industry. “For the offshore industry,” he explains, “it is important to have a yard nearby where vessels can be repaired fast and in a flexible way and in Vlissingen we are located close by various existing and planned North Sea offshore wind farms. For DEME we also do repair work on their Vlissingen offshore base just around the corner at Scaldiahaven. On the other hand, caused by stricter rules it becomes more and more difficult to execute repairs alongside the quays of the various terminals, and therefore it is good to know that we are nearby.”

Future proof

Today, business is going well at Shipyard Reimerswaal and according to Mr Pieters the future looks bright for the company. He says, “Our business is one with ups and downs. Sometimes you win and sometimes you lose, and this is something you must accept. However, when looking at the big picture, Shipyard Reimerswaal is doing a great job with our experienced, skilled, motivated team.” Mr Pieters concludes, “With them, and with our facilities and plans for expansion, we remain a healthy and future proof company.”

I. SHIPYARDREIMERSWAAL.NL



A broad range of small and large repair, maintenance and conversion projects.



Photo courtesy of Shipyard Reimerswaal.

A nice location at the Quarleshaven.



All photos courtesy of Liftal.

When the facilities on its premises do not suffice, or on request of its customers, Liftal will always find a solution on other locations.

A test centre up to 2,000t

Last year, Liftal Hijstechniek took over Damen Hoisting in Schiedam. With this acquisition, the company, that has its head office in North Sea Port's Vlissingen port area, can offer its customers an even more extensive portfolio of services.

Liftal Hijstechniek, established in Vlissingen in 1998, is an expert in the field of testing, inspecting, and certification of hoisting and lifting equipment for maritime applications, the offshore oil & gas industry, the wind industry, industrial markets, and the construction sector. From its establishments in Vlissingen and Rilland, the company operates mainly throughout the southwest Netherlands region and in several different European markets, while from its Belgian establishment in Temse, the company operates in Antwerp, the Ghent-Terneuzen Canal Zone, and other Belgian seaports.

Important expansion

Geographically, the acquisition has resulted in a nice addition to Liftal's current working area. Also, thanks to the presence of many large industries, the Rotterdam region in which Schiedam is located, offers a lot of potential to further expand the company's customer base. Next to the market expansion, the acquisition also resulted in an important increase in Liftal's facilities. Like in Vlissingen, the Schiedam facility is also fully equipped for the inspection, approval, and testing of all kinds of lifting and below the hook equipment. For testing, the Schiedam location now gives Liftal's Test Centre four extra tensile test benches. Three horizontal ones with a capacity of up to 100, 300 and 900t and a vertical one with a capacity of an impressive 2,000t.

Load test project management

"Liftal has always been able to test the larger sizes of lifting equipment", Hans Hirdes, Managing Director of Liftal, says. "However, for the larger tools we often had to execute tests outside, for example by means of using different types of cranes. Now, with the current Test Centre equipment at Schiedam, most of this heavy testing can be executed inside on our own locations, which is profitable for an optimal load test project management. Of course, when the facilities on our premises do not suffice, or on request of our customers, we will always find a solution on other locations. Also good to know is that the testing benches can be used for the calibration of even the largest loadcells as well. Together with the commonly known classification agencies, we offer this service to customers for used loadcells, however we are also asked by manufacturers of loadcells to calibrate new ones before they are supplied to their customers, and with Schiedam we have been able to expand this service for larger sizes."

A challenging time

Although the first orders have been taken care of in Schiedam, Liftal has put ample efforts in adapting the location to its own standards and its own way of operating. "It is obvious that the Schiedam location was used to work according to its own rules and procedures," Mr Hirdes says, "and for us it was important to make sure that this location also works according to our own high company standards. That is why we had to make several changes in the Schiedam operation. This was challenging sometimes as the normal work for our customers continued. However, we took these challenges for granted as the changes were of utmost importance. For our customers, it should make no difference whether a test or inspection is executed in Vlissingen or in Schiedam. They expect the level of quality that they are used to from us, no matter how.

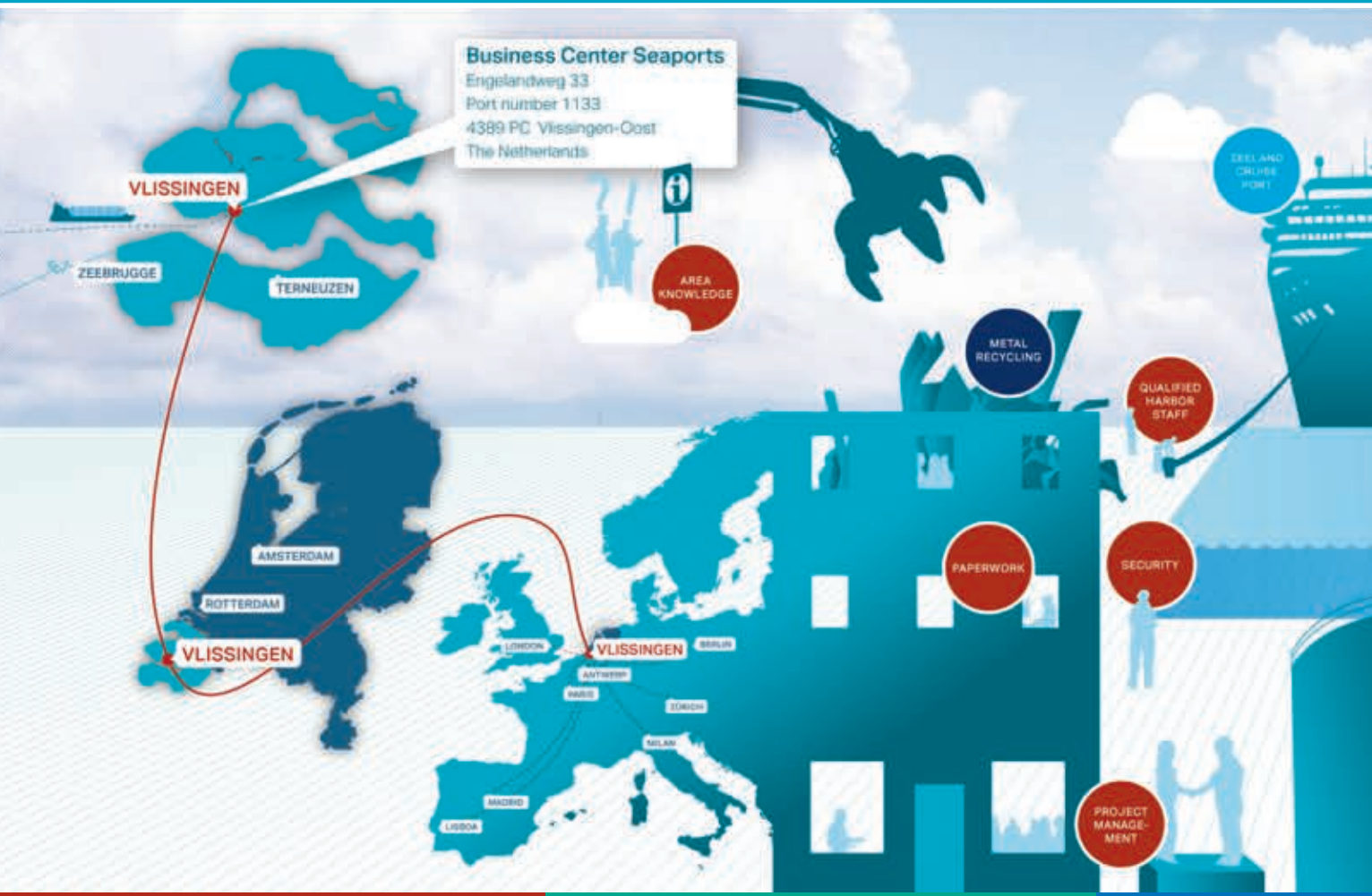


For testing, the Schiedam location now gives Liftal's Test Centre four extra tensile test benches with a capacity up to 2,000t.

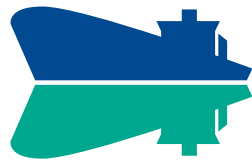


The testing benches can be used for the calibration of even the largest loadcells as well.

Now we are uplifting Schiedam to our company standards, this will be beneficial for all our customers, also those in the North Sea Port area, as they will profit from our Schiedam facilities as well."



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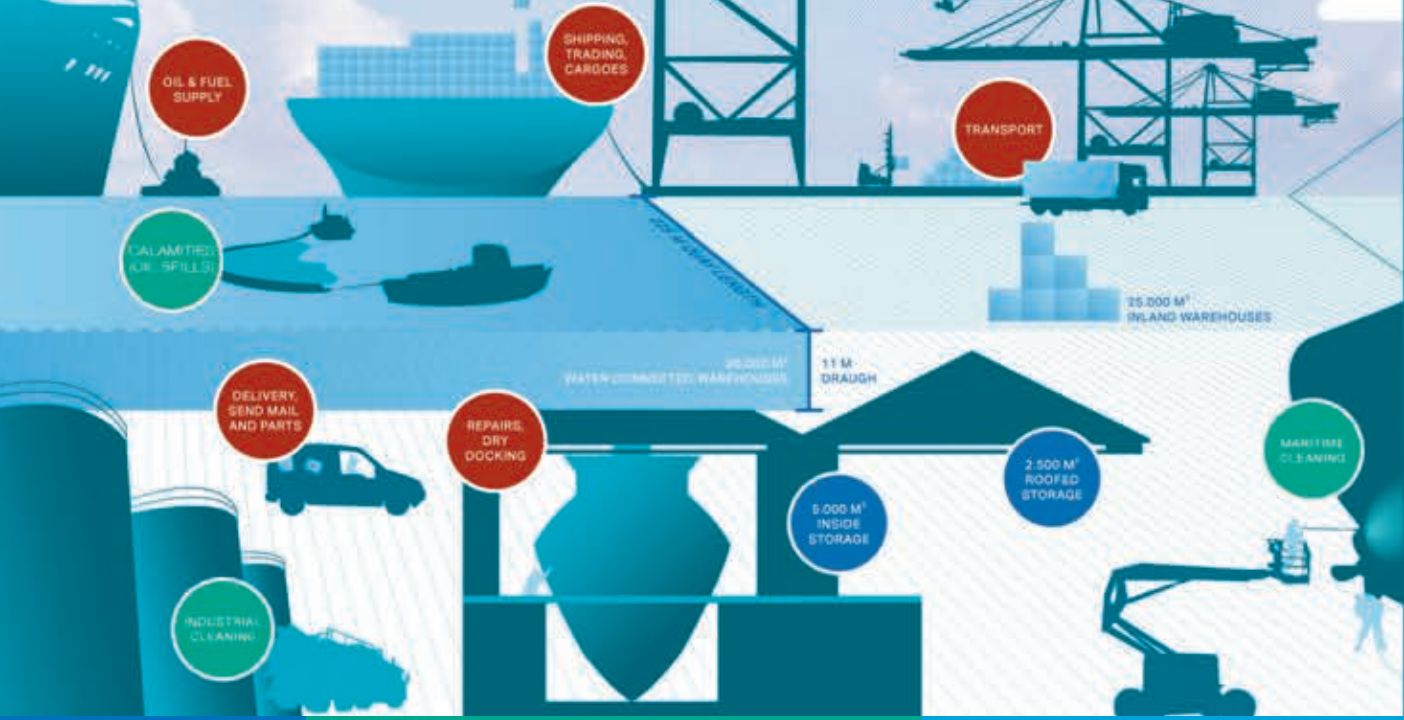
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Making trade run smoothly

Control Union Belgium

One of the trump cards of a port like North Sea Port is that it offers the full constellation of services that accompany the goods on their journey. Surveys, inspections, and controls are often needed at each step. That is where Control Union steps in. “We allow international commerce to function properly”, says Bram Peters, Managing Director of Control Union Belgium.

Control Union is a company with a history that stretches back at least a century. What is now a group with a worldwide footprint and more than 5,000 people on its payroll, started out in 1920 under the name Peterson as a family-owned inspection company for grain that was traded and transported on the Dutch rivers and canals.

Larger scope, growing reach

Since then, the scope of products and services has grown impressively. While the group has remained loyal to its foundation in agriculture, markets now range from feed & food, fertilizers, biofuels and biomass, and dry bulk commodities like coal and minerals to breakbulk, textiles, plastics and packaging, and aquaculture. Activities now spread from inspection



Inspections requiring sampling remain at the very heart of what Control Union does.

Photo courtesy of Control Union.



Customers rely on our expertise to perform functions that are essential to allow supply chains to run smoothly.

and surveys of all kinds to risk management, certification, food safety, pest control, administrative checks, industrial inspections, logistics and supply chain solutions, ship agency and chartering, forwarding and multimodal transportation, and collateral services like customs and fiscal representation. Likewise, the geographical reach of Control Union has gone

from local to global. The first international expansion came in 1946, when in the wake of World War II a subsidiary was created in Antwerp. Ghent followed around 1970, when the port became a major turning table for grains, oilseeds and other agribulk. But other countries, in Europe and overseas, soon joined up and Control Union now covers more than 70 countries with its own network of offices, on-the-ground support, operations, and laboratories that now wear the Control Union brand.

Unburdening trade and industry

“Basically, with our very wide array of services, we allow international commerce to function properly. Customers rely on our expertise to perform functions that may well be essential to allow supply chains to run smoothly, but that do not belong to their core business. We unburden them of a lot of the practical worries that come with international trade. And we provide the trust that is needed between parties”, is how Bram Peters, Managing Director of Control Union Belgium, sums it all up in the company’s offices on the Euro-Silo terminal at the Rodenhuizedok in North Sea Port.

“In the inspection business, we deal with cargo that often changes hands and where, for instance, the buyer wants to make sure the volumes listed on the contract meet the quantities delivered by a ship at the unloading port and that the products he bought are not contaminated. Or where a seller asks for a loading survey of an inland vessel to prove he shipped the agreed amount of a certain commodity. But we also inspect ships and barges themselves, wagons, trucks and warehouses to make sure they are fit – in terms of capacity, cleanliness, equipment, certification... – and meet all the customer’s requirements for the transportation or storage of the goods. To give just one example: checking whether the hatch covers of a seagoing vessel are perfectly watertight can make a big difference in the state of a cargo on arrival. Or monitoring the temperature of biomass or grain to prevent self-ignition or explosions, helps preventing damages on a much larger scale.”

Diverse work

Mr Peters has a team of 25 surveyors on the road every day. “We work 24/7. Our main working area goes from Zeebrugge to Liège, and from Vlissingen to Brussel. Within this area, North Sea Port and Antwerp are the main centres of gravity for our business. Since many orders come in last-minute, being based in a port saves a lot of time.”

Their work is extremely diverse, he underlines, from taking a small sample or checking the welding seams in an industrial complex to having two men surveying the full unloading of a panamax vessel and collecting hundreds of samples to check for the presence of potentially dangerous fungi in grain. Samples can be prepared in Ghent for further analysis and will then be sent daily to the group’s main laboratory in Rotterdam (for anything related to the agribusiness) or specialised external labs.

Evolving job

The job itself is evolving constantly. “Regulations become ever more stringent and new developments arise all the time. Think of the food crises we have gone through over the past decades and the increased emphasis on food safety that comes with them. Or the focus on certification and sustainability. Control Union is tasked with making sure a lot of products are true to the labels they wear for origin, trade mark, ecological impact,



Sampling often implies more than just a handful of the inspected product.

Photo courtesy of Control Union.



Photo courtesy of Jean-Louis Vandevoorde.

Bram Peters, Managing Director of Control Union Belgium, on the quay of Euro-Silo at the Rodenhuisdok.

good agricultural practices, social justice, fighting deforestation, preserving biodiversity... This is booming business. Globally, certification has outgrown the inspection business for Control Union, which holds accreditations from numerous government and industry organisations for delivering certificates that are accepted by all major markets.”

Other factors can impact the group’s activities. “Brexit has led to additional customs formalities. With the war in Ukraine, the rising price of commodities like food, feed, and fossil fuels makes parties – including financial institutions – more sensitive to the problem of assessing stock volumes correctly, since their value is much higher. In the fight against invasive species, ballast waters are subject to specials checks when ships sail off to certain destinations. We also see a growing demand in the fight against counterfeit luxury goods and other articles.”

New technologies

Complexity is growing, but technology lends a hand for meeting this challenge. In cooperation with the University of Wageningen (Netherlands), Control Union developed a handheld 3D-scan device which surveyors can use to measure the volumes of stocks in warehouses. Mounted on a drone, these kinds of tools can be put to the same effect on terminals in open air.

It is the kind of avenue Control Union will continue to explore, Mr Peters says. “Just as we keep looking at possibilities to further extend the range of our services or to grow by external acquisitions. But our focus remains to meet our clients’ demands in as many ways as we can. We may be global, but we act very local and – in a field where we compete with big multinationals – we remain loyal to our philosophy as a family-run business and to being a reliable partner in what matters.”

I. CERTIFICATIONS.CONTROLUNION.COM

Gaining new ground

LDH-Trans

LDH-Trans is ready to make a new jump forward. The container haulier will soon move to a new compound giving the company all the breathing space it needs to keep up with the growth of its activity over the past years and offering additional tools for future developments.

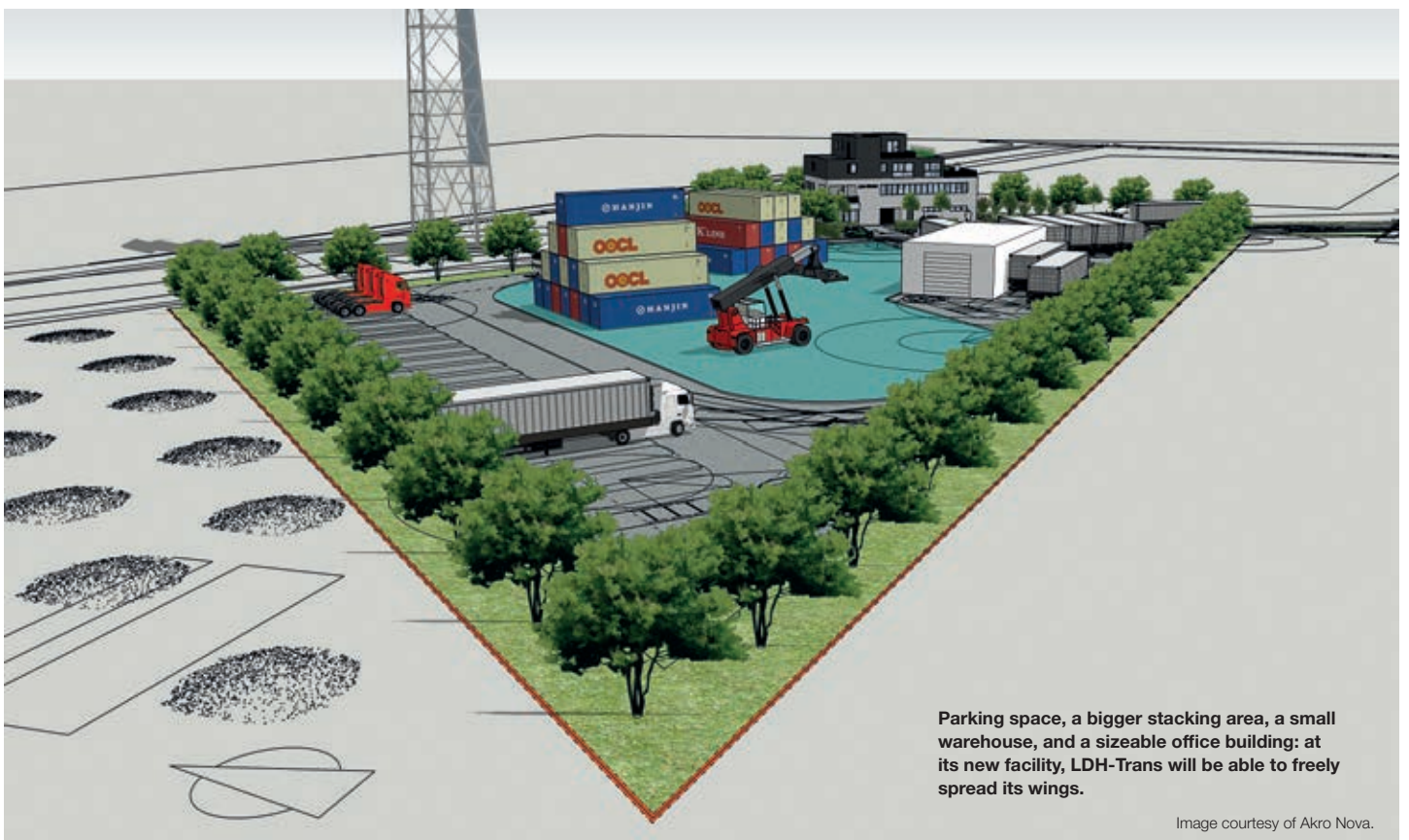
LDH-Trans has come a long way since its modest beginnings in 2000 as a one-truck operation. Today, the company has a fleet of 30 trucks (all equipped with an on-board computer and followed up in real time by a Transport Management System), 140 container chassis, five terminal tractors (used for moving boxes around within the port area) and a reach stacker able to go four high. The family business employs about 45 people (35 of whom are drivers) and has a turnover of more than EUR 10 million.

Focus on container haulage and multimodality

Container haulage is the core business of LDH-Trans. "We fully focus on this activity. Nowadays, we transport about 45,000 containers a year, to and from the Dutch and Belgian deepsea container ports, meaning Rotterdam and Antwerp, of course, but also Vlissingen and Zeebrugge. We do this in particular for shipping companies, big industrial customers in the Ghent port zone like automotive players, and for coolstore operators in West-Flanders, where about fifty of our trailers are positioned on a daily basis. Reefer containers represent a large share – about two-thirds – of the flows we handle", says Jürgen Den Hert, who, together with his sister Kathy, now runs the company founded by their parents.¹

LDH-Trans makes intensive use of multimodal solutions. 40 to 45% of all containers are transported by barge to and from

¹ The name LDH-Trans comes with an anecdote. The company was founded by Daniël Den Hert and Edith Laureyns. The name derived from the initials of their last names (DH + L). But because DHL was already the namesake of another transport company, the sequence they chose was LDH.



Parking space, a bigger stacking area, a small warehouse, and a sizeable office building: at its new facility, LDH-Trans will be able to freely spread its wings.

Image courtesy of Akro Nova.



Photo courtesy of Jean-Louis Vandevoorde.

At its present location in the Skaldenpark, LDH-Trans is bursting at the seams.



Photo courtesy of LDH-Trans.

Trucks of LDH-Trans are a familiar view in container ports. The company uses North Sea Port as a hub connecting them with the hinterland.

Antwerp and Rotterdam, with Ghent serving as a hub between these big container ports on the one side, local customers within North Sea Port and the hinterland on the other.

“We have been making use of barging since 2014, when we started to cooperate with DFDS to offer this kind of logistic solutions. We also built up a strong interaction in this field with the terminals of Stukwerkers. The results are very satisfying. Reliability is high, since we are less vulnerable to congestion on the roads and waiting time at the big container terminals. This improves our service levels and helps clients to better manage their production and warehousing. It also reduces the ecological footprint of our customers, who are increasingly sensitive to this aspect of their supply chains. It adds to our capacity by avoiding having trucks stuck in traffic jams. And, last but not least, it

makes the life of our drivers more predictable and less stressful. It simply makes sense to have different options to choose from. If needed, we can always switch a container back on a truck.”

New milestone

A major milestone in the development of LDH-Trans was the move in 2011 to its present site in the Bragistraat in the Skaldenpark area, a major platform for logistic activities in the Belgian part of North Sea Port. But at its present location, LDH-Trans is bursting at its seams. The team has outgrown the small offices. The 3,700m² of space available is overflowing with trucks that come and go, and containers that need to be stacked. Accessibility is tight, storage capacity is limited to 80FEU, and there is simply no room left for expansion. “When we moved in, we had only twelve trucks. Our fleet is almost three times that size now, and our volumes have registered a steep rise. Time had come to look for a new site”, Mr Den Hert recalls.

The challenge was to find a site offering the same advantages without the inconveniences of the one at the Bragistraat. LDH-Trans found what it was looking for in the Hulsdonk logistical zone, just a few kilometres to the north. At the Korte Mate, between the distribution centres of Gates and Facil, the company obtained a concession for a 13,000m² compound, where works for the building of the new infra- and superstructures have reached their final stage.

LDH-Trans will shift the bulk of its activities to its new facilities at the end of February next year. It will be a new turning point for the road haulier. Ms Kathy Den Hert is looking forward to it. “We will still be located at the centre of port and logistic activity, but with the possibility to freely spread our wings.”



Kathy and Jürgen Den Hert in front of the office building at the new compound in Hulsdonk, that will include a warehouse for covered storage of goods stripped out of containers.

Photo courtesy of Jean-Louis Vandevoorde.

“With our new compound, we stand to gain a lot in operational capabilities and in flexibility and we will be able to further grow our business.

New opportunities

With the investment of EUR 4.5 million, LDH-Trans is taking a major jump forward in more than one respect, Jürgen and Kathy Den Hert stress.

A three-story building with a ground surface of 300m² will serve more than one purpose. On the ground floor, drivers will be able to take a shower, relax, or follow courses. The first floor with large windows overseeing the whole site will house all the administrative services of the company. The living quarters on the top floor are destined for the janitor who also guarantees a 24/7 presence and contact for customers with an urgent request.

The other building on the site will be a 450m² warehouse, which will allow LDH-Trans to deal with demands for short-term storage of goods that have been unloaded out of a container. “Some customers are increasingly asking for this kind of service, as well as some stuffing and stripping of boxes, which

we cannot perform at the Bragistraat”, Mr Den Hert notes. The warehouse will be accessible through large ground-level gates for trucks and one loading dock. It will also have a sizeable canopy on one side for outside but covered unloading and storage.

Parking space for tens of trucks and chassis, a stacking area with a higher capacity (150 containers), and large driveways for easy circulation add to the useful features. “Sum all this up and we stand to gain a lot in operational capabilities, and we will be in a better position to further grow our business”, Mr Den Hert is happy to announce. The bigger container yard does not mean LDH-Trans is aiming at becoming a container depot, he adds. “But we want to offer our customers the flexibility that can be helpful to them at a given moment.”

Not for sale

The existing site in the Bragistraat will be kept in the company. “We are not considering selling this ground, which is owned by LDH-Trans. It still offers the advantage of being very close to some of our important customers in the Skaldenpark. So, even if Hulsdonk is only a short drive away, it saves us time and money to be able to station units here. Flows here are sufficient to justify this.”

A next chapter

Heylen Warehouses expands to Vlissingen



All images courtesy of Heylen Warehouses.

Due to its strategic location and excellent multimodal hinterland connections, North Sea Port is a favourable business location. Heylen Warehouses is one of the companies that recognises the port opportunities and recently realised a state-of-the-art warehouse in the Ghent port area. Now, the company is also going to construct a logistic campus in Vlissingen.

Jordy Grundel is Business Development Manager at Heylen Warehouses and his colleague Tim Brijs is responsible for Land Development Management at the company. In PortNews they explain the new plans of Heylen.

Built-to-suit

Mr Grundel is responsible for the commercialisation of the company's Dutch projects, whereas Mr Brijs takes care of the acquisition of land in the Netherlands, Belgium and, since recently, also in France. They are working closely together to make new warehouse projects of Heylen a success, and now they will put their weight behind the Vlissingen plans. "Heylen Warehouses develops high-quality logistics and semi-



On a terrain of 27.7ha, a campus of 150,000m² is planned.

industrial real estate”, Mr Grundel explains. “We offer flexible and sustainable solutions for logistics and semi-industrial accommodation by offering built-to-suit developments along with the leasing of existing premises.” He continues, “We construct our warehouses in close consultation with our customers. In doing so, we always keep the so-called second life in mind. This means that our warehouses are constructed taking on possible growth of our customers into account. This gives them the chance to easily expand the space they rent from us.” Mr Brijs adds, “With our Campus model we construct interconnecting units of 8,000 to 15,000m². This way customers can, depending on their demand, easily add m² by just leasing additional units. Our Ghent Logistic

Campus for example is 150,000m² large, existing of units of on average 10,000m².”

Successful hub

“Our projects always start with the acquisition of land”, Mr Brijs elaborates. “For this, we are often advised by our Business Development Managers, that have a good look on what is going on in the market.” “We hear and see a lot about what is going on,” Mr Grundel adds, “and often customers and prospect draw our attention to interesting locations.” Often, the locations where we want to build, already have proven themselves. When looking at Vlissingen for example, as an international logistic and industrial hub, it is obvious that it is a promising location.



The new logistic campus in the Vlissingen port area will have a lot to offer for local as well as for new national and international parties.

But sometimes we must convince our customers about the potential of a location. Venlo and Almelo have now grown into real logistic hotspots, but when we offered our warehouses over there, this was not yet obvious to our first customers.”

Large scale parties

In Vlissingen, Heylen plans to construct a 150.000m² large campus. In the current market with a lack of proper commercial locations this size is unique. For the project Heylen leases 27.7ha at the Duitslandweg from North Sea Port. Apart from investor, Heylen is acting as developer together with Borghese Logistics. The warehouse will be constructed according to Heylen’s campus model. “Currently we are talking with various potential customers and based on this we could adapt the concept on their specific demands”, Mr Grundel voices. “In general terms potential customers are large scale parties both from the Netherlands and abroad. They form the backbone of the project as this kind of customers will create sufficient critical mass to make the investment profitable. For Vlissingen we are both aiming at storage and at production. We hope to be able

to start the permit procedures soon, and once permits are granted and the first contracts with customers are signed, the first units could be available within a year.”

USPs

For Mr Grundel it is obvious that the new logistic campus in the Vlissingen port area will have a lot to offer for local as well as for new national and international parties. “Of course, the excellent rail, road and inland waterway connections from North Sea Port to the hinterland are true USPs just like the fact that the warehouse will be close to the deep sea quay facilities. Compared to the existing terminals at North Sea Port, the logistic campus can house various companies with a broad range of activities. Customers can just use our units for storage of any kind of product, but we also have companies that are producing or assembling at our campuses, such as AGP eGlass in Ghent and Cannondale in Almelo and when desired this can be realised in Vlissingen as well.”

For Mr Brijs the high environmental category of the Vlissingen port area, too is a real pro. “The high environmental category of

Vlissingen, makes it suitable for example for storing or working with ADR-class goods.” “In this matter,” he continues, “we have built up quite some experience. For Broekman Logistics for example, we constructed an ADR-approved warehouse in Venlo. Apart from this, we also have a lot of experience in temperature-controlled warehousing which for North Sea Port, with its many food related activities, can also be beneficial for existing terminal operators, for example in case they are in need for extra storage. What is also relevant is, that a building height of 50m is allowed, which is perfect for high-bay warehouse facilities.”

Good relationship

With the future campus in Vlissingen, Heylen will expand its network of strategic locations in Belgium, the Netherlands and France along the North Sea and in the hinterland. “Throughout the years,” Mr Grundel elaborates, “we have been building an extensive network of warehouses at future proof logistic key locations. However, we do not see ourselves as plain collectors of warehouses, but as collectors of relationships. For the profitability of our objects, it is obvious that building long-term relationships with our customers is important. Therefore, we put ample efforts in thinking along with them about their plans and objectives. On the other hand, for the long term a good relationship with our landlords is important too. When looking at the port authority of North Sea Port, I think that we have a lot in common and we can be part of their plans for realising their strategic goals. An important challenge for North Sea Port is sustainability and when looking at this for example, our warehouses are constructed as sustainable as possible. The roofs are strong enough to be fully covered with solar panels and when rules and regulations will allow this, we are ready to operate off-grid and even to provide our neighbours with power.”



Tim Brijs is responsible for Land Development Management at Heylen Warehouses.



As Business Development Manager at Heylen Warehouses, Jordy Grundel is responsible for the commercialisation of the company's Dutch projects.

Strategic partner

Adding to what his colleague says, Mr Brijs states, “For Heylen, North Sea Port is a true strategic partner. Together with them and our customers we want to contribute to the further growth of the economic value of the port. Both North Sea Port and Heylen are working cross border and we both know the markets we are operating in very well. This way we really reinforce each other. This new development will create added value to the port, but also to other business activities in the area and the local community. Our Ghent Logistic Campus already shows that we form a strong combination, and we are really confident that our Vlissingen project will be a successful next chapter in this story.”

I. HEYLENWAREHOUSES.COM



The Ghent Logistic Campus that Heylen realised in North Sea Port recently, is 150,000m² large, and exists of units of on average 10,000m².

An intermediate solution



All images courtesy of Yara Sluiskil, unless stated otherwise.

Recently, Yara and Northern Lights have agreed to transport CO₂ captured from Yara Sluiskil, and permanently store it under the seabed off the coast of western Norway. This agreement is a milestone in the Northern Lights carbon capture and storage (CCS) project, and it is a fine example of Yara's efforts to become climate neutral.

Yara Sluiskil is Europe's largest producer of ammonia and fertilisers. For the production of ammonia, which is, among other things, the base material for the production of fertilisers, natural gas is needed, mainly as feedstock, and this results in considerable CO₂ emissions. "At Yara Sluiskil we produce around 3.2t million of CO₂ per year", Gijsbrecht Gunter, Management Team Member Public Affairs of Yara Sluiskil, explains. "The largest part of this emission, around 2.2t million, is captured. 1.4t million is used by us for urea production or sold to third parties. We use around 1t million for the production of the exhaust additive AdBlue and urea fertiliser granules. The remaining 400,000t is sold for the use in a broad range of applications such as for cooling, for soft drinks, and also for growing crop in the green houses close to our Sluiskil factories. This leaves around 800,000t of pure CO₂, which is now blown into the air after capture. This volume will now be stored in Norwegian empty offshore gas fields."



A large part of transport to and from Yara takes place by vessel and in the future the captured and liquefied CO₂ will be transported by vessel, too.



**Gijsbrecht Gunter, Management Team
Member Public Affairs of Yara Sluiskil.**

Longship

“Northern Lights is part of the Norwegian Longship project that started a couple of years ago”, Mr Gunter continues. “In the early days, we were involved in this project, however, we decided to step out. Until a few years ago, CCS was not part of our Climate Roadmap 2030 as Yara Sluiskil. We believe that the use of green hydrogen to produce green ammonia is a better choice to considerably reduce our CO₂ emissions. In fact, in Norway, instead of using natural gas, Yara has been using electrolyzers to produce hydrogen for its fertilisers production until 1991, so it is logical to opt for this solution in Sluiskil as well. However, the challenge lies in producing hydrogen from renewable energy, such as offshore wind, solar or hydro power. Despite all projects in the North Sea Port area and import developments, large scale production of green hydrogen in our region will not be realised before 2030. In order not to hinder our CO₂ reduction goals, we have incorporated the CCS

solution into our local Climate Roadmap 2030. Storage is not the same as reducing the production of CO₂ in our installations in Sluiskil, but it prevents it to be emitted in the air. This makes it a good temporary intermediate solution on the way to reaching the national and European climate goals. Using green hydrogen to produce green ammonia is still our main goal. The more green hydrogen will be used for the production of ammonia, the less CO₂ will be emitted, and the less needs to be stored subsea. In the end, we expect that CCS will be completely phased out for us. The last step is to see how we produce or import CO₂ for the urea products. It could be that we take CO₂ from biological origin for example.”

Liquefier

Before the transport of CO₂ to Norway can take place, Yara Sluiskil has to invest in additional CO₂ liquefaction capacity first. “To store the CO₂ from Yara in the Norwegian offshore



Loading of fertilisers.

gas fields, first considerable investments have been made by Northern Lights that will be operational from 2024”, Mr Gunter states. “Before transport by vessel, the CO₂ needs to be liquefied. The investment made for the additional liquefaction capacity needs no SDE++ subsidy support and shows the trust our head office has in our Sluiskil facilities. Our experience with CO₂ liquefaction, a relatively high ETS price, and an incentive from low carbon footprint products as clean ammonia are important pillars in this business case. We see a role for our company in the use of ammonia as shipping fuel. In 2021, Yara Clean Ammonia was set up to make us a key player in new ammonia applications. Today, Yara is already leader in the international ammonia trading market with own production on strategic locations, storage capacity, and our fleet of twelve dedicated ammonia tankers. Moreover, we have decades of experience with this chemical compound that has his specific safety characteristics. It is obvious that all our sustainability plans require investments and especially in the current market with high prices for natural gas, we cannot invest without the support from our mother company. However, through the decades we have built a tremendous track record and we have we always been contributing financially to Yara’s company result. So, it is good to see that the head office is confident that we will continue to do so in the upcoming decades. We hope to be able to start construction of the liquefier soon and we plan to transport the first CO₂ to Norway early 2025.”

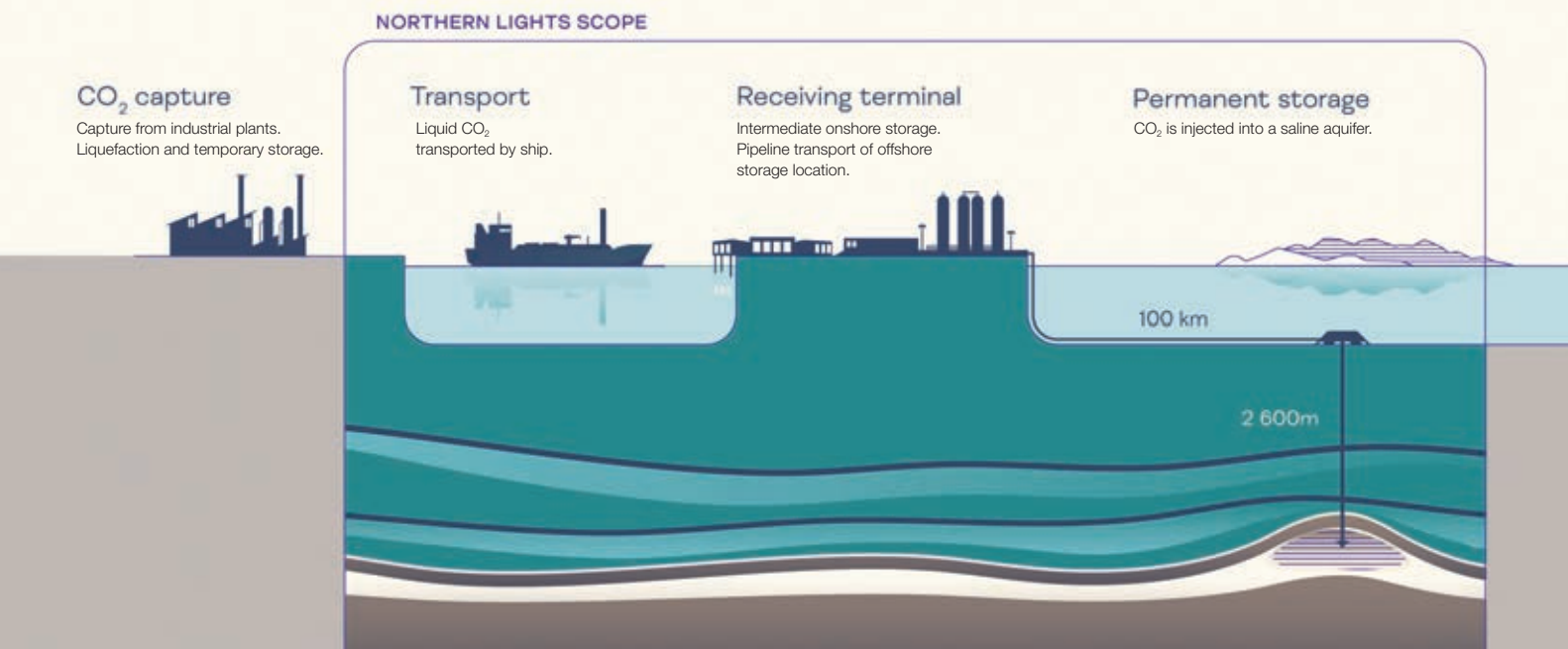
100MW electrolyser

Despite the CCS project, Yara continues the development for producing green ammonia. For being able to use green hydrogen, Ørsted is planning the construction of a 100MW electrolyser on Yara’s Sluiskil facilities together with Yara. This green hydrogen will be delivered to the production of Yara



Yara Sluiskil is Europe’s largest producer of ammonia and fertilisers.

to substitute its natural gas intake. “The project of Ørsted is going on steadily”, Mr Gunter says. “The permit procedures are running and we are working on a solid business case, which is quite challenging. Good business is sustainable, we say, and although we are aiming at becoming climate neutral, sustainability will always have an economic competitive element. This means that the price of the green hydrogen produced with an electrolyser needs to be competitive, otherwise the effect on the cost price of our products will be too negative. It is good to see that the developments in green hydrogen look positive and that steps are already being made with the hydrogen backbone, which is important for the availability of green hydrogen from



Northern-Lights is responsible for developing and operating CO₂ transport and storage facilities, as part of Longship, the Norwegian Government's full-scale carbon capture and storage project. Image courtesy of Northern Lights.

About Northern Lights

Northern Lights was incorporated in March 2021 as a partnership between Equinor, Shell, and TotalEnergies. It is responsible for developing and operating CO₂ transport and storage facilities, as part of Longship, the Norwegian Government's full-scale carbon capture and storage project. Longship includes capturing CO₂ from industrial sources in the Oslo-fjord region (cement and waste-to-energy) and shipping liquid CO₂ from these industrial capture sites to an onshore

terminal on the Norwegian west coast. Northern Lights will ship the CO₂ to the onshore terminal and from there, will transport the liquefied CO₂ by pipeline to a subsea storage location in the North Sea. Through Northern Lights, Longship also offers companies across Europe the opportunity to store their CO₂ safely and permanently deep under the seabed in Norway. When Northern Lights starts operations in 2024, it will be the first ever cross-border, open-source CO₂ transport, and storage infrastructure network.

“ We are an important employer, but we also want to take our responsibility when it comes to realising a sustainable and healthy environment.

other locations as well as for import. The 100MW electrolyser will produce around 14,000t of green hydrogen, which is about 4% of our total hydrogen production on site. These kinds of promising developments will certainly have a positive effect on the future price of green hydrogen.”

Three tracks

According to Mr Gunter for realising a CO₂ neutral production, Yara is running on three tracks. “Apart from CCS and using green hydrogen from the Ørsted and third-party electrolysers anywhere in the world, we are also reducing our CO₂ emissions by continuously improving our production processes”, he elaborates. “We have replaced the originally steam powered equipment by electric equipment in several different plants. Also, we renewed burners in our Nitric Acid plant by more efficient ones containing more De-N₂O catalyst, where we

reduce another 200,000t of CO₂ equivalents. In addition, we also look towards our supply chain and our environment to see where we can contribute to a more sustainable world. Our slogan is ‘Knowledge Grows’, which means that, essentially, we’re a nutrient delivering company for enough healthy, sustainable and payable food for everyone in the world. Besides nutrients, our product portfolio in Sluiskil contains about 30% industrial products that contribute to reduce environmental pollution, of which AdBlue is a main product. This year, we provided the necessary offtake for the realisation of a 70MW large solar energy park constructed on behalf of Shell, and we also always keep in close contact with our stakeholders to stay aware of what is going on and where we can possibly help. A project where we were the first offtaker in the Netherlands of hydrogen by an idle natural gas pipeline of Gasunie is another example that shows that we invest in a green future. We are certainly aware of our position in the region. We are an important employer, but we also want to take our responsibility when it comes to realising a sustainable and healthy environment. This leads to new business, which is efficient and thus less losses in the whole international food chain. Yara’s ambition is ‘Growing a Nature-Positive Food Future’ and, based on the many efforts as described previously, this is not just a phrase but a true work in progress.”

I. YARA.COM



Most of the fuels are supplied using bunker barges, and with the acquisition of Zeeland Bunkering, Gulf Bunkering could add four bunker barges.

All photos courtesy of Gulf Bunkering.

Gulf Bunkering expands towards North Sea Port

Zeeland Bunkering, with terminals in North Sea Port's Terneuzen and Vlissingen port areas, has been taken over by Gulf Bunkering. With this acquisition, the Den Helder based maritime service provider strengthens its position in the southwest region of the Netherlands.

Both Gulf Bunkering and Zeeland Bunkering supply a broad range of fuels and lubricants to seagoing vessels and inland barges. Most of the fuels are supplied using bunker barges and when necessary, for example when vessels are not accessible by bunker barges, trucks are used.

Profitable for both

"The acquisition of Zeeland Bunkering enables our organisation to supply the entire Dutch coastline", explains Jeroen van Essen, Managing Director of Gulf Bunkering. He continues,

"The current customers of Zeeland Bunkering can now profit from our range of high quality and sustainable fuels, such as FAME and HVO, and lubricants. This makes the acquisition profitable for both our organisation and the customers of Zeeland Bunkering, as they can choose from a broader portfolio of products." Gulf Bunkering is part of the FinCo Group, an independent and sustainable fuel supplier that serves a large part of the Northwest European energy market.

North Sea Port

Gulf Bunkering already has a strong position in the northern part of the Netherlands. "We have an extensive network of bunker terminals from the Amsterdam port area to Groningen Seaports," says Mr Van Essen, "and from these terminals we can service an area that ranges from Amsterdam to Emden in Germany. Our large storage facilities, contracts with important players in the ARA-region, and our depot network allow us to be flexible and optimally service all our customers with security of supply. This is of great importance to our customers." With a strong basis in the north of the Netherlands, Gulf Bunkering was looking for an opportunity to expand its activities towards

“The extension towards the North Sea Port region fits perfectly in the company’s current portfolio of customers.

the southern part of the country, and the takeover of Zeeland Bunkering offered a perfect solution. Mr Van Essen explains, “In the past years, Gulf Bunkering has built a solid relationship with Zeeland Bunkering. When Zeeland Bunkering’s owner Oliehandel Dekker decided to withdraw from bunkering to focus on the landside supply of fuels and lubricants, this resulted in a great opportunity for us to expand our business towards the North Sea Port region. With the acquisition, we have added four bunker barges and additional storage facilities to our current assets, and we look forward to executing our business in the North Sea Port region!”

Niche markets

“The extension towards the North Sea Port region fits perfectly in the company’s current portfolio of customers”, voices Mr Van Essen. “From an organisational point of view there won’t be a lot of changes, apart from the fact that our staff in Zeeland will be expanded. North Sea Port is a relatively small port and the companies in this port area are aiming at niche markets with their products and services. This matches with our way of working. We do not intend to compete with the large bunker companies. Although we have a widespread network, we still aim for niche markets with a specialised range of high-quality and sustainable products. That is how we make a difference.”

Considerable investments

The FinCo Group was established in April 2013 and consists of a widespread network of companies. Gulf Bunkering became part of the FinCo Group in 2016. “Being part of the FinCo Group means that we are looking towards a more sustainable and cleaner future”, Mr Van Essen explains. “The energy transition in the maritime sector will not go as fast as on the road. This means that fossil fuels will still be leading in the upcoming years. However, it is without a doubt that the share of renewable fuels, lubricants, and additives will grow. Being part of the FinCo Group means that we are a frontrunner when it comes to the distribution and supply of sustainable fuels and supporting our customers in their sustainability journey. To provide sustainable products of great quality, we are in constant dialogue with our customers. As a result, many of our customers already have their barges running on renewable types of diesel. Just like us, when looking at propulsion and the various sources for power supply, our customers have questions about the future. No one exactly knows what will happen. However, there will be companies that will not be able to cope with the challenges that lie ahead of us. We are an organisation that not only talks about sustainability, but also acts accordingly. FinCo continuously invests in raising knowledge and expertise to answer the questions our customers have. Because of our frontrunner position I am convinced that we will not be one of the companies that will not survive and our expansion towards North Sea Port will surely be of added value to reach our goals, both economically and from a sustainable point of view.”

I. GULFNL



Jeroen van Essen, Managing Director of Gulf Bunkering.

When vessels are not accessible by bunker barges, trucks are used.



De Pooter decided to specialise in recruiting and secondment of technicians and (process) operators, focusing in particular on the process, manufacturing and food industries.

All photos courtesy of De Pooter.

Making a difference

De Pooter, member of Wiertz Company

Currently, labour market demand exceeds supply. For every 100 unemployed, 122 vacancies are open. This creates major challenges for employers. In this tight market, secondment agency De Pooter continues to develop successfully by playing to their base.

De Pooter was founded 70 years ago in Axel. Today, the company offers its recruitment services in Zeeland and West-Brabant through offices in Axel, Middelburg and Bergen op Zoom (West-Brabant). This year, operations will be extended to the entire province of Noord-Brabant and the province of Limburg through the acquisition of De Pooter by Wiertz Company in May this year.

Specialised

William Korstanje has been Managing Director of De Pooter since 2020 and now that he is part of Wiertz Company, he will continue this role. "We did a strategic reorientation in 2019/2020 during the COVID-19 period, under the guidance of Dzjeng consultant Wim Davidse. As a result of this, we started focusing even more on what we are good at", says Mr Korstanje. "In the staffing market, there are countless recruitment and staffing agencies and most of them do the same thing. Many do not make real choices because they are afraid of missing opportunities. This results in a very generic landscape of staffing companies that also all fish in the same pond. We decided to specialise in recruiting and secondment of technicians and (process) operators, focusing particularly on the process, manufacturing, and food industries. With this focus, we really want to make a difference for our professionals and clients. It allows us to invest in the people we recruit and place. We are not vacancy-focused but candidate-focused.



William Korstanje, Managing Director of De Pooter.

We aim for developing the careers of our technical professionals. With our own academy, for example, we keep our people's knowledge up to date and even train people to become process operators from scratch. Our employees greatly appreciate our efforts to invest in their careers, which naturally leads to a high degree of loyalty. To them, working at De Pooter means that they can benefit from the security of a permanent job as well as the flexibility of working at different companies. This allows them to gain a lot of experience in and knowledge of different production processes and organisations. They find out what they really like to do and how they want to shape their careers."

Career switch

Wiertz Company is a full-service agency offering a broad range

of HR services. With the acquisition, De Pooter will act as the business unit for technicians. "Being part of Wiertz and being supported by their organisation now gives us the opportunity to expand further into the whole southern part of the Netherlands", Mr Korstanje explains. "To this end, we opened a branch in Maastricht in November and our next step will be a branch in Eindhoven and probably Breda. Also, Wiertz will soon open an office in West-Brabant and Zeeland and with our good reputation we can help to introduce them successfully in this region. As part of Wiertz Company, De Pooter can further develop as a strong partner for those looking for jobs and for the industry. "Our mission is to really solve the shortage of technicians. Of course by offering experienced technicians interesting jobs. However, there are also people who don't have a technical background but have an interest and feeling for engineering. By giving them a good education, we can help them make a career switch. We are already training people as process technicians, and next year we will also offer training in maintenance. We will also recruit internationally and we want to further develop our career guidance services."

Sustainable solutions

Last year, De Pooter celebrated its 70th anniversary and with its core business in Zeeland, a region very strong in process technology, and the company's expansion plans supported by Wiertz Company, the future is looking bright. "With the current challenge of reducing the ecological footprint, process technology in Zeeland is already investing heavily in sustainable solutions today. In our province, green energy is written with capital letters. For us, this is a very exciting and challenging development and because we want to be involved in this, it is obvious that being able to anticipate with our people is one of our main goals for the coming years," concludes Mr Korstanje.



Being part of Wiertz and being supported by their organisation now gives us the opportunity to expand further into the whole southern part of the Netherlands.

I. DEPOOTER.NL



In a tight market, secondment agency De Pooter continues to develop successfully by playing to their base.



The Rail Cargo 2022 Award winners, with Dick Engelhardt, Member of the Board of North Sea Port, accompanied by Erik Hartevelde of Bertschi (l), and Nico van den Berg of Electrolux (r).

A team effort

Dick Engelhardt wins Rail Person 2022 Award

Last September, Dick Engelhardt, Member of the Board at North Sea Port, was granted the Rail Person 2022 award by Rail Cargo Information Netherlands. According to the jury, he won the award because of his efforts to promote rail transport to and from North Sea Port. However, according to him, this award should be contributed to the entire team involved in the development of rail infrastructure at the port authority.

“I was pleasantly surprised when I was told that I was one of the nominees for the award,” Mr Engelhardt says, “and when I was announced as the winner, I could not believe it, as in my opinion other nominees had more chance to claim the title.” According to Rail Cargo, the organiser of the Rail Cargo Awards event, the contesters were judged mainly on their role as ambassador or their role in the sector and looking at this, Mr Engelhardt surely deserves the price, because since he joined the port authority in 2005, he has always put ample efforts in improving the railway infrastructure in and around the port area. “Of course I am honoured, but I dedicate the award to all my colleagues who, together with me, are working hard to enlarge the share of rail transport in our port’s modal split.”

Rail Cargo Awards

The Rail Cargo Awards are awarded annually by Rail Cargo Information Netherlands to candidates who play a leading role in promoting the rail sector in their environment. Apart from the Rail Person Award the organisation also reaches out the Rail Talent and the Rail Shipper Award. For each of the categories, three candidates are nominated that are proposed by industry peers. The winners are chosen by a jury that consists of the winners of the previous editions. Their vote counts for 75% and the remaining 25% are votes from public voting. The Rail Talent Award this year was won by Erik Harteveld of Bertschi and the Rail Shipper Award was granted to Nico van den Berg of Electrolux.

Multimodal port

“We are a multimodal port and today the share of rail transport is around 9%”, Mr Engelhardt explains. He continues, “For the upcoming years, our goal is to expand this to 15% at the expense of road transport. Compared with the 58% of inland shipping, this 15% looks like a modest share. However, one should realise that every million tonnes of cargo that is transported by rail, eliminates the emission of 50,000 trucks each year. At this moment North Sea Port transports about 7.7t million by rail. With the abovementioned ambition this means that in 2025 we will transport about 12t million by rail. For understanding the impact on the environment, you should recalculate the total of t/km with a factor that delivers seven times less CO₂ emissions pro t/km, which is a considerable contribution to sustainable transport.

It starts with good connections

Mr Engelhardt continues, “Throughout the years, we have tried to grow the share of rail in many ways. First, we put ample efforts in realising a new rail connection between Zeeland and Antwerp, the so-called VEZA line as well as in an additional rail connection between the port areas of Ghent and Terneuzen. This used to be called the Axel-Zelzate connection and is known today as Rail Ghent-Terneuzen (RGT).” This year, after years of research and lobbying, the latter connection has made a large step towards realisation because the Dutch government granted this new infrastructural improvement EUR 105 million through the Growth Fund (under the condition that Belgium takes the same number of investments). This new connection will highly improve the rail connectivity of the port areas of Ghent and Terneuzen. Apart from lobbying for RGT and VEZA, Mr Engelhardt and his team also aim for customer related connections. “Making our port more favourable for rail transport,” he says, “of course starts with good rail connections for our customers and in the past fifteen years we managed to realise new or improved connections to various customers such as Lineage Logistics, OVET, and Verbrugge in Vlissingen, and Bertschi, Outokumpu, and Vlaeynatie in Terneuzen.”

Four important elements

Dick Engelhardt and his team have been promoting North Sea Port’s rail wish list on many occasions and in many bodies. “In realising new rail infrastructure, four elements are important”, he voices. “These are cost control, safety, spatial design and environment, and network and infrastructure, and in all four elements, innovation plays an important role, too. For the RGT connection, we conducted various surveys under supervision of Berenschot to research the four elements. This eventually resulted in a positive outcome showing that realising RGT would result in



Photo courtesy of North Sea Port / Tom D'haenens.

By thoroughly informing the right people and taking the right formal steps, North Sea Port’s goal, to realise the RGT connection, came closer step by step.

a profitable redundant rail connection. Profitable not only for the North Sea Port area, but also for the Netherlands and Belgium, as well as Europe.”

Sharing plans

According to Mr Engelhardt, working with Berenschot not only resulted in input from the various surveys. “One of the things we have learned from Berenschot,” he elaborates “is that, for realising our goals, it is important to constantly share our plans with everyone involved to get the highest possible commitment. Of course, this takes a lot of time, and asks for a lot of patience. However, by thoroughly informing the right people and taking the right formal steps, our goal, to realise the RGT connection, came closer step by step. During the process, on various levels, the opinion about our port with respect to rail transport changed. A good example of this is the fact that recently, North Sea Port has been added as a hub on three TEN-T corridors, namely North Sea-Mediterranean, North Sea-Baltics, and Rhine-Alpine. This shows that we are recognised as a port with good rail cargo options in all directions.”

A fair way to go

For Mr Engelhardt, the Rail Cargo award shows that the efforts he and his team put in promoting rail transport to and from North Sea Port are noticed. “Of course,” he concludes, “the award is an appreciation of the tremendous amount of work from everyone involved at North Sea Port. And now that RGT is an important step closer to realisation, this does not mean that our job is done. More rail projects, such as the Zeeland-Antwerp rail connection, but also other multimodal infrastructural improvements are on our wish list to contribute to our strategic goals, so we still have a fair way to go.”

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

[I. RAILCARGO.NL](http://RAILCARGO.NL)



Another 15,000 trucks taken off the road

Lineas launches new direct rail service to Italy

Lineas launched a second direct rail connection between North Sea Port and Italy in June, opening a new gateway for intermodal traffic through the strategically located Pesanti terminal in Piadena. The high frequency train allows customers to shift another 15,000 containers from road to rail and to opt for a more sustainable solution for their shipments. The new service got off to a very strong start.

In June 2021, Lineas opened a first direct freight service between Ghent and Milan to serve the North Italian market. Since then, trains with around 22 wagons shuttle back and forth five times a week between the Interface Terminal Ghent (ITG) of Stukwerkers and Masterbulk at the Kluizendok and the Segrate terminal in Milan, the multimodal linchpins of this line at both ends. Belgium's largest rail freight operator thus opened up even wider the door to Italy's economically most important region, potentially avoiding up to 11,000 return trips by truck on an annual basis.

Meeting growing demand

The Ghent-Segrate line, which also provides transit possibilities to other destinations in Italy, proved very successful. "So far, we transported 15,000 containers on this route and we witnessed a fast-increasing customer demand", says Frank Berweger, Chief Commercial Officer at Lineas. "So customers were asking



The second direct rail link reinforces the strategic partnership between Lineas and North Sea Port for the development of intermodal solutions.

All photos courtesy of Lineas.



This is a real climate win with nine times less carbon emissions equaling almost 9,000t of CO₂ kept out of the atmosphere every year.

us to add extra capacity to this North-South corridor.” But Segrate is struggling to cope with the demand for more intermodal capacity between Belgium and Italy and is close to saturation. So, after thorough research done with customers on what is needed on this corridor, Lineas decided to open a new route to North Italy, with Piadena as a second gateway. This new destination comes with specific advantages. Piadena, which is located 150km southeast from Segrate, is strategically located in the Milano-Verona-Bologna triangle, home to the



Frank Berweger, Chief Commercial Officer of Lineas.

Italian tiles and steel industry. “A fast, reliable and low-carbon rail solution right into one of Italy’s key industrial zones, with departures from Monday to Friday both from Ghent and Piadena, so five weekly return trips”, that is how Mr Berweger describes the new line.

Decarbonising supply chains

Capacity is only one factor in the equation. Road congestion is giving rail an extra push and the drive to sustainability is gaining in importance by the day, Lineas made clear at the launch of the new service. “Customers are really looking to decarbonise their supply chain with smart and low-carbon rail transport, and this is exactly what we want to help them with. On top of the 70 trains we already run between Belgium and Italy, we are now creating capacity for another 15,000 containers to be shifted to rail in both directions. This is a real climate win with nine times less carbon emissions equaling almost 9,000t of CO₂ we keep out of the atmosphere every year.”

The new service also makes a difference for Piadena. Lineas is the first operator to open the Pesanti terminal there for intermodal volumes, putting Piadena on the map for the carriage by rail of containers of all sizes (from 20’ to 45’) and swap bodies. Trailers, which require different wagons, could follow if demand for this type of cargo materialises. The basic set-up is similar to the one on the Segrate route. Each train to Piadena is 550m long, is composed of 23 wagons and has a capacity equivalent to 80TEU. Trains are running on a day A/day C schedule, following a route that takes them to Italy through France and Switzerland. For the traction, Lineas cooperates with local companies on each leg of the trip.

Promising start

The Ghent-Piadena connection got off to a strong start. Customers are happy with the new service, numbers show. “We started out with a fill rate of 80% and we now stand at



Just like the Segrate line, the new train calls at the ITG terminal of Stukwerkers and Masterbulk at the Kluizendok, which allows for a close interaction with road and waterway.

85 to 90%, with customers relying on us to transport a wide mix of cargo going from beverages, aluminium, steel coils, clothes, paper and oil to chemical products, plastic, sugar, tiles, household goods, ceramics... and from liquid bulk and powders to general cargo in containers or swap bodies", Mr Berweger indicates. "The one major difference we see with the Segrate service is the larger number of empty units going from Piadena to Ghent, which is linked to the food business." "With the opening of the new line, some flows that used to be on the Segrate route were rerouted to Piadena, but we are mostly talking about new volumes for which we did not have the capacity in Milan, where we still have full trains running, since freed up capacity was quickly taken up by our customers. So we won on both counts", the Chief Commercial Officer adds. "Furthermore, some 20% of the volumes are destined for or coming from regions like Rome and Naples. With its more central position in Northern Italy Piadena is ideally placed to develop connections to the South of Italy."

Strengthened partnership

"The Ghent-Piadena connection is another strong addition to the already high-quality rail portfolio that North Sea Port and Lineas have developed over the past years. With connections to Italy and Sweden, the partnership is currently keeping more than 30,000 return trips by truck off the road around the port and far into the European hinterland every year", Lineas underlines. "And the relationship with ITG and North Sea Port is excellent."

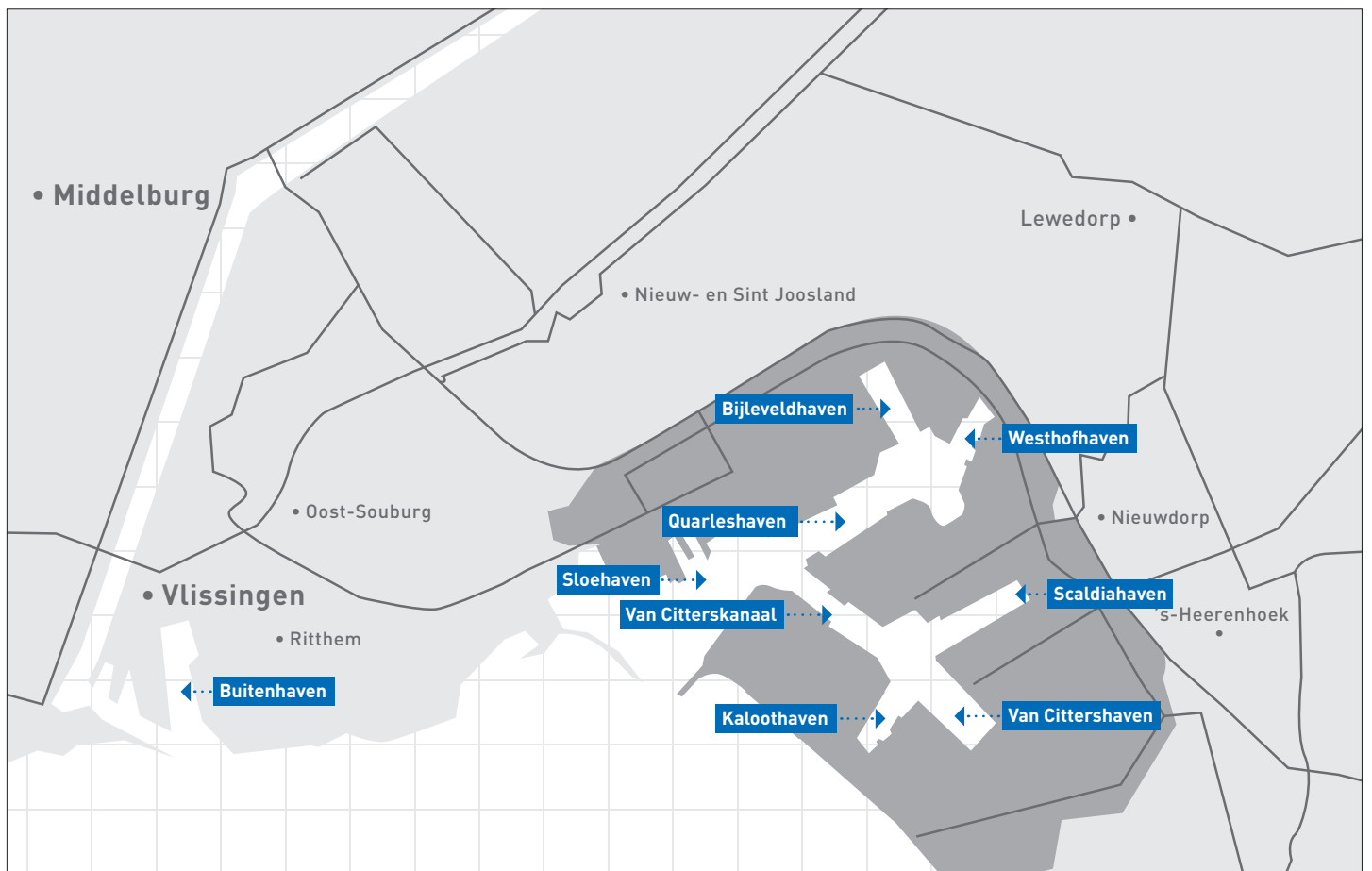
North Sea Port is keen to further expand this partnership. "With this partnership we will continue to add great value to North Sea Port as an economic hub of high strategic importance in Europe", according to CEO Daan Schalck. Services like the Ghent-Piadena line also fit perfectly with North Sea Port's strategy to make freight transport greener and more



The new train to Piadena can take all types of containers and swap bodies. Trailers may come later, if demand arises.

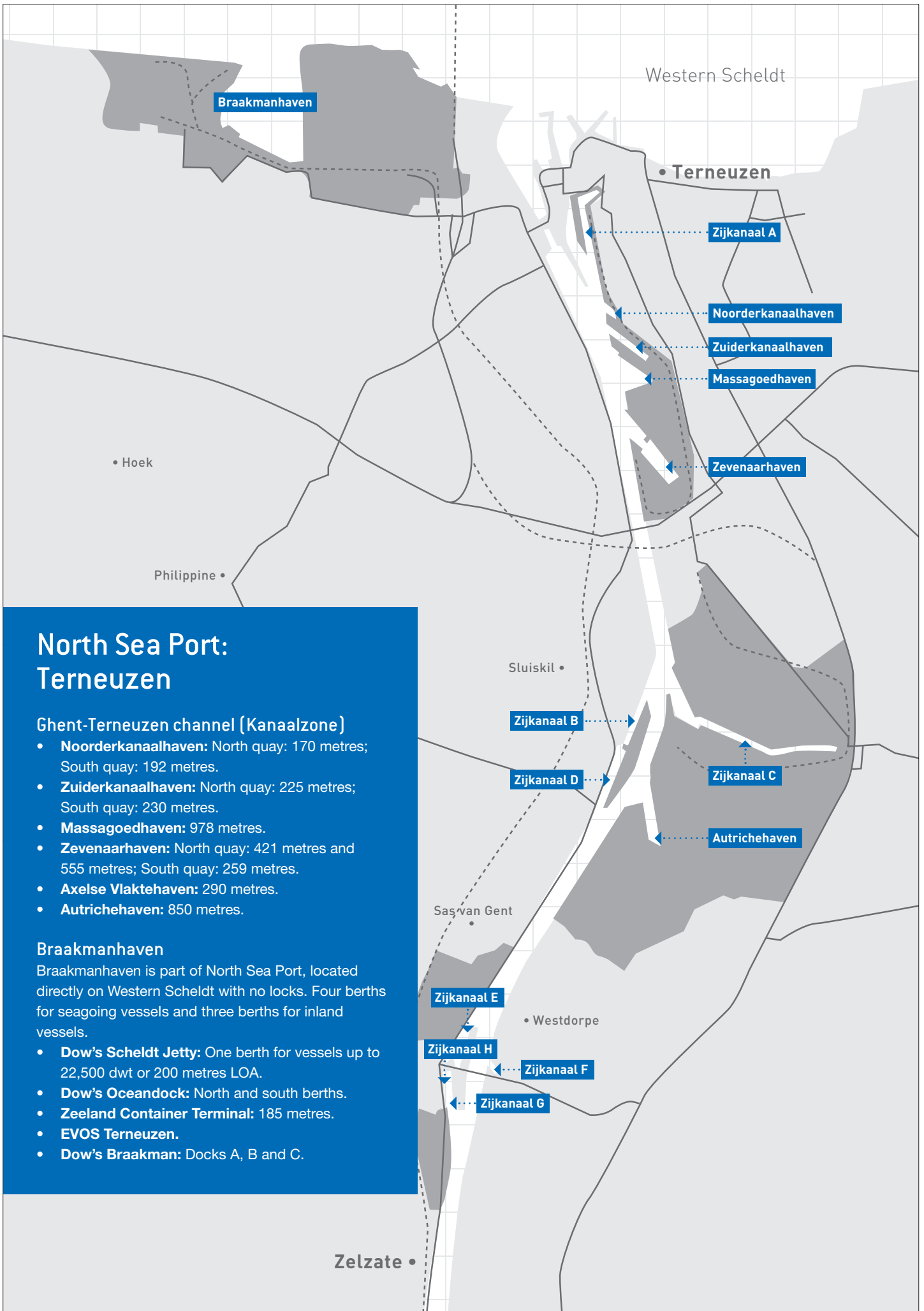
sustainable. Trains now have a 10% share in the modal split of hinterland traffic to and from the cross-border port, representing 7t to 8t million of cargo each year. North Sea Port's ambition is to lift that number to 15% in the future. Fostering intermodal solutions by rail as a smart and environmentally friendly alternative to road transport is one of the ways to achieve that goal.

Lineas strives to contribute to the bigger role for rail North Sea Port is pursuing and is not excluding new rail connections to the hinterland. "We are in discussions with partners and customers for an open intermodal connection between Ghent and Lyon", Mr Berweger concludes.



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.

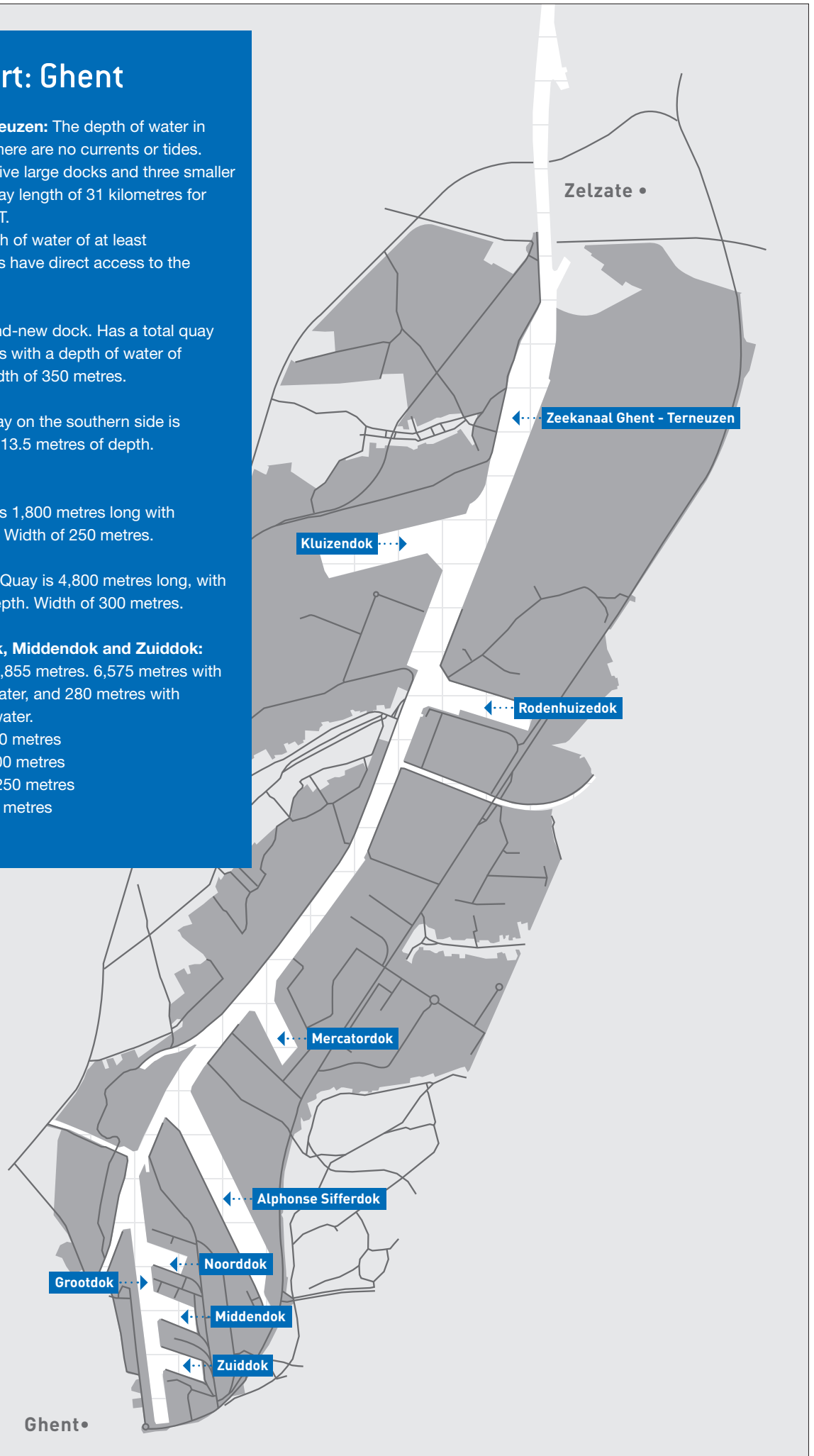
- **Dow's Scheldt Jetty:** One berth for vessels up to 22,500 dwt or 200 metres LOA.
- **Dow's Oceandock:** North and south berths.
- **Zeeland Container Terminal:** 185 metres.
- **EVOS Terneuzen.**
- **Dow's Braakman:** Docks A, B and C.

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.
- **Rodenhuizedok:** 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.

→ COMPETENCE DEVELOPMENT CENTER



Competence Development Center (CDC) is a work label of Bio Base Europe Coöperatie (est. 2012) and holds collective and efficient unburdening of its clients for the training of employees in the industry as her mission.

CDC unburdens the training needs of her members and users in a one-stop-shop model by:

- harmonising;
- specifying;
- sourcing and buying;
- organisation, facilitation, and execution;
- evaluation;
- administration and billing.

The CDC services are being supported by:

- joint consultation in a workgroup structure (harmonisation, quality, sourcing, buying, and development);
- offering a platform for collective interest advocacy in the area of training and education of staff.
- a collective Learning Management System (LMS) and off- and online infrastructure for organisation.

I.BBEU-CDC.ORG



hands on business support for french speaking markets

projects

(sworn) interpretation

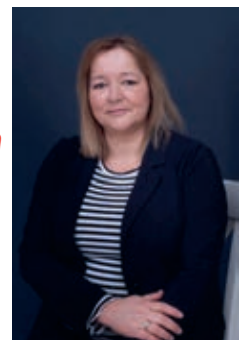
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Participants of Promotion Council North Sea Port

		INDUSTRY	MARITIME	OFFSHORE	LOGISTICS SERVICES	SUSTAINABLE INDUSTRY	OTHER SERVICES	EDUCATION AND GOVERNMENT	
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		■		■			
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	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				■			
C	Competence Development Center	www.bbeu-cdc.org					■	■	
	Control Union Belgium NV	www.petersoncontrolunion.com	■	■	■	■	■		
	Cordeel Nederland B.V.	www.cordeel.nl	■			■			
	C.T.O.B. Transport & Logistics	www.ctob-logistics.com				■			
D	Customs Support Terneuzen	www.customssupport.com				■	■		
	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				■			
	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.drvt.nl					■		
	Dutch Marine B.V.	www.dutchmarinebv.com		■			■		
	E	Elloro	www.elloro.nl					■	
		ELTEN Benelux B.V.	www.elten.com	■					
		Embedded Coaching & Consultancy	www.ecc-coach.nl					■	
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	■						
F		Feyter Group	www.feyter.com	■				■	
		Firma Klouwers Terneuzen	www.klouwers.nl				■		
	Flushing Marine & Offshore B.V.	www.flushingmo.com		■	■				
	Flushing Shipping Agencies	www.fsagencies.com				■	■		
	FMJ E & I Zeeland B.V.	www.fmj.nl					■		
G	Gould services	www.foundgould.com		■	■	■			
	Green Blue Offshore Terminal	www.greenblueot.nl		■	■				



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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.kampsstraatbedrijf.nl	■	■	■	■	■	
	Hoondert Services & Decommissioning	www.hsd.nl	■	■	■	■	■	
	HR Expat Services	www.hrxpats.com					■	
	Hudig & Veder Chartering B.V.	www.hudigveder.nl		■		■		
I	IBS Staalbouw B.V.	www.ibs-hallenbouw.nl	■				■	
	ICL-IP Terneuzen B.V.	www.iclip-terneuzen.nl	■					
	IGL B.V.	www.igl.nl		■	■		■	
	Impuls Zeeland	www.impulszeeland.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					■	
	Juust B.V.	www.juust.nl					■	
K	Kamps Straal- en Industriële Spuitwerken	www.kampsstraatbedrijf.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					■	
	Labojuce B.V.	www.labojuce.nl	■				■	
	Lalemant N.V., Lalemant Trucking N.V.	www.lalemant.com		■	■	■	■	
L	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-Force	www.m-force.nl						■
	Maaskade Bevrachters Belgium	www.maaskade.com		■		■	■	
	Mammoet Nederland B.V.	www.mammoet.com	■	■	■	■	■	
M	Maritiem & Logistiek College de Ruyter	www.scalda.nl					■	
	Martens Renewables	www.martenscleaning.nl	■	■				
	MasChem B.V.	www.musimmas.com	■					
	MMPS	www.mmps.nl		■	■	■		
	Montis Mooring- and Boatservice 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. Westerscheldetunnel		www.westerscheldetunnel.nl				■	■	
O	Oceanwide Personnel Services B.V.	www.oceanwidecrew.com					■	
	OMC Services B.V.	www.linkedin.com/in/chvdo					■	

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O	Ørsted Nederland	www.orsted.nl		■	■	■	■		
	Outokumpu Stainless B.V.	www.outokumpu.com	■			■			
	Ovet B.V.	www.ovet.nl				■		■	
P	Ovet Shipping B.V.	www.ovetshipping.com		■		■			
	Pfauth Logistics B.V.	www.pfauth.nl				■		■	
	PMI Polaris Marine Inspections B.V.	www.polarismarineinspections.nl				■		■	
	Premier Modular B.V.	www.premiermodular.nl	■					■	
R	PreZero	www.prezero.nl						■	
	Prior Group	www.priorgroup.nl			■			■	
	PTC B.A.	www.ptcba.nl		■		■			
	Rabobank Oosterschelde	www.rabobank.nl/oosterschelde						■	
S	Rabobank Walcheren-Noord Beveland	www.rabobank.nl/wnb						■	
	Rabobank Zeeuws-Vlaanderen	www.rabobank.nl						■	
	Royal HaskoningDHV Nederland B.V.	www.royalhaskoningdhv.com						■	
	S.T.T. B.V.	www.agency-stt.com	■	■	■	■			
T	Sagro Aannemingsmij. Zeeland B.V.	www.sagro.nl		■	■	■			
	Sarens Nederland	www.sarens.com						■	
	Saybolt Nederland B.V.	www.corelab.com/rd/saybolt				■		■	
	Schelde Exotech	www.exotech.nl	■		■				
	Schipper Groep	www.schippergroep.nl						■	
	SEA-invest	www.sea-invest.com				■			
	Seatrade Rotterdam B.V.	www.seatraderotterdam.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.shipyardsreimerswaal.com		■					
	Simons Bouwgroep B.V.	www.simonsbg.nl	■						
	Sloecentrale	www.sloecentrale.nl						■	
	Sorteerbedrijf Vlissingen B.V.	www.sorteerbedrijfvlissingen.nl				■		■	
	V	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.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		■	■	■		■	
V	Transport Mervielde	www.mervielde.be				■			
	Transuniverse Group N.V.	www.transuniverse.be				■		■	
	Tri-Modal Containerterminal Terneuzen	www.vlaeynatie.eu				■			
	Try-Act EWIV	www.try-act.eu						■	
	Vakwerk	www.leerbedrijfvakwerk.nl							■
	Van Ameyde Marine Vlissingen	www.ameydemarine.com		■		■		■	



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V	van Hoorebeke 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				■			
	Vlissingse Bootliedenwacht B.V.	www.vlb.vlissingen.nl		■		■		■	
	Vopak Agencies Terneuzen B.V.	www.vopakagencies.com				■		■	
W	Wagenborg Agencies B.V.	www.wagenborg.com		■	■	■		■	
	Westerschelde Ferry B.V.	www.westerschelde ferry.nl						■	
Y	Wielemaker B.V.	www.wielemaker.nl				■		■	
	Yellow & Finch Publishers	www.ynfpublishers.com			■			■	
Z	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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