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PortNews

Five years of North Sea Port
Scandinavian theme
Transport & Logistic

 PROMOTION COUNCIL
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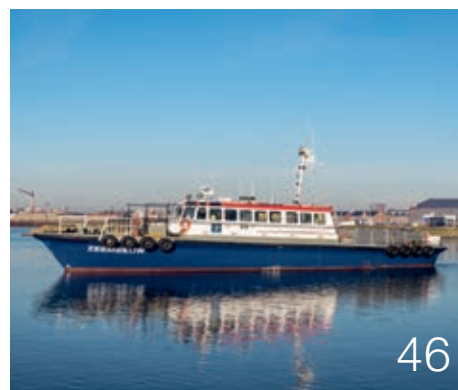
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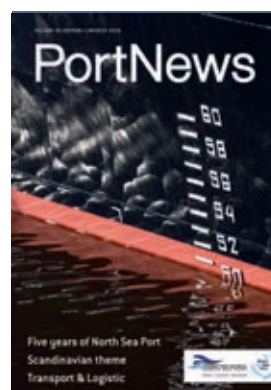
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ON THE COVER

January 2018 the merger of Zeeland Seaports and the Port of Ghent became effective, meaning that this year North Sea Port is celebrating its fifth anniversary. Time to look back and forward. What has brought the merger and what will it bring? Read more on page 4. 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.

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
					
28-29 JUNE 2023	Top Logistics Saint Malo	5-7 OCTOBER 2023	Fruit Attraction Madrid	10-12 OCTOBER 2023	Cool Logistics Global Genoa
					
12-13 OCTOBER 2023	European Commodities Exchange Warsaw	17-19 OCTOBER 2023	Transport & Logistics Antwerp	18-19 OCTOBER 2023	Top Transport Marseille
					
7-10 NOVEMBER 2023	Europort Rotterdam	28-29 NOVEMBER 2023	Offshore Energy Amsterdam	17-19 SEPTEMBER 2024	Transport & Logistics Ghent
					

“ Big things

Welcome

This year North Sea Port is celebrating its fifth anniversary, as in January 2018 Zeeland Seaports, covering the ports of Vlissingen and Terneuzen, and the Port of Ghent officially started to operate as one cross-border port.

A merger that was, and still is, incomparable. Ever since the start of North Sea Port, the positive effects have revealed themselves for both the port authority and the companies in the port area. The number of jobs increased, new investments were made, and the seagoing throughput showed impressive figures, resulting in a volume of 73.6t million last year.

According to North Sea Port's CEO Daan Schalck, the port has not reached its limitations and it will continue to grow in many ways. One of the focal points will be the energy transition.

In order to offer a solution for balancing demand and supply of renewable energy, SemperPower will this year start to operate the largest energy storage facility of the Netherlands in the port area of Vlissingen. The construction of the first phase started in November last year, and for the second phase the first construction works started last February.

Excellent accessibility is crucial for the growth of our port and hence a big project is ongoing near Terneuzen, where the New Lock Terneuzen is under construction. In the past few weeks, the two bridges and four doors were installed, marking an important milestone. If everything goes according to plan, the first vessels should be able to sail through the new lock this year. Once operational, the new lock will contribute to an improved entrance to the North Sea Port areas of Terneuzen and Ghent.

So yes, a lot of big things are going on in and around our port. To mention yet another example, DHG is realising a new SmartLog Centre in the Vlissingen port area for handling containerised goods, and in Ghent DSV is doubling its capacity with a new warehouse dedicated to healthcare logistics at the Kluizendok. Talking about big things, I cannot ignore Transport Logistic Munich. This biannual event is considered the largest and most important trade show for the logistics industry. North Sea Port will of course be present from 9-12 May, accompanied by twenty companies and organisations,



including Promotion Council North Sea Port. I hope to meet you there.

As chairman, I am proud to see that the port community values the role and the activities of the Promotion Council more and more. As a result of this, we have experienced an impressive growth over the past few years. Today, we have 185 participants and this number is increasing almost every month with companies from both the Ghent and Zeeland port area. The promotion council is growing, and has turned into a big thing!

With kind regards,

A handwritten signature in black ink, which appears to read 'Henk de Haas'. The signature is stylized and fluid.

Henk de Haas
Chairman of Promotion Council North Sea Port

Five years of North Sea Port

A recognised European player



With 73.6 million tonnes, 2022 was a record year for the third time.

Photo courtesy of Scherp! Fotografie.

In January 2018 the merger of Zeeland Seaports and the Port of Ghent became effective, meaning that this year North Sea Port is celebrating its fifth anniversary. Time to look back and forward. What has the merger brought, and what will it bring?

The main goal of the cross-border merger was to make progress and achieve results across the border in the port area, in order to further develop into a European port of excellence. Although both original ports were doing very well, it was evident that for becoming a top ten player in the Hamburg-Le Havre range, joining forces would be necessary.

A name with some bravado

“The merger between Zeeland Seaports that represented the ports of Vlissingen and Terneuzen and the Port of Ghent was formally put on the agenda for the first time at the Flemish-Dutch Summit in Ghent on 7 November 2016”, Daan Schalck, CEO of North Sea Port reflects. During this event, Dutch



Photo courtesy of Scherpl Fotografie.

The merger was formally put on the agenda for the first time at the Flemish-Dutch Summit in Ghent on 7 November 2016 when Dutch Prime Minister Mark Rutte (right) and his Flemish colleague Geert Bourgeois (left) witnessed the signing by Zeeland Seaports and the Port of Ghent of an agreement to collaborate.



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

Daan Schalck, CEO of North Sea Port.

“ With the name of North Sea Port and the motto that we still use, we wanted to express that as one port, and together with all our stakeholders, we would become a port to consider.

Prime Minister Mark Rutte and his Flemish colleague Geert Bourgeois witnessed the signing by Zeeland Seaports and the Port of Ghent of an agreement to collaborate. One year, one month, and one day later, the new name was announced on 8 December 2017: North Sea Port, a name with some bravado and the baseline ‘Together. Smarter.’. “With the name of North Sea Port and the motto that we still use, we wanted to express that as one port, and together with all our stakeholders, we would become a port to consider”, Daan Schalck says.

More jobs and investments

Five years later, the transshipment of goods by sea is experiencing its best year ever. With 73.6 million tonnes,



Another important indicator of a port's achievements is the allocation of land. Five years ago, North Sea Port made a start with 1,000ha of available land for investors. Now 241ha of land has been issued in the port area. This is three times more than expected per year.

Photo courtesy of Heylen Warehouses.

2022 was a record year for the third time. “73.6 million tonnes is approximately 10% more than the throughput at the start”, Daan Schalck explains. “Of course, we are proud of the achievements of the companies in our port area, especially when considering the extraordinary circumstances they had to deal with. Another important indicator of a port's achievements is the allocation of land. “Five years ago, we made a start with 1,000ha of available land for investors. Now 241ha of land has been issued in the port area. On average, this is three times more than we expected per year”, Daan Schalck voices. “Employment has also risen from 95,000 (in) direct jobs to 102,000, where only 100,000 were expected. All this has resulted in an added value of EUR 12.6 billion, while the forecast was EUR 12 billion. These are figures everyone involved should be proud of.”

Making progress

In the past five years Brexit, COVID-19, war, and an energy crisis did not hinder North Sea Port grow in volume. “Brexit presented an entire series of uncertainties,” Daan Schalck continues, “but it also provided opportunities. After all, the UK was and still is one of our main trading partners, holding third place. In 2020 the corona pandemic caused a loss in transshipment of 13%, though two years later this loss was recovered. Then in 2022, the Ukraine war cut into trade relations because of the import and export restrictions and limitations. Trade with Ukraine has been halved. Russia was our second most important trading partner and trade suffered a loss of 15%. The fact is that soon after the restrictions, companies started to look for alternative resources and now Russia has been overtaken by the US in our figures. The war also led to an energy crisis with an impact on activity and prices, resulting in inflation in the Netherlands and Belgium. Yet in these turbulent times, North Sea Port not only survived, but even made progress. The fifth year following the merger was our best year ever. Not only because the industry found supplies in other

countries, but also because the industry just kept going and the supply of raw materials continued to increase.”

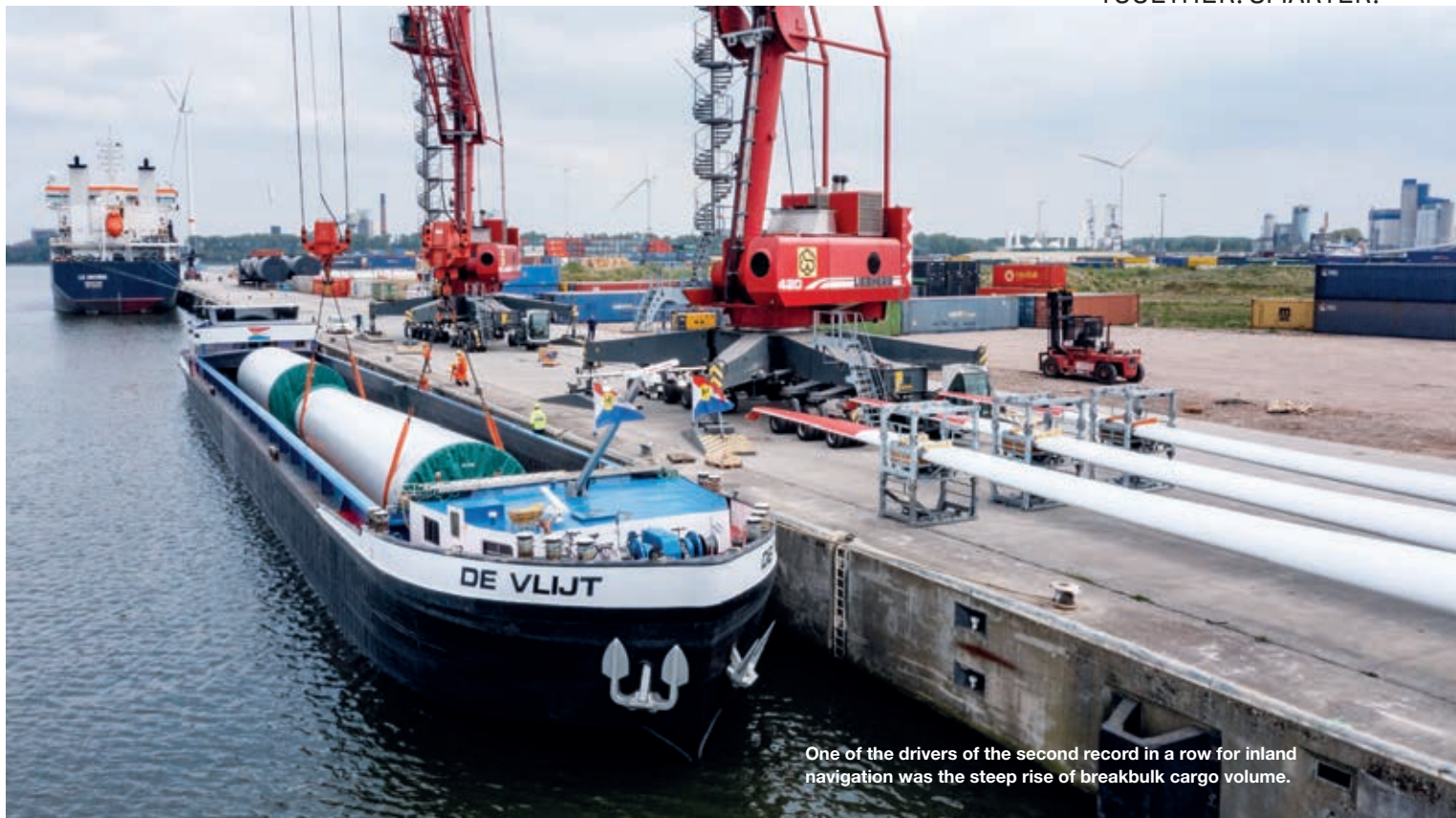
Connect 2025

Against the background of assumptions, forecasts and a changing world, its shareholders provided the port with a compass. In the development the port authority has three tasks: focus on economic development and employment, sustainability and climate, and a financially sound basis.

Daan Schalck states, “The development of the port is no longer just about tonnage. From now on, climate, jobs, and energy will be guiding.” The Strategic Plan Connect 2025 was released in the autumn of 2021. In order to develop the port as a top European port, the coming years will see investments in circular economy, climate, energy, logistics chain, infrastructure, and digitisation. The relationship with companies, governments, and environment will receive special attention, with the port authority acting as a connector.

Ready for the future

In 2018, the merger port had the ambition to achieve results across the border and now after five years, companies, the port authority, and the political world reveal lots of successes. “Without the merger, the results achieved in the past five years might not (yet) have been achieved or would have been achieved more slowly”, Daan Schalck remarks without a doubt. “North Sea Port's baseline is ‘Together. Smarter.’. After five years, all stakeholders, thus people in politics, companies, infrastructure operators, organisations, and the population in the port region value the goals and the results of North Sea Port. Through the merger, North Sea Port joined the top of European ports and after five years, it has become a recognised player of national and European importance. North Sea Port is ready for the future!”, Daan Schalck concludes.



One of the drivers of the second record in a row for inland navigation was the steep rise of breakbulk cargo volume.

A double record despite uncertain times

With a rise of 7% in seaborne cargo and in transshipment by inland navigation in 2022, North Sea Port experienced its best year ever on both counts and cemented its position as a top ten sea port in Europe. “A remarkable performance after Brexit, two years of the COVID-19 pandemic, the impact of the war in Ukraine and the energy crisis”, CEO Daan Schalck points out.

After the severe fall-back to 63.5 million tonnes of maritime cargo in 2020 due to the pandemic, Daan Schalck vowed that North Sea Port would need two years to fully bounce back. The numbers for 2022 show that the port did more than just recover. Despite the very difficult international context, North Sea Port managed to post its best result so far.

All-time high for maritime cargo

Seaborne cargo volume reached 73.6 million tonnes, surpassing the previous record of 71.5 million tonnes in 2019 by an extra 3%. Imports (52.9Mt) gained 6%, exports (20.5Mt) increased by 9%. Dry bulk (39.9 Mt) was still on the rise. Liquid bulk (17.6Mt), breakbulk (10Mt), and ro/ro (3.7Mt) also climbed higher. The only drop happened in the container business (2.6Mt and 230,000TEU).

With sanctions against Russia entering into full force in the second half of the year, the US became the biggest trading partner, with 6.3 million tonnes of cargo, representing 9% of total maritime cargo turnover. The United Kingdom took third place, followed by Brazil, Canada, Sweden, Norway, Spain, and Finland, with France completing the top ten. Globally, Europe accounted for 57%, North America for 15%, South America for 14%, Africa for 7%, Asia for 4%, and Oceania for 3%.

Second record in a row for inland navigation

Inland shipping came out at 64.5 million tonnes, smashing the previous record of 60.2 million tonnes of 2021, helped by rises in both loadings (+7%) and unloadings (+8%). Gains in ro/ro, breakbulk, and liquid bulk compensated losses in dry bulk and containers. Inland navigation is the transport mode of choice in North Sea Port. No less than 58% of all incoming and outgoing cargo flows between the port and its European hinterland is conducted via inland shipping. Adding maritime to inland shipping, the total water-borne traffic amounted to 138.1 million tonnes in 2022, compared to 129.1 million tonnes in 2021.

Steady in 2023

North Sea Port expects 2023 to be less of a bumper year, but still a solid one with seaborne cargo transshipment experiencing volumes well above 70 million tonnes and investment continuing at a stable level.



A triple helix in the port's DNA

Scandinavia is major partner for North Sea Port

In more than one way, Scandinavian companies have made their mark in North Sea Port. Some of them have major industrial plants in the port area, generating at times sizeable flows of incoming and outgoing goods, counting among the biggest employers in the region, and contributing to a large extent to the added value created in the port. Others run major shipping lines that are vital pillars of the port's activity. Others still play a major role in the field of logistics. This triple industrial, maritime, and logistical helix is an essential part of North Sea Port's DNA.



The DFDS Ro/Ro line between North Sea Port and Gothenburg is for many flows a vital lifeline between Scandinavia and the European mainland.

Photo courtesy of DFDS.

SCANDINAVIAN THEME

Without its Scandinavian players, North Sea Port simply would not be the port it is. They have written important chapters in the history of the port and still to a large extent help to define its present and future. Thousands of jobs in North Sea Port bear a Scandinavian stamp. As major actors in their specific fields of activity, they also testify to the capabilities of North Sea Port. Their activity in the port also helps to explain the large share – no less than 11.2 million tonnes – of maritime traffic linked to the Nordic countries (see Box 1). The close relationship between North Sea Port and Gothenburg largely rests on this base (see Box 2). And more often than not, they are leading the way to more sustainability and are main drivers in the energy and climate transition.

The Swedish and Finnish connection is by far the strongest on the industrial site, with players like Volvo Cars, Volvo Trucks, and Stora Enso (which is half-Finnish, off course) on the one hand, and Outokumpu and Neste on the other. Denmark is key in shipping and logistics, with DFDS and DSV, and Ørsted adding a touch of energy. Norway is well represented by Yara.

A brief overview in alphabetical order

DFDS

DFDS has a long-established presence in North Sea Port as operator of the Ro/Ro service that links Ghent and Gothenburg. The Danish shortsea giant is the most frequent maritime user of North Sea Port, with close to 300 calls a year by the three ships (with capacities of 4,700 to 6,700 lane metres) that shuttle back and forth six times a week between Sweden and Belgium (making one weekly stop-over in Norwegian Brevik). They transport all possible kinds of wheeled cargo, from trailers and finished vehicles to steel coils on mafis and containers on trailers.

DFDS also runs the 36ha terminal at the Mercatordok where the ships are handled. It has turned the installation into a multimodal turning table where 22 trains, four inland containerbarges and thousands of trucks arrive and depart each week. In March, an additional rail link to Lyon started in in collaboration with Stukwerkers and Lineas. The group's logistics division deploys its own solutions for (multimodal) transportation, warehousing (120,000m²), value-added services, and contract logistics.

The shipping line plays a pivotal role in the green corridor North Sea Port and Gothenburg are developing between the continent and Scandinavia. DFDS is extending this corridor on the landside by aligning a rapidly growing number of fully-electric trucks. The company has a workforce of 300 employees, which is daily supplemented by 100 port workers on average.

DSV

For the Danish logistics services provider DSV Global Transport and Logistics (DSV), Ghent is already today the biggest specialised healthcare cluster in Europe, a position that will be reinforced by the building of a third warehouse complex in North Sea Port. Two of the seven DSV facilities in Europe and one of the two in the Benelux that comply with the 'good distribution practices' of the European Medicine Agency are already located in the port area. One also houses the headquarters of the group's Solutions division for Belgium. Together, they represent some 84,000m² of warehousing capacity for the temperature-monitored and controlled storage

Box 1 – A heavyweight trading partner

When looking at the numbers, there is simply no denying the importance of Scandinavia for North Sea Port. No less than three of the Nordic countries are top-ten trading partners for the cross-border port. Sweden traditionally scores high in that ranking and came in sixth position last year, with a bilateral traffic of 3.96 million tonnes of maritime cargo. Norway took the seventh position with 3.57 million tonnes. With a steep increase of 20%, Finland entered the top-ten at place nine, with 3.23 million tonnes. Denmark (0.39 million tonnes) and Iceland (0.06 million tonnes) have less of an impact. Together, the five Scandinavian countries accounted for a total volume of 11.21 million tonnes in 2022, a 4.6% rise over 2021. This represents no less than 15% of total transshipment in North Sea Port. The Scandinavian cut in the European traffic stands at 27%. Incoming flows amounted to 6.38 million tonnes, outgoing volumes to 4.82 million tonnes.

of all kinds of pharmaceuticals and medical devices in temperatures ranging from ambient to -80°C and under multiple certifications and licenses. DSV complements its warehousing capabilities with a full range of value-added services under validated management, up to integral cold-chain transport solutions. Today, the group has a workforce of 325 people in North Sea Port.

Neste Sluiskil

Finnish company Neste is the world's leading producer of sustainable aviation fuel and renewable diesel, and renewable



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

Neste's site in Sluiskil in the Terneuzen port area of North Sea Port is used for the storage and pre-treatment of renewable base materials for the company's renewable diesel refineries.



In the Netherlands Ørsted operates the 750MW Borssele 1 & 2 offshore wind farm that became operational in 2021 24km off the coast of the province of Zeeland.

Photo courtesy of Ørsted/Sky Pictures.

feedstock solutions for various polymers and chemicals industry uses. The company also is developing chemical recycling to combat the plastic waste challenge. It has the ambition to make the Porvoo oil refinery in Finland the most sustainable refinery in Europe by 2030. The company has introduced renewable

and recycled raw materials such as liquefied waste plastic as refinery raw materials. Neste manufactures its high-quality, renewable products in Finland, the Netherlands, and Singapore. Neste's site in Sluiskil in the Terneuzen port area of North Sea Port is used for the storage and pre-treatment of renewable base materials for the company's renewable diesel refineries. Much of the new base materials are waste and residual streams that are hard to process. Also, this type of material requires an excellent pre-treatment before renewable diesel or aircraft fuel can be processed from it. The pre-treatment and storage capacity of the Sluiskil facility therefore highly contributes to the growth of Neste. Together with Ravago, Neste wants to build an industrial facility for chemical recycling in North Sea Port's Vlissingen port area. The facility is intended to be the starting point of joint global chemical recycling activities, often also called advanced recycling, built upon the advancement of the thermochemical liquefaction technology of US-based Alterra Energy, an innovative chemical recycling technology company. The facility will have an annual processing capacity of about 55,000t of mixed plastic waste.

Box 2 – North Sea Port and Gothenburg, brothers in arms

There probably is no other port with which North Sea Port has a more solid relationship than Gothenburg. For many decades now, the largest port in Scandinavia is its privileged Nordic counterpart. Historically, the fact that the largest Volvo assembly plants in Europe, both for cars and trucks, were established in the immediate vicinity of Gothenburg in Sweden and Ghent in Belgium played a major role in that respect. It was the trigger that set off many other flows using this trade lane between the continent and Nordic countries.

The ties that link the two ports continue to be reinforced on a regular basis, with two new developments last year. In April, North Sea Port and Gothenburg signed a new cooperation agreement aiming, amongst other things, to jointly set up a network of medium-sized European ports and to exchange knowhow on topics like energy management.

They went a step further in October when they announced that the key route linking them will become a green corridor where seagoing vessels will use alternative fuels by 2025, significantly reducing the climate footprint by the greening of maritime transport operations as defined by the Clydebank Declaration signed by Sweden, Belgium and thirty other countries at the COP26 Climate Change Conference in Glasgow. It will for instance require both ports to make the necessary adaptations to their infrastructure to allow for the bunkering of sustainable fuels and the use of on shore power supply.

Ørsted

Ørsted develops, constructs, and operates offshore and onshore wind farms, solar farms, energy storage facilities, renewable hydrogen and green fuels facilities, and bioenergy plants. Ørsted is recognised on the CDP Climate Change A List as a global leader on climate action and was the first energy company in the world to have its science-based net-zero emissions target validated by the Science Based Targets initiative (SBTi). Headquartered in Denmark, Ørsted employs approximately 8,000 people. In the Netherlands Ørsted operates the 750MW Borssele 1 & 2 offshore wind farm that became operational in 2021 24km off the coast of the province of Zeeland. The wind farm is serviced from a maintenance base that was opened in 2020 in North Sea Port's Buitenhaven (Vlissingen port area). For North Sea Port Ørsted is also an important partner in



At Outokumpu Terneuzen, austenitic and ferritic stainless-steel coil and sheet materials primarily from Outokumpu Moda, Core, and Supra ranges are processed in slitting and cut-to-length lines.

Photo courtesy of Scherp! Fotografie.

becoming one of Europe's most important green hydrogen hubs. Together with Yara Sluiskil, the Danish company is planning a 100MW electrolyser for the production of green hydrogen. Ørsted is also involved in the cross-border Power-to-X project SeaH2Land. SeaH2Land is an ambitious initiative, linking GW-scale electrolysis to the large industrial demand in the Dutch-Flemish North Sea Port cluster through an envisaged regional cross-border pipeline. The green electricity required to produce the renewable hydrogen is proposed to come from the build-out of additional large-scale offshore wind. In the Netherlands Ørsted employs around 90 people, of which 50 in Vlissingen.

Outokumpu

Outokumpu is one of the most important producers of corrosion-, acid- and heat-resistant stainless-steel coil and sheet materials. These products are the base for a broad range of use in architecture, consumer goods, and industrial application. Located at North Sea Port, Outokumpu's Terneuzen operations is ideally positioned to serve customers throughout Europe by water, road, and rail. As an important part of Outokumpu's Tornio operations in Finland, the Terneuzen finishing lines are used to process material from Tornio delivered via non-stop weekly vessel transfers. Terneuzen also is the collection point for north-bound raw materials and consumables that are transported to Tornio. At Terneuzen, austenitic and ferritic stainless-steel coil and sheet materials primarily from Outokumpu Moda, Core, and Supra ranges are processed in slitting and cut-to-length lines. Fully automated material handling and packing equipment expedites the process, facilitating extremely fast deliveries. Established in 1993,



Without its Scandinavian players, North Sea Port simply would not be the port it is.

the Terneuzen operations has customers in a wide range of industries throughout central and southern Europe and the UK, with a small portion of goods shipped overseas to the Americas and Asia-Pacific markets, as well as other Outokumpu units. Being located in the Terneuzen port area of North Sea Port, Outokumpu has easy access of Flemish and Dutch highways, and it is served by a freight-only rail line via Belgium to the entire European hinterland. Outokumpu Terneuzen employs about 160 employees.

Stora Enso

Stora Enso Langerbrugge is part of the Swedish-Finnish group Stora Enso and produces more than 500,000t of newsprint and magazine paper each year, using exclusively recycled used paper, in line with the 100% renewable materials strategy that Stora Enso applies to all its activities. The group intends to be fully circular by 2050.

The Ghent plant is a key asset of the company due to the many strategic advantages it offers: access to all modes of transport to supply the factory and distribute its products, a central location in a densely populated market, assuring the availability of large volumes of paper for recycling.

Two bio-energy plants provide all the process steam and up to



The plant of Stora Enso in Ghent holds one of the largest paper production machines in Europe.

Photo courtesy of Stora Enso.

70% of the electricity the plant located at the corner of the sea canal and the Ringvaart needs. In combination with three wind turbines, this guarantees that production is fully sustainable. On top of that, excess heat is recuperated and sent through a pipeline to the Volvo Cars plant on the other side of the sea canal to warm up installations there, before being sent back to Stora Enso for reuse. The company Stora Enso employs about 450 people in Langerbrugge.

Stora Enso is conducting a feasibility study of the conversion of its Ghent site into a high-volume plant for the production

of recycled packaging board. The investment of about EUR 400 million would turn Langerbrugge into the most modern and efficient testliner factory in Europe.

Volvo Cars

Volvo Car Gent is Volvo Cars' second largest assembly plant worldwide. Activity started in 1965. Since then, the factory has grown to a site of 59ha, produced over 7 million cars, and has become the biggest industrial employer, not only in the port but in the province of East-Flanders, with a total of

Box 3 – Liner services

North Sea Port offers permanent shortsea liner services to and from various Scandinavian ports. Apart from the short sea lines,

there are rail also connections. North Sea Port has several multimodal terminals to serve these modalities.

Location	Country	Connection	Frequency	Shipping company	Terminal	Type
Helsinki	Finland	Shortsea	1 / week	Unifeeder	Kloosterboer Terminals	Export & import
Tornio	Finland	Shortsea	5 / week	Outokumpu	Outokumpu Terminal	Export
Reykjavik	Iceland	Shortsea	1 / week	Eimskip	Verbrugge Zeeland Terminals	Export
Brevik	Norway	Shortsea	1 / week	DFDS	DFDS Mercator Multimodal Terminal	Export & import
Oslo	Norway	Shortsea	1 / week	Unifeeder	Kloosterboer Terminals	Export & import
Gothenburg	Sweden	Shortsea	6 / week	DFDS	DFDS Mercator Multimodal Terminal	Export & import
Haraholmen	Sweden	Shortsea	1 / week	Wagenborg	Verbrugge Terminal Terneuzen	Export & import
Helsingborg	Sweden	Shortsea	1 / week	Unifeeder	Kloosterboer Terminals	Export & import
Södertälje	Sweden	Shortsea	1 / week	Wagenborg	Verbrugge Terminal Terneuzen	Export & import
Almhult	Sweden	Rail	1 / day	Lineas	DFDS Mercator Multimodal Terminal	Export & import
Hallsberg	Sweden	Rail	1 / day	Lineas	DFDS Mercator Multimodal Terminal	Export & import
Malmö	Sweden	Rail	3 / week	Lineas	DFDS Mercator Multimodal Terminal	Export & import



The assembly plant of Volvo Cars could be called the flagship of the Scandinavian presence in North Sea Port.

Photo courtesy of Volvo Car.

7,000 people on its payroll working in three shifts. The ‘Swedish DNA’ translates into a strong focus on safety, social dialogue, finding the right balance between work and private life, and sustainability, the company stresses. The aim is to reach climate-neutrality in 2024. The paint hall will be fully electrified this year. Volvo Cars Gent is spearheading the group’s drive to electrification. Its battery factory produced its 100,000th battery pack in December and will be expanded by 5,000m² this year. In 2022, Volvo Cars Gent assembled 193,000 cars of three different models (XC40, C40, V60). More than one third was already fully electric. 95% is destined for export, with Germany, Italy, Norway, Sweden, the UK, and the US as main markets. The interaction with North Sea Port is vital for the smooth operation of the factory. The DFDS shipping service to and from Gothenburg is a lifeline linking the two European factories of Volvo Cars. The port’s multimodal capacities are put to use with rail services linking Ghent to Austria, China, and Italy. Volvo runs its own rail terminal at the Mercator dok.

Volvo Trucks

Volvo Trucks Gent is the only truck assembly plant in Belgium and – with 42,000 vehicles built last year – the largest one worldwide for the Volvo group. The factory also fitted a record 753,900 wheels, trimmed almost 42,000 cabins, and mounted its first 1,300 packs in its new battery assembly. A state-of-the-art battery module factory will follow in 2025, but production of all-electric trucks will start as soon as September. The assembly plant is supported by a production logistics department that is responsible for all incoming and outgoing flows of parts, components, and finished vehicles in the port. Ghent is also home to the group’s largest central warehouse for spare parts of Volvo Trucks, Buses, Construction Equipment, Penta, and



Photo courtesy of Volvo Trucks.

Many Scandinavian players in North Sea Port rank among the largest employers of the region. Volvo Trucks is no exception to the rule.

Renault Trucks. This Central Distribution Centre (CDC) stores 281,000 different kinds of spares, has a worldwide reach, and integrates other global functions in the fields of purchasing and materials management, logistics, and transport. On top of that, it houses the European Service Centre for assistance to truck drivers and customers. Volvo Group employs a total of 4,000 people in Ghent, the third largest workforce in

“Needless to say, this kind of players is continuously making new investments running into millions of euros, if only in sustainability, paving the way for future activity, added value, and employment.

North Sea Port, and pursues sustainability in all ways possible. The plant is a major partner in the Smart Delta Resources network that aims at accelerating the climate and energy transition.

Yara Sluiskil

Yara Sluiskil is Europe's largest producer of ammonia and fertilisers. Opened in 1929, the site is located alongside the Ghent-Terneuzen canal where it manufactures nitrogen fertilisers and industrial chemicals such as AdBlue and NOxCare, but also CO₂ for the soft drink industry and breweries. As with many European fertiliser complexes, development of the site was linked to the availability of cokes gas from a neighbouring cokes factory. Today, Yara Sluiskil uses high caloric gas and water as main feedstocks to produce high-quality premium nitrogen fertilisers and industrial chemicals. Yara Sluiskil is a production site of the Norwegian company Yara International,

which has plants, logistic facilities, and offices worldwide in more than 60 countries, with products sold in more than 160 countries and has almost 18,000 employees. Within Yara International, Yara Sluiskil is the largest production site, with on average 5 million tonnes of product loaded annually, mainly by seagoing vessels and barges. The plants in Sluiskil are among the world's most efficient and reliable. Security has top priority. The company has been developing rapidly in recent years as a supplier of specialty fertilisers and products that contribute to environmental improvement and air quality. Yara Sluiskil has around 750 permanent employees. The company takes its social responsibility seriously, with many initiatives to make production more sustainable and is thankful for the good relationship and the trust that it gets from its wide range of stakeholders, which is an important license to operate.

Paving the way

Together, the abovementioned companies represent almost 14,000 employees. Their share in the total number of jobs in North Sea Port (102,000 direct and indirect jobs) is tremendously high. It stands at approximately 28% (only counting direct employment). Needless to say, this kind of players is continuously making new investments running into millions of euros, if only in sustainability, paving the way for future activity, added value, and employment.

1. NORTHSEAPORT.COM

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



Photo courtesy of Yara Sluiskil.



Edwin Eggebeen, business unit director West of DSV Solutions, in one of the special compartments at the Eddastraat.

Photo courtesy of Jo De Rammelaere-www.drj.be.

Expanding a major healthcare hub

DSV doubles capacity with new warehouse at Kluizendok

The contract logistics division Solutions of DSV Global Transport and Logistics is about to start building a third warehousing complex dedicated to healthcare logistics in the Ghent port area. It will double the footprint of the group’s specialised cluster in North Sea Port, reinforcing its importance as a major European hub for this very demanding trade.

“Healthcare is a strategic activity for DSV and one in which we have strong ambitions to grow and are investing heavily”, says Edwin Eggebeen, business unit director West of DSV Solutions. “Ghent plays a central role in that respect. Within our group,

it is the biggest hub for healthcare not only in Belgium or the Benelux, but in Europe.”

Third site

With its third site in the Ghent port area, DSV will more than double its capacity for healthcare logistics in North Sea Port. The new warehousing complex will be built in the north-western corner of the Kluizendok area, where the Danish group obtained a concession for 21 hectares of land. The warehouse will cover more than 100,000m². At least 110 docks will be available for the loading and unloading of trucks.

Construction will start in the coming months. DSV plans to build the complex itself. The new expansion is expected to become operational in the second half of 2024. It will generate an additional 300 to 350 jobs, on top of the more than 300 people the logistics services provider already employs in Ghent. Sustainability ranks high on DSV’s priority list. “We aim at becoming energy neutral and at reducing our direct and indirect

“ North Sea Port is our biggest hub for healthcare, not only in Belgium or the Benelux, but in Europe.

emissions substantially by 2030 as a first step. Solar panels will of course be installed on the roof of the new building. This has become a standard feature of our warehouses. We are looking into the option of installing a windmill on our premises. We also strive at finding the right mix regarding automation, by implementing solutions that can be useful to more than one customer.”

Growing volumes

The Kluizendok complex will complement the two existing sites of DSV Solutions in North Sea Port, in the Eddastraat and Evenstuk on the right bank of the sea canal, which offer a combined covered surface of about 84,000m². Like these two, it will be fully dedicated to healthcare logistics.

“In Ghent, we also supported our retail, automotive, food, and chemical customers in North Sea Port. We have moved these customers to other locations in Belgium. Healthcare started out as a small activity in a cooled compartment. But in the past decade, we tuned our whole installations to the specific needs of the healthcare market, adding capacity along the way to match growing demand of the pharmaceuticals industry and their own suppliers.” In 2016, for instance, capacity at Evenstuk was doubled to 47,400m². In 2018, an older low-rise warehouse at the Eddastraat site was torn down to make room for a state-of-the-art high-rise building, lifting capacity there to 36,000m², 45,000 pallet positions, and 20,000 shelves. The extra space at the Kluizendok will again be welcome, Edwin Eggebeen indicates. “Volumes are going up. Some of our clients are growing fast and new ones come knocking at our door. We will also make good use of the flexibility to deal with both the ups-and-downs of the market. The corona pandemic has shown how important storage capacity can be when back orders for raw materials pile up, mechanical ventilators for people with breathing problems are in short supply, and millions of tests need to be performed.”



Photo courtesy of Jo De Rammelaere-www.drj.be.

A large part of what DSV stores in Ghent can be delivered the next day in Europe.

Mix of flows

At the Kluizendok, DSV will offer its clients the same wide range of capabilities and value added services it is providing at the Eddastraat and Evenstuk, under controlled temperatures that can go down to 40°C or more if needed in special compartments. “When contracts are tendered, clients now expect to find the full range of possibilities and cold chain processes. If you want to keep growing, you need to be able to tick all the boxes.”

The flows there will be diverse, Edwin Eggebeen adds. “It will be a mix of pharmaceuticals, clinical trials, medical devices, and equipment, including the spare parts needed to repair or maintain them. For many of these flows, when a demand comes, urgency is high. We offer a 24/7 service. A large part of what we store can be delivered the next day in Europe, where 95% of our shipments go, often in small parcels. Our central position in Europe, and factors like the reasonable proximity of major airports and gateways help us a lot in that matter, as do the multimodal possibilities of North Sea Port.”

[I. DSV.COM/EN-BE](http://DSV.COM/EN-BE)



Today, DSV's total warehousing surface in North Sea Port amounts to almost 85,000 m². The new site in Kluizendok will add at least 100,000 m² to that number.

Photo courtesy of DSV.

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H2BE project takes new step forward

Equinor and Engie team up for low-carbon hydrogen

Engie's site at Rodenhuize is the chosen location for the H2BE project.

Photo courtesy of Engie.

Norwegian and Belgian energy groups Equinor and Engie take the next step forward with their project to produce low-carbon hydrogen in North Sea Port. A final decision is still some years off, but concept selection is expected to happen in 2023.

The project called H2BE was announced in early 2021. Engie and Equinor decided to jointly explore the market potential for the large-scale production of hydrogen from natural gas using the autothermal reforming (ATR) technology, which allows for decarbonisation rates above 95% and for producing hydrogen at large scale at competitive cost levels. ATR would be used in combination with CO₂ capture, transport in liquid form, and offshore subsea storage in the Norwegian North Sea. They acted out of the shared belief, they said, that both renewable and low-carbon hydrogen technology will be necessary to reach decarbonisation targets and to swiftly ramp-up a clean hydrogen market and an open access H₂ and CO₂ infrastructure to connect supply and demand across industrial clusters in Belgium and neighbouring countries, the aim being to accelerate the transition to a carbon-neutral economy.

Feasibility study

Later that year a feasibility study was launched to assess the technical and economic suitability of a site in the Ghent port area. Talks with “potential hydrogen off-takers, predominantly large, hard-to-abate industries”, and with North Sea Port about integration with port infrastructure continued simultaneously. Engie and Equinor also enlisted Fluxys, the Belgian gas transmission system operator, as a partner capable of

generating synergies with other projects, lowering the overall costs.

The feasibility study was completed early this year with a positive result. “More than twenty potential hydrogen off-takers expressed interest in H2BE, which has also received letters of support from investment funds and authorities in Belgium”, an update stated. “These potential customers are located mainly – but not exclusively – in Belgium, both inside and out of North Sea Port”, Engie indicates.

Capacity of 1GW

As a consequence, Engie and Equinor decided to sign a joint development agreement for H2BE. A lot still needs to be done at different levels. But another hurdle should be passed this year with the concept selection concerning the specifications of the planned installation, which is a key technical milestone. Capacity is now put at 1GW and the location identified as Engie's site at Rodenhuize in Ghent. An investment decision could be made in 2025 for commissioning in 2028. The order of magnitude of the investment is about EUR 1 billion, but will depend on the concept selection.

Yara

Equinor is developing similar projects in the UK and Germany and also has a stake in Northern Lights, the Norwegian company that signed an agreement with Yara Sluiskil for the offshore storage of CO₂ in Norway's offshore seabed. But that project is “totally independent” from H2BE, which is working on a different CO₂ storage project in the North Sea, Equinor's Smeaheia.

[I. EQUINOR.COM](https://www.equinor.com)

[I. ENGIE.COM/EN](https://www.engie.com/en)



A considerable part of the green hydrogen from the 100MW electrolyser will be used by Yara's plant in Sluiskil to produce green ammonia.

Photo courtesy of Yara.

Important next step for Ørsted

North Sea Port has always been an important location for Scandinavian companies. A relatively young player in the field is Danish energy provider Ørsted that has been operating in the Zeeland part of North Sea Port since the start of the Borssele 1 & 2 offshore wind farm project.

Apart from offshore wind, the company also has plans in the field of green hydrogen and at the end of last year, the Dutch Ministry of Economic Affairs and Climate granted Ørsted an IPCEI subsidy for the development of a 100MW hydrogen project at North Sea Port. With this capacity the project will play a key role in the realisation of the Dutch renewable hydrogen ambitions.

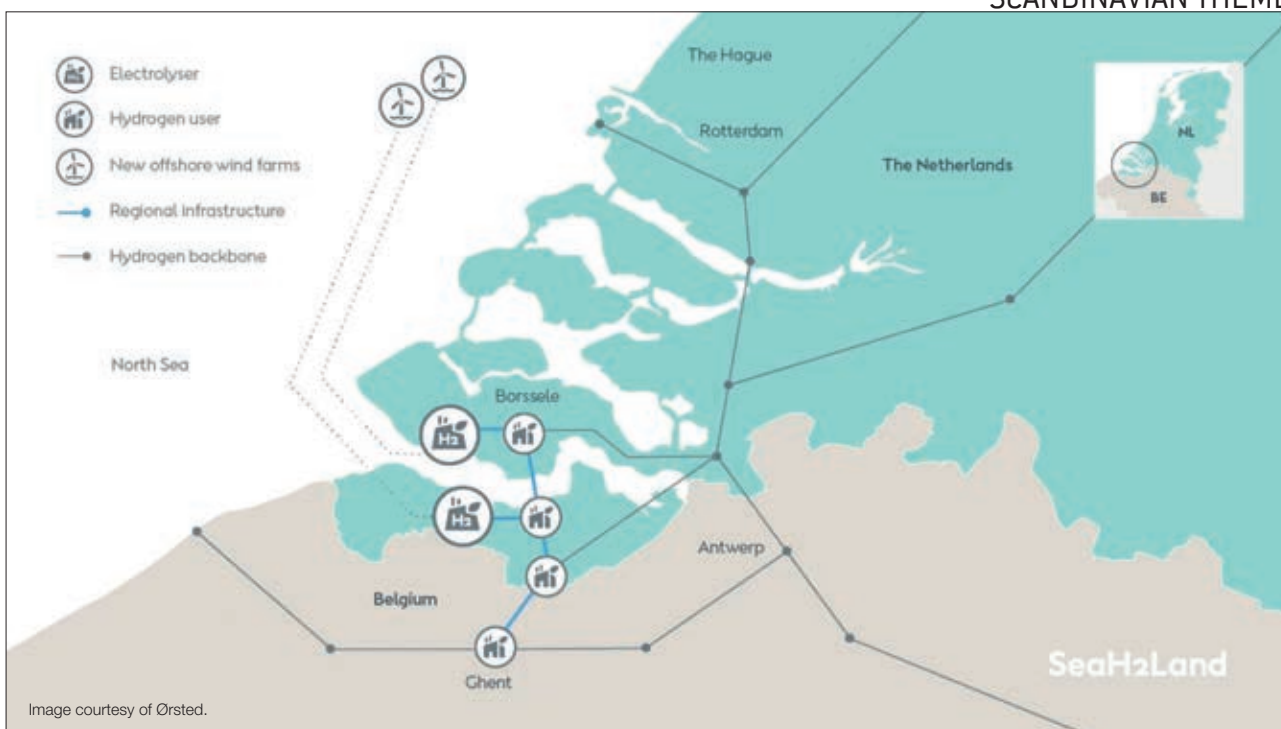
Green ammonia

IPCEI is a process led by the EU in which 'important projects of mutual European interest' are selected that can receive support

from member states. In Denmark too, Ørsted received an IPCEI subsidy for their 'Green Fuels for Denmark' project. The recent governmental support for Ørsted's projects shows the importance of renewable hydrogen for making the European industry more sustainable. The 100MW electrolyser project is a joint project of Norwegian company Yara and Ørsted. Goal of this North Sea Port project is to replace fossil hydrogen by renewable hydrogen that will be produced through electrolyses with renewable energy. The electrolyser will be constructed in the Terneuzen port area of North Sea Port and a considerable part of this green hydrogen will be used by Yara's plant in Sluiskil to produce green ammonia. This is used for, among other things, the production of fertilisers.

Excellent starting point

Steven Engels, Benelux head of Ørsted P2X, says, "The subsidy that has been granted is an important step in the realisation of this project. This is good news for Zeeland, for our hydrogen ambitions, and for the green energy transition. The Netherlands has an excellent starting point for renewable hydrogen projects, and we are glad to contribute to the realisation of the ambitious Dutch climate targets. With the right regulations, offshore wind farms at the North Sea can supply the electricity needed for



Ørsted is also involved in the cross-border Power-to-X project SeaH2Land. SeaH2Land is an ambitious initiative, linking GW-scale electrolysis to the large industrial demand in the Dutch-Flemish North Sea Port cluster through an envisaged regional cross-border pipeline.

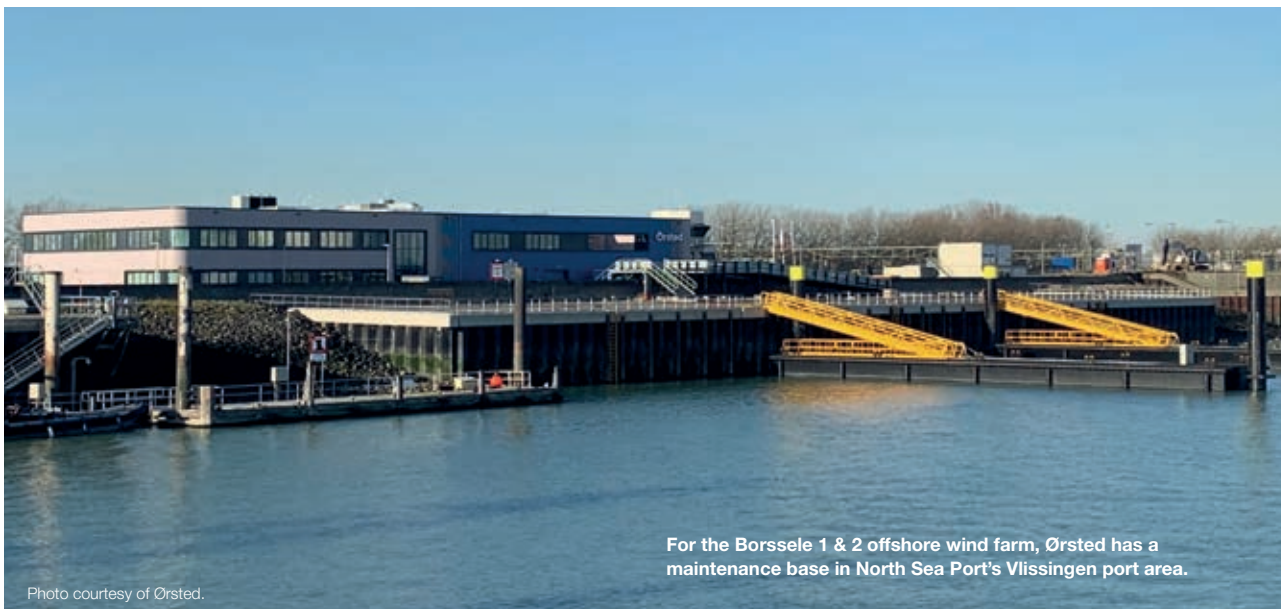
the green transformation of large industrial clusters in the Netherlands. We hope that the government will make the recently announced initiatives for renewable fuels of non-biological origin (RFNBOs) for the industry and support of production as concrete as possible.”

SeaH2Land

The Netherlands is a strategic market for Ørsted, and the province of Zeeland with North Sea Port plays a significant role in this. The Danish company operates the Borsselle 1 & 2 offshore wind farm that is located near the Zeeland coast. For this wind farm, the company has a maintenance base in North Sea Port’s Vlissingen port area. Apart from the 100MW hydrogen project in the Terneuzen port area, Ørsted is also involved in the cross-border Power-to-X project SeaH2Land. Power-to-X, essentially ‘turning electricity in something else’, is

the umbrella term for both hydrogen electrolysis and a series of steps that can be added to yield products such as green hydrogen, e-methanol, and e-ammonia. SeaH2Land is an ambitious initiative, linking GW-scale electrolysis to the large industrial demand in the Dutch-Flemish North Sea Port cluster through an envisaged regional cross-border pipeline. The green electricity required to produce the renewable hydrogen is proposed to come from the build-out of additional large-scale offshore wind. The major industrial companies in the region ArcelorMittal, Yara, Dow Benelux, and Zeeland Refinery support the development of the required regional infrastructure to enable sustainably produced steel, ammonia, ethylene, and fuels in the future, helping the Netherlands and Belgium to accelerate their carbon reductions towards 2030 and beyond.

I. ORSTED.NL



For the Borsselle 1 & 2 offshore wind farm, Ørsted has a maintenance base in North Sea Port’s Vlissingen port area.



Photo courtesy of Mark Neelemans.

Part of the board of the Vereniging van Zeeuwse Cargadoors. From left to right: secretary Sem Stroosnijder (project manager environment & sustainability VNO-NCW Brabant-Zeeland), chairman Martin Dekker (managing director Ovet Shipping), and member Wouter Hamelink (manager Zeeland Branch LBH Group). Not pictured is member Dennis de Groot (general manager Flushing Shipping Agencies).

Vereniging van Zeeuwse Cargadoors: valued for 116 years

Shipping agents play a vital role in the efficient and safe handling of vessels. In Zeeland, many agents are united in the Vereniging van Zeeuwse Cargadoors (association of Zeeland shipping agents).

The Vereniging van Zeeuwse Cargadoors (the association) was created in 1999 from the Maritieme Vereniging Terneuzen (established in 1906) and member agents from Vlissingen who before that were united in the Vereniging van Vlissingse Cargadoors (established in 1980).

Challenges

“In the past few years, shipping agents too were influenced by COVID-19, the war in Ukraine, and the energy transition, as these events had a significant effect on the business at North Sea Port”, Martin Dekker, chair of the association, voices. “Shipping agents are heavily depending on the successful business of other companies, and that is why we want to play a role in the challenges they are dealing with. “The Vereniging van Zeeuwse Cargadoors looks after the interests of all shipping agents active in the Vlissingen and Terneuzen port area of

North Sea Port, and hence we are indirectly also dealing with the interests of shipowners and cargo parties.”

Extraordinary

Being a representative of shipping agents for 116 years is extraordinary and it shows how its members value the role of the association. “In fact,” Martin Dekker says, “all agents are each other’s competitors, however they also have mutual interests such as an efficient and safe port area. With the association representing them, it is much easier to take care of these mutual interests. Shipping agents act like spiders in a web. Before arrival and during the port stay of a vessel, they are in touch with everyone involved and thus they are the first to notice when something is not going correctly. For this reason, their opinion about what is going on in the port and how things can be improved is important. As an association, we act as one mouthpiece for the agents. This makes it much easier to communicate joint point of views on important cases.” Because of a large variety of subjects, the association often takes distinct positions, according to Martin Dekker. He explains, “Sometimes we tag along with the port authority of North Sea Port, while sometimes we have completely different viewpoints on certain subjects. In the past, for example, we acted together successfully with respect to high piloting tariffs.

This was a prominent issue for all of us, as fair tariffs make a port more appealing for ship owners. On the other hand, but still with the same appealing port in mind, we represent the agents in the discussions with the port authority about the long overdue connection between the port management system and customs, the port tariffs and, at times, deficient communication.”

An attractive profession

“As we have a high grade of participation,” Martin Dekker elaborates, “we represent around 85% of all vessels calling at the Dutch part of North Sea Port. The members all have a physical office in the region – this is a condition to become a full member. With Terneuzen and its locks, a tidal port like Vlissingen and activities on the Western Scheldt River, local knowledge and contacts are key to delivering high standard services to ship owners and cargo parties. The range of tasks a shipping agent is required to do has grown significantly throughout the years, not in the least because of the increasingly complicated rules and regulations issued by the Dutch government and the EU. In general, I think the Dutch government should embrace businesses and the industry instead of seeing them as an impediment, as their innovation and investment power will be crucial for the success of the energy transition.” One of the other challenges is employment, as it is difficult to fill in existing vacancies for many shipping agents. “The job of a shipping agent has become more business-like compared to the past, but it is still an attractive profession with a lot of independency and autonomy”, Martin Dekker adds. “Of course, it is demanding work, also at night and in the weekends, but it gives you a lot in return. I know a lot of people in the port that are now working in high level jobs after starting their career as boarding agent. Because of the extensive and broad job description, you learn a lot about everything related to logistics and the maritime world and this offers you ample opportunities. We now help our members with their employment issues, for example by collaborating with educational institutes such as Maritiem en Logistiek Instituut de Ruyter (maritime and logistics institute) in Vlissingen. Together we try to create a better fit between education and the work

field, and we help to make young people more enthusiastic about working in the maritime and logistics industry. We hope that this will result in a new influx at shipping agents. We have learned that once someone starts as a shipping agent, he or she is surprised of how dynamic the job can be and the freedom that comes with it.”

Cargadoors Café

Although the association has a long history, in the past few years it looked a bit dormant, although this certainly was not the case according to Martin Dekker. “Due to the COVID-19 restrictions,” he says, “our activities have been on the back burner. However, we have been working hard on the background. New board members took office, and I am glad that we have been able to attract some younger people for the board. With the new board we are working on a clean start to make our association a relevant stakeholder once again. One of the first steps we have taken as a board is to have our communication tools refreshed, including our website. Our site now also has a job section where all our members can promote their vacancies. We have determined focal points to structure our activities for the upcoming years. Next to the aforementioned employment theme, we will focus on digitalisation, law and regulation, and customs. We also want to strengthen ties again with our extensive network. To do so, we are going to organise so-called Cargadoors Café network meetings, inspired by network meetings organised by our Rotterdam counterpart, the Vereniging of Rotterdamse Cargadoors. These meetings will be held to discuss relevant topics and for networking. To expand the network opportunities for our members, we have decided to allow companies and organisations other than shipping agents working in the North Sea Port area to join as associated members. They will have no right to vote, but are allowed to participate in our activities. Shipping agents’ business after all remains a business of people and the best way to stay in touch is meeting in person. Our Cafés will contribute to this. No Teams meeting can compete with that”, Martin Dekker concludes.

I. ZEEUWSE-CARGADOORS.NL



Before arrival and during the port stay of a vessel, shipping agents are in touch with everyone involved and thus they are the first to notice when something is not going correctly.

Photo courtesy of Ovet Shipping.



Dedicated to e-commerce

Bleckmann's Rieme site is reaching full speed

With the opening of a second distribution platform in Rieme in 2019, Bleckmann considerably strengthened its presence in North Sea Port. Since then, the Rieme site has attracted new customers and has become the group's e-commerce competence centre, helping Bleckmann to accelerate its growth. The fashion & lifestyle logistics services provider is ready for new developments.

All photos courtesy of Bleckmann.

Bleckmann, a top provider of logistics services for fashion, lifestyle, and consumer electronics brands in retail, wholesale, and e-commerce, was already present in North Sea Port when it expanded its activities to Rieme. The group in 2011 established a first warehousing and distribution platform in Desteldonk, in the Ghent port area on the right bank of the sea canal to Terneuzen. The main client on that site, offering a total surface – mezzanines included – of 36,000m², is British apparel brand Superdry.

Rieme, in the immediate proximity of the Kluizendok on the left bank, came eight years later, with a first unit for fitness apparel & accessories brand Gymshark, another fast-growing British company that was already working with Bleckmann but was in need of more space and capacity to meet growing demand. "Gymshark was on course to double its figures annually. We

needed to set up a new, scalable site equipped with advanced automation solutions to accommodate their ambitious growth plan", explains Reinardt Van Oel, chief operations officer Belgium & United Kingdom of Bleckmann.

Other users – Lounge Underwear, Seraphine, Suspicious Antwerp, Dries Van Noten... – followed and today, Bleckmann rents 40,000m² in the warehousing complex now owned by Singaporean real estate developer GLP. To give one example: since 2021, Bleckmann operates all warehousing and final mile distribution in continental Europe for Lounge Underwear from a dedicated 5,000m² in Rieme.

100% e-commerce

Rieme has a very distinctive feature, says Reinardt Van Oel. "Whereas other sites of our group also cater to the retail and



In Rieme, Bleckmann rents 40,000m² for e-commerce activities.

wholesale markets, Rieme runs 100% on e-commerce, which has its own rules of engagement, if only in reverse logistics and number of pieces per order. Rieme has become an e-commerce competence centre not only for ourselves, but also for our clients.”

Focussing on e-commerce does by no means translate into less activity, Reinardt Van Oel makes clear: “Last year, our Ghent cluster handled 4.15 million orders representing 27.9 million items. This year, we expect these numbers to reach at least 4.5 million orders and 30 million items, not counting new developments.” The Ghent cluster within the Bleckmann organisation in Belgium he refers to does not only include the two sites in North Sea Port. One other location within the province of East Flanders is part of it: Belsele to the northeast of Ghent, in the direction of Antwerp. In Belsele, Bleckmann bought a 31,000m² warehouse that is

Bleckmann at a glance

- Major player in fashion, lifestyle, and consumer electronics B2B and B2C logistics, offering data-driven end-to-end supply chain and omnichannel fulfilment services to its customers
- History going back to 1862, when Benjamin Bleckmann founded a namesake transport company in Oldenzaal (NL) to serve the local textile industry
- The present day group was born out of the merger of Belgian Belspeed and Dutch TNT Fashion in 2014
- 30+ warehousing sites, with around 1 million square metres of workable space
- Around 5,000 staff (FTE)
- 300 million pieces of goods processed per year
- Turnover of around EUR 550 million, generated by warehousing, transport, forwarding, and customs
- Main markets: the Netherlands, Belgium and the UK
- Overseas expansion to Asia (2012), the United States (2016) and Australia (2021)
- 2022: acquisition of the Renewal Workshop, marking a start of a fully circular supply chain proposition

“ We grow 15 to 20% each year. The square metres have to be there when the client needs them.

Reinardt Van Oel, COO Belgium & United Kingdom of Bleckmann.

currently being upgraded and will house omnichannel, retail, and wholesale activities.

But the main interaction is the one between Rieme and Desteldonk, which are close enough to each other to allow for the exchange of personnel when activity is high on one side and low on the other. “Their cycles are quite complementary”, the COO Belgium & UK explains. “Desteldonk mainly works for the wholesale market, which seasonally peaks in the first and third quarter. Rieme is dedicated to e-commerce, where the high tides happen in the second and fourth quarter. It is one of the reasons why we decided to land in Rieme. It gives us a flexibility we would not have had, had we chosen for a more distant location.”

Sustainability

In everything it does, Bleckmann puts a lot of emphasis on sustainability, Reinardt Van Oel underlines. Aiming at carbon neutrality in the buildings it uses is the obvious cornerstone of that ambition. Solar panels, smart LED-lighting, green electricity, heat pumps... all help to reach for that goal.

But the greening does not stop at that. “Together with our clients, we reduce the use of plastic and use recycled plastic or paper packaging for our e-commerce shipments, for instance. And last year, we took over The Renewal Workshop, a company specialising in circularity, to offer new ways of managing returns and damaged merchandise, redirecting a higher percentage to recommerce, upcycling or recycling. Returned or damaged goods are being sorted, classified, cleaned, repaired, controlled, photographed and – if possible – repacked and resold. It translates into more added value and less waste. Both financially and environmentally, this is a significant business issue for our clients.”



Workforce in Rieme is 300, but can reach as high as 1,000 at times like Black Friday.

Even beyond its own gates, Bleckmann is trying hard to lower its emissions, he adds. “For our transportation, we work with partners who are aware of their social responsibility. For the last mile we increasingly make use of full-electric vehicles and even bikes in our Local Heroes distribution network. And a port-connected location by definition allows for the use of all transport modes available.”

“A large share of the merchandise we handle comes from overseas, especially from Asian countries like China, Vietnam, and Bangladesh, in containers via the port of Antwerp. The choice for intermodal transport to Rieme is very much for the client to make and the cost will have to be right. But we do

have goods that travel most of the distance from Turkey by train, for instance.”

Manpower and automation

In Rieme, Bleckmann works with 300 people off peak. For the whole Ghent cluster, the number is close to 500. But typical e-commerce events like Black Friday can bring drastic increases. During a few weeks, employment then climbs to a thousand people for Rieme alone.

“We start planning in the summer, together with our HR partners. Finding enough people is getting harder, but is still easier in a city with a large student population like Ghent. Students appreciate working for trendy customers like ours. And having a university and high schools nearby also helps us to find the right professionals for the jobs we offer. Furthermore, the work attitude in this region is fantastic: people are ready to work hard, take up a challenge, and still have fun on the job. It is something that is very attractive to our customers.”

Automation can alleviate the need for human manpower and help to process larger volumes in a more flexible and scalable way. Bleckmann wants to be a forerunner in this respect too.

“In the 17,000m² unit dedicated to Gymshark in Rieme, a significant level of automation has been introduced. On other sites we are already working with robots. But implementing more complex and more expensive solutions is dependent on issues like contract length. We are currently investing in solutions which can be used for more than one client, which can lower the bar to take that step.”

New developments to come

Bleckmann continues to expand its network in the region. In Kruisem, to the southeast of Ghent, a new multi-user distribution centre with a floor capacity of 36,000m² and possibilities to expand to 80,000m², developed in cooperation with MG Real Estate, will open soon. The logistics services provider will consolidate in this new platform certain flows now

Bleckmann and Gymshark, a prized partnership

Gymshark offers a good example of the kind of relationship Bleckmann aims to build with its clients. “The partnership that started in 2017 turned into a long-term commitment”, Mr Van Oel states. In April 2021, both companies were nominated together for the Foreign Investment of the Year Trophy of Flanders Investment & Trade (FIT), the government agency for international business in Flanders, for “their joint investment of EUR 10 million in the construction of a state-of-the-art distribution centre in Rieme”.

In the same year, Bleckmann Belgium won the Trends Gazelles Award, a coveted and nationally renowned recognition in Belgium for fast-growing organisations, in the category ‘Larger Enterprises’, based on its solid growth figures over the previous five years in value added, workforce, and company revenue. Again, the Rieme expansion contributed to that result.

treated in other warehouses in the area, which Bleckmann calls its ‘cluster West’.

“We grow 15 to 20% each year. You cannot do that if you do not have the capacity this requires. The square metres have to be there when the client needs them.”

Physical capacity in Rieme is getting tight, but “we could still take in one more client and if the right set-up is there, we could switch to 24/7 operations.” But Bleckmann is already looking into further possibilities in North Sea Port. “Our campus site in Ghent has proven its worth and accelerated our growth. Bleckmann will definitely become more active here in the coming years.”

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



Last year, Bleckmann's Ghent cluster handled 4.15 million orders representing 27.9 million items.

The perfect solution

Energy storage for renewable energy integration and balancing the power grid



As the supply of renewable energy rapidly increases, the current power grid struggles with the growing amounts of electricity provided. A solution to deal with this lies in the use of battery storage.

In 2021, SemperPower installed their first battery energy storage system (BESS) in the Koegorspolder, close to the Terneuzen port area of North Sea Port. The company is now planning an even larger BESS in the Vlissingen port area.

Wasting sustainable energy

Dennis Schiricke is managing director and one of the founders of SemperPower. He has been working in the renewable energy industry for more than 20 years. “I started my career in the renewables industry around two decades ago”, he explains. “The first steps I made were in biomass and hydropower. After that, I made a switch towards wind energy as project and asset manager for various projects. I have been working quite a lot in the province of Zeeland, for example at the wind farm project in the Koegorspolder that became operational in 2007. What I learned from these wind projects is that wind conditions change a lot, and this causes issues in the balancing of demand and

Photo courtesy of Limit Fotografie.



The new facility is planned close to the gas-powered Sloecentrale power plant (green building on the left) and the 10MW energy storage of AES (grey building on the right).

supply of electricity. The Koegorspolder wind turbines, for example, operate based on energy markets. When the supply is high and demand for energy is low, thus resulting in negative power prices, part of the turbines are stopped to avoid adding unwanted electricity to the grid.” He continues, “Stopping turbines when demand is low is not difficult, but making them go faster when demand is high is impossible. Also, when looking at social consensus, turbines that are idle may raise eyebrows as this might look as if sustainable energy is wasted, and this inspired us to look for a storage solution.”



Photo courtesy of Limit Fotografie.

When everything goes according to plans, the first phase will become operational this summer and the second phase in Q4 of this year.



Photo courtesy of SemperPower.

SemperPower's first 10MWh energy storage facility became operational in 2021 at the premises of Yara, at a short distance from the Koegors wind farm.

Go-getters

“To make use of wind and solar farms as efficiently as possible, as much electricity generated by these should be used”, Dennis Schiricke elaborates. “If not at the same time, then at a later stage. Therefore, we thought of creating an electricity supply cushion and being real go-getters, we decided not only to arrange the storage of electricity, but we also started to actually set up such facilities. As a specialist company in storage systems, we take care of the development, construction, operation, and the leasing of storage capacity. Hence we arrange the entire project for our customers, which is very convenient and reassuring for them. We aim at providing storage facilities at no less than 10MW per facility for local use and for energy traders. Our first 10MWh energy storage facility became operational in 2021 at the premises of Yara, at a short distance from the Koegorspolder wind farm. A new facility is now under construction in the Vlissingen port area of North Sea Port.”

Perfect fit

In Vlissingen the 4,200m² energy storage facility will be set up in two phases of 30MW each. Both will have a capacity of 60MWh. When everything goes according to plans, the first phase will become operational this summer and the second phase in Q4 of this year. One of the challenges in storing electricity lies in finding the right location, and according

SUSTAINABILITY

to Dennis Schiricke the Vlissingen port area has the ideal circumstances of being an excellent location for energy storage. “Vlissingen is an ideal location”, he says, “not in the last because North Sea Port’s port authority is an ideal partner for us, as they want to become one of Europe’s most important energy hubs. We have agreed with them to realise a new 120MWh capacity storage facility at the former Thermphos premises. I already knew the port authority from my past activities in the renewables industry and when I discussed our plans with them, they soon came up with this location. For a young company like ours it is good to have some back up from a strong and respected organisation like North Sea Port, and they were very willing to help us, for example regarding the local authorities in the permitting process.” For North Sea Port, having additional energy storage on the former Thermphos terrain offers added value for companies nearby. “Stedin (formally Enduris) is retrofitting a high-voltage power station over there,” Dennis Schiricke elaborates, “and they were looking for ways to connect new clients at this station. This location is also ideal for us. It is close to the gas-powered Sloecentrale power plant and the 10MW energy storage of AES. The planned green hydrogen electrolyser of VoltH2 will also be one of our closest neighbours. All these facilities, together with the existing storage of green liquid fuels and the plans of Evolution Terminals to realise a new storage facility for green liquid energy products, makes this location a true energy hub that we fit into perfectly.”

Local demand

For the first Vlissingen project, the batteries are turnkey supplied by Rolls Royce and after installation they will also take care of the batteries’ maintenance. “The hardware of a storage facility is a passive installation and we operate the batteries according to Roll Royce’s standards in order to guarantee their technical lifespan”, Dennis Schiricke voices. “Although the batteries are proven technology, trading and asset management knowledge is necessary to use them. The software is important here as it chooses whether to charge or discharge, depending on various parameters. Therefore the entire IT system, including the software, is developed in house.” The batteries are stored in cabinets, making them modular and flexible. The storage can thus be expanded quite easily. However, according to



For a young company like ours it is good to have some back up from a strong and respected organisation like North Sea Port, and they were very willing to help us, for example regarding the local authorities in the permitting process.

Dennis Schiricke this is not really a main goal. “Only a relatively small space is needed for storing energy, so the ability to lease additional land for expansion is not really an issue. Expanding in Vlissingen will only be relevant when, for example, the future green hydrogen production will need an additional cushion for their operability. So we will only expand in case of local demand for extra storage capacity.”

Life span

One of the current challenges of batteries is the technical life span, as charging and discharging has a degradation effect on this. “For our purpose, we are counting with a technical life of ten to fifteen years for the batteries”, Dennis Schiricke explains. “After this, the batteries will be refurbished or replaced by new ones. Our storage facility will be able to operate for decades this way. Once replaced for new ones, the old batteries will still have a certain amount of storage capacity and they will be sold and refitted for other use, such as in electrified vehicles.” When looking at the future, there will be ample opportunities for energy storage. “TSO TenneT has estimated that 55GW of storage capacity will be needed in the upcoming years. This of course sounds like a huge figure, and we will see what the future will bring. We really believe in our concept. With the current acceleration of the energy transition, the need for flexible use of renewable energy will become more and more important and our storage solution is the perfect solution for this”, Dennis Schiricke concludes.

I. SEMPERPOWER.COM



Dennis Schiricke, managing director and one of the founders of SemperPower.



As a specialist company in storage systems, SemperPower takes care of the development, construction, operation, and the leasing of storage capacity (this image is only for illustrative purposes and does not represent the real location).



Transport Logistic is the world's leading trade fair for logistics, mobility, IT, and supply chain management.

Photo courtesy of Messe München.

Transport Logistic 2023 in details

Venue:

International Congress Center Messe München
Am Messesee, 81829 Munich, Germany

Opening hours:

Tuesday – Thursday: 09.30 – 18.00h
Friday: 09.30 – 16.00h

An unmissable exhibition

Transport Logistic is the world's leading trade fair for logistics, mobility, IT, and supply chain management. The top platform in Munich is where the global logistics industry meets every two years.

Many key players come to Munich. Exhibitors from all around the globe present their latest products and solutions at Transport Logistic. The entire industry is present at the fair, where everything revolves around logistics, mobility, IT, and supply chain management. Here, you can quickly strike up a conversation and use the personal contact to find solutions to your current challenges.

Leading platform

This year the event will take place from 9 to 12 May. Being considered the leading platform for international networking in the logistics industry, this four-day trade show offers innovative products, systems, and technologies, as well as a wealth of expert knowledge. Part of the exhibition is Air Cargo Europe, a meeting place for the international air cargo industry. Almost 2,400 exhibitors will be able to meet over 64,000 industry professionals from 125 countries and regions. In addition to exceptional networking opportunities, Transport Logistic provides a dynamic multi-theatre conference with over

200 experts in a high-quality conference programme with more than 50 presentations and panel discussions.

North Sea Port, host to many companies

For North Sea Port, one of Europe's top ten ports, with a strategic location and congestion-free multi modal hinterland connections, Transport Logistic in Munich is an unmissable event. At booth B3.212, the port authority will be host to a broad range of international companies and organisations.

Companies present at the North Sea Port booth are (as known on 14 February):

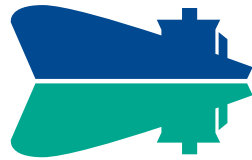
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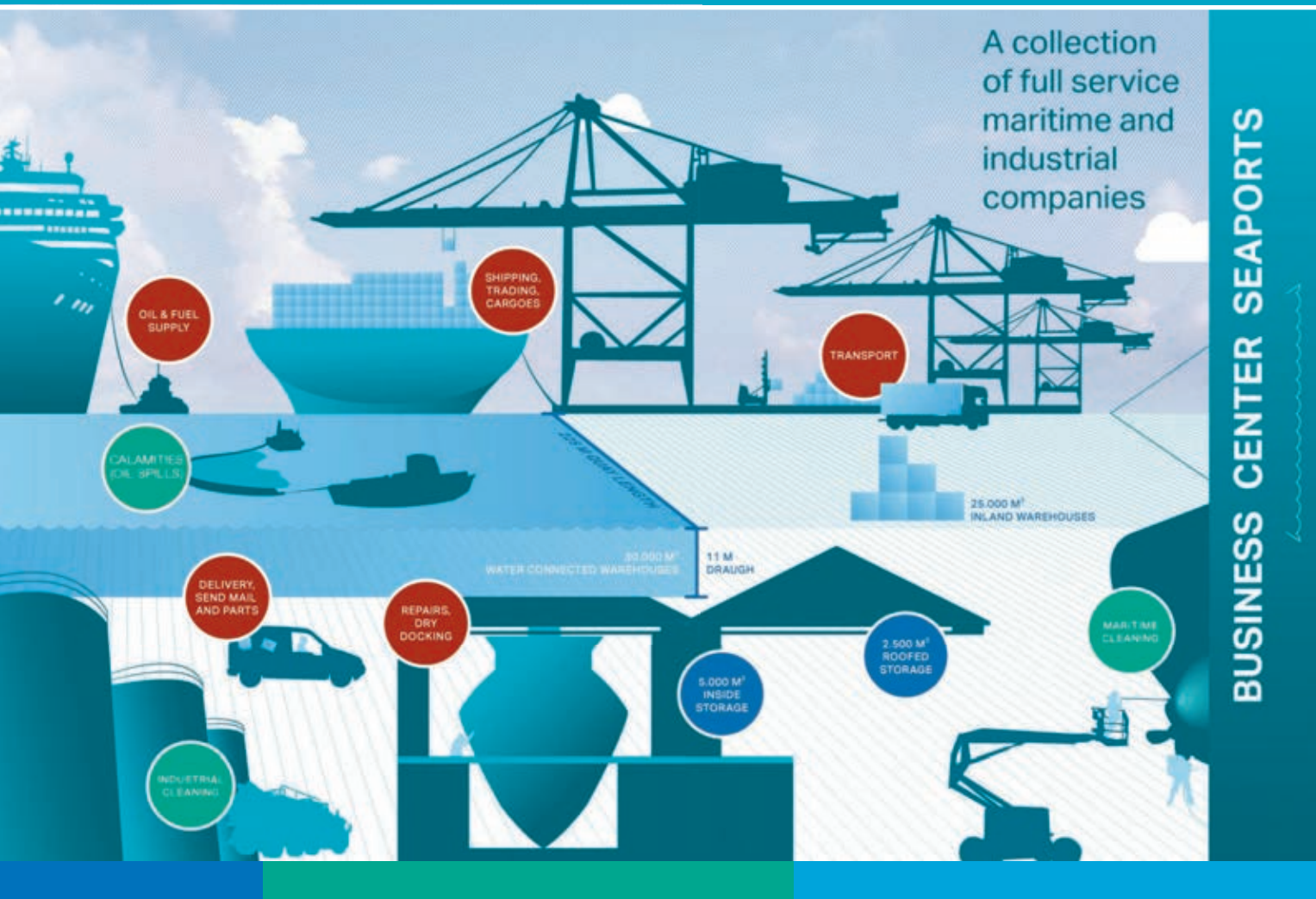
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Frank Kloek, general manager of ICL-IP Terneuzen, “I have always had the urge to be on the frontline, so to be part of, and contribute to, the growth of a company.”

A problem solver

A true manager with an open mind and technical background, that is how Frank Kloek describes himself. Having worked in various roles in the Vlissingen port area of North Sea Port, he made a move to ICL-IP in Terneuzen last year to become the company's general manager.

Q: Frank, you have been general manager of ICL-IP since June 2022. Can you tell us something about your career before you started this new role?

A: "With a father having worked as engineer officer at sea, I became infected with his interest in technology. I decided to follow in his footsteps and began my maritime engineering education. After graduation, however, I decided not to go to sea but instead to go to the HZ University of Applied Sciences in Vlissingen, where I graduated with a bachelor's in mechanical engineering in 1996.

My first job was as a mechanical engineer at Bravenboer & Scheers, which is now part of Sweco. Through this company I was employed for a while at aluminum producer Pechiney in Vlissingen, which became Zalco in 2007. During this period, I learned that apart from pure technology, I was also interested in project management, organisational issues, and management. In 2001, I had the opportunity to join Pechiney as manager environmental installations, and this was the first of various managerial roles at this company. As some of you might know, Zalco had to deal with various acquisitions, and was declared bankrupt in 2011. This resulted in the restarting of two parts of the company. In 2012, I decided to make a move to Antwerp, where I joined Lamifil, a company that provides high-tech solutions for energy transport. Working in Belgium was quite a change for me due to the different working culture in Antwerp and also because I worked for Lamifil abroad, for instance in Russia. After my period at Lamifil, I returned to the Netherlands and became site manager of Arkema in Vlissingen and in Brummen. Finally, in 2022 I crossed the Western Scheldt River to become general manager of ICL-IP."

Q: During your career, you fulfilled various management roles at several companies. What has been the guiding principle in your way of working throughout those years?

A: "I have always had the urge to be on the frontline, so to be part of, and contribute to, the growth of a company. To me it is evident that there should be no barrier between what people used to call 'blue- and white-collar workers', as everyone, no matter in what position, has an important role in reaching the company's goals. I know that it is hard to take this barrier away, and it has always been one of my priorities to reduce organisational distances. Trying to give the right example, I want to be as accessible as possible and keep the lines short. At ICL-IP for example, my door is always open, and I also visit the site and offices as often as I can to talk and learn from the people there. Apart from being open, I am straightforward, a man of my word. When someone has a good idea or issue, he or she should not be afraid to step forward. People should not be afraid to make mistakes, as we learn from our mistakes. On the other hand, I sometimes can be quite demanding in this matter, as in the end I will be the one responsible."

Q: What have you learned from your various career steps?

A: Throughout the years, I had various roles at various levels in various companies that all had their own working culture, and I really learned a lot from this. Things that go well and things that go wrong, things I like, and things I don't like. This has given me a nice box of managerial tools I prefer to use, as they fit my character and because I think they work best. In Antwerp for example, I learned that Dutch people tend to go too fast sometimes, instead of taking smaller steps and trying to get everyone informed. It's obvious that good communication, thus talking and listening to others, takes more time, but ultimately leads to the desired results. Clear structure is also important with good future-proof safeguarding. Last but not least, it is clear to me that in an organisation you need different kinds of people with different opinions, as it does not help to only have clones of yourself that always agree with you."

Q: Having been working at ICL-IP for some months now, what do you hope to achieve?

A: "When looking at my career, I have often acted as a problem solver, and in fact this was also the reason why I was chosen for my role at ICL-IP. The Terneuzen plant of ICL-IP has been operational since 1976. Despite the usual economic ups and downs, the company has always been operating well and today, Terneuzen is a healthy part of the group. Throughout the years, ICL-IP Terneuzen has been developing and keeping up to date when looking at its facilities and products. From an organisational point of view, however, the company still has a traditional, somewhat formal and hierarchical culture. People often have responsibilities, but without having clear jurisdiction. This results in a waiting-on-others attitude, whereas I would love the organisation to be more proactive. This is also in line with the culture of our mother company ICL-IP in Israel. When I first met the people from our mother company, I was pleasantly surprised by their open and direct approach. Also, they are really helpful and accommodating towards people. They act swiftly with a large amount of autonomy and they gave me a lot of confidence and responsibilities. My goal is to realise a change of the Terneuzen site with more structure, clear vision, and strong ownership. This ultimately should help us to become the most successful company within the ICL-IP Group, a company the group cannot miss and will be willing to continuously invest in. To achieve this, it is my personal task to share this goal and get everyone involved, as this creates a positive spirit and a feeling of ownership. This will ultimately help people not to be afraid of making mistakes and to excel to realise everyone's goals. This is not only good for the company, but for the people working there as well."

I. ICLIP-TERNEUZEN.NL

The high tip of a deep iceberg

Gadot Belgium reaps first rewards of growth strategy



Photo courtesy of Jo De Rammelaere-www.drj.be



Wim De Windt, CEO of Gadot Europe and managing director of Gadot Belgium:
 "Switching to green energy highly improves our value proposition to our customers."

Since a few months, a windmill towers above the Gadot Belgium site in North Sea Port. But a new wind is blowing in more than one way through the tank terminal of the Israeli group along the sea canal in Ghent. The terminal is taking new steps on a transition pathway that must lead to enhanced sustainability, increased activity, and more multimodality.

With its mast height of 111m and rotor diameter of 138m, the turbine will produce more than 10GWh of electricity each year, the equivalent of the annual energy consumption of 2,900 households, and save about 5,300t of CO₂, which is comparable to the emissions of 500 diesel cars. Gadot Belgium will use about half the green electricity produced locally on its own site by Luminus (51%) and the municipal holding Zefier (49%), making its activities significantly more sustainable.

The new wind turbine marks a further development in the greening of the terminal. Earlier last year, Gadot had already passed another milestone in sustainability: most of the steam it needs in its processes is now delivered by the new biomass power plant of Bio Energy Base that sits just next to the terminal and runs on non-reusable wood waste to produce CO₂-neutral electricity and steam. The two installations are connected by a direct underground pipeline bridging the 900m distance between them.

Growth strategy

But using environmentally-friendly energy for all its processes is only one pillar in the growth strategy Gadot set out for its Belgian site, which it acquired in 2010 and rebranded in 2019, Wim De Windt, CEO of Gadot Europe and managing director of Gadot Belgium, makes clear.

When he arrived in 2019, Gadot Belgium was concentrating on storage and contract manufacturing for third parties, producing very specific additives, lubricants, and speciality chemicals and offering its customers a broad range of services like tolling, blending, filling, packaging, warehousing, and distribution. Wim De Windt and his new management team came with a mission – to diversify the activities of what he describes as “a niche terminal with high added value”, and to reinforce its position in the chemical value chain – and an investment programme to make that happen. Making the most of the multimodal capacities of the location within a major seaport, its central position within the West-European market, and its wide-ranging production capabilities, accelerating the transition to more sustainable operations, and starting up new activities under Gadot’s own name were all part of the plan. So was adapting to the changing market in which the company operates, e.g. taking into account the shift to renewables and the changes in the worldwide trade of chemicals.

Additional capacities

In the past three years, and despite the COVID-19 pandemic and the recent energy crisis, major developments have taken place.



Photo courtesy of Jo De Rammelaere-www.drj.be.

Gadot offers its customers a wide range of services, like filling and packaging.

“We built new tanks and upgraded existing ones by insulating and equipping them with heating systems to meet the growing demand for heated storage for chemicals. Thus the total capacity of Gadot Belgium for the storage of raw materials and finished goods went up from 100,000 to 110,000m³, divided over more than 170 units ranging from as little as 35m³ to 6,500m³, with an additional tank of 6,500m³ under construction. The existing warehouse was extended with new fully and semi-automated filling lines for drums and a new automated transfer system and palletiser that strongly reduce forklift traffic. A new warehouse was built for the filling of IBC’s. Through these new high performance filling lines, the combined annual filling capacity was lifted to 90,000m³.

At the waterside, a second, smaller jetty was added in 2016, next to the main one which can also be used by seagoing vessels. It will be extended for the loading and unloading of barges to cover an additional range of chemicals.

On the energy front, with the new wind turbine and the steam pipeline, Gadot Belgium now meets its needs in electricity (about 7,000MWh) to the full and is currently in development towards full coverage in heat consumption (about 40,000MWh) as well. “Being linked to these two local production installations for renewable energy means 80% of our total energy needs will now be covered in a renewable way. This is unique in the chemical industry”, Wim De Windt proudly states. Eliminating more than 5,000t of CO₂ emissions has a commercial impact too, he underlines: “It highly improves our value proposition to our customers by helping them to reduce the environmental footprint of their own supply chain.”

To support all this, streamline operations, enhance interaction with the clients, and guarantee cybersecurity, new IT systems and software were introduced.



Photo courtesy of Gadot Belgium.

Gadot Belgium offers its customers a broad range of services that translate in complex operations.

New flows, new mix

The flows passing through the terminal also evolved. Gadot Belgium now stands on three pillars, the CEO explains. “Terminalling services and storage represent about 350,000t coming in and going out on a yearly basis. Pure transit still accounts for two thirds of this volume, but the stronger emphasis on terminalling services is paying off. Contract manufacturing delivers an additional 130,000t of additives and lubricants that can be filled, packaged, and labelled to the

client's demands in bottles or cans (starting at one litre), pails, drums, and IBCs or delivered in bulk, containers or barges. On top of that now comes about 20,000t of base chemicals that Gadot produces under its own labels and that generate about a fifth to a quarter of our total added value."

"We have attracted new customers and new flows like biodiesel, HVO and FAME, and chemicals, broadening our scope and setting off a positive spiral in our business development. We intend to continue on this road. We have recently obtained a licence that will allow us to add used cooking oil to the portfolio of products we can handle. And we have set up new overseas trading lanes like the one to West-Africa, where we serve the offshore and mining industries with products exported in isotainers."

As a result of the growth, employment jumped to 125 people, with twenty new people joining the company over the last years, not counting the subcontractors active on the site. And a third shift could be introduced on one of the filling lines this year.

Multimodal distribution platform

Multimodality is one of the trump cards Gadot Belgium can play out as a one stop shop facility, chemical cluster, and distribution platform in the heart of the European chemical scene. The waterway plays a dominant role in the modal split of the terminal operator, with about 80% of its incoming volumes carried by seagoing or inland vessels

The use of the waterway was facilitated by the building of the second loading and unloading station on the waterfront, allowing for easier reception and distribution of bulk loads. Last year, some 240 vessels called at the terminal's quay, including tanker barges and seagoing tankers of up to 20,000dwt coming from all over the world.

The waterway made another entry in the logistic solutions the group offers for chemical distribution when in 2021, Gadot started using barging from inland container terminals in North Sea Port to Antwerp to transport tank containers or dry boxes with IBCs destined for deepsea export. This business line, currently at an annual run of some 300 containers being shipped from Ghent this way, is growing rapidly, with new projects for different global destinations in the pipeline. The switch from truck to barge for this flow was another milestone for Gadot.

Gadot Belgium gave up its then little used direct rail connection four years ago in a land swap with neighbouring companies. But it is eager to build up rail traffic again. A new rail track into the terminal and a piperack for the loading of railcars will take some years and investments to materialise, Wim De Windt knows, but "our clients would welcome this."

New projects

The investments done in the past three years amount to EUR 10 million. They will be followed by a similar amount by other already committed projects for 2023 alone.

One of the larger ones will be the extension of the new warehouse. "This warehouse and the new filling line there, the second one for the filling of one to five litre canisters, will take automation one step further again, and increase our filling capacity for small cans with an extra 20-30,000t per year and our storage capacity with about 3,000 pallet locations."

Increasing the number of connections between the new jetty and the tank parks on the terminal is another idea Gadot Belgium is looking into, as is the lengthening of the berth at its quay to 180 metres, and additional parking space to cope with the higher number of trucks that comes with the rising volumes.



Photo courtesy of Gadot Belgium.

Total storage capacity at Gadot Belgium went up to 110,000m³, divided over more than 170 tanks ranging from 35 to 6,500m³.



Photo courtesy of Gadot Belgium.

Last year, some 240 seagoing and inland vessels called at the terminal's quay.

Gadot Belgium could also play a role in the growing hydrogen cluster within North Sea Port. A second wind turbine would then be helpful to deliver the renewable electricity required to produce green hydrogen by electrolysis. It could also serve to power the electrical trucks of tomorrow. "But if the business case is there, we are interested in any sustainable technology that can result in a lower carbon footprint of our installations and activities."

Futureproof growth

A key factor for the future of the terminal will be the decision that will be taken regarding the development of the seven hectares of free space still available on the 23ha compound. Gadot is busy tackling the soil remediation that is required due to the historical pollution of the ground. Once that job is completed, part of that zone will be used for the parking of ADR trucks and storage of isotainers, but that will still leave room for other projects, including new storage tanks and blend capacity. "The possibilities are manifold, but we need to think carefully about how to maximise our potential for growth there." Gadot intends to make good use of this lever. "With the recent crises and market changes, business continuity has become a major concern. More than ever, our customers need to be able to rely on a service provider that can react in a flexible and fast way to the ups-and-downs of the market, that keeps improving his performances, and that is continuously investing to become futureproof. That is exactly what we are striving at."



Last year, DHG acquired a 31ha terminal from Verbrugge International consisting of 22ha of open storage space and around 55,000m² of warehouses.

All images courtesy of DHG, unless mentioned otherwise.

Striving for a long-standing partnership

DHG (David Hart Group) is a well-known real industrial real estate investor and developer that with its SmartLog concept has set ground on various Dutch logistics and industrial hubs. Now, the company has also set foot on Zeeland soil.



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

Last year, the company announced having acquired a 31ha terminal from Verbrugge International. The terminal, located at the Quarleshaven, consists of 22ha of open storage space and around 55,000m² of warehouses. In an interview with PortNews, the company states that this acquisition is not the last achievement of DHG at North Sea Port.

Opportunities

“As investor and developer of industrial real estate, we are constantly looking for opportunities says Hans van Driel, logistics director of DHG. “We started our activities more than 25 years ago in the Rotterdam port area and since then we have expanded towards the province of Noord-Brabant and the province of Limburg. Throughout the years, land positions have become scarce in the Netherlands, and thus being able to acquire a large terrain with warehouses at North Sea Port was an opportunity we could not waste. We took over the terminal from Verbrugge International, that with various terminals in both the Terneuzen and Vlissingen part of North Sea Port has a strong position as a logistics service provider. With the acquisition we are striving for a long-standing partnership with them, the port authority, and with the customers we hope to attract with this excellent location.”

Containerised goods

According to Hans van Driel, the terminal is a perfect location for the handling and storage of containerised goods. “One of our goals,” he states, “is to develop our Vlissingen terminal for the transshipment of containerised breakbulk. This makes us quite unique at North Sea Port as this port, apart from the food logistics, is mainly known for its many bulk activities. North Sea Port is located more or less in between Antwerp and Rotterdam, and there are various barge services from those two ports to North Sea Port. At our terminal, and with the assistance of Verbrugge, the containers can easily be unloaded from the barges and transported to the warehouses on our terrain. From there, the goods can be efficiently released from the containers for storage or further transport. Having warehouses literally on the terminal and with multimodal connections to the hinterland is a proposition not many terminals in Western Europe can offer.” Hans van Driel continues, “Our core business lies in the development of warehouses facilities though at North Sea Port we keep the option open to rent out part of the terrain for storing and handling project cargo, as North Sea Port has a large track record in offshore wind. In November of last year, we leased back the existing 55,000m² of warehouses to Verbrugge, which they use for accommodating their customers. We are planning the construction of new warehouses next to these warehouses. However, the first ones will not be realised on the existing terminal, but on an adjacent 12ha of land that we are leasing from North Sea Port since the start of this year.

SmartLog

“The new warehouses will be set up according to our successful SmartLog concept”, explains Jelle van den Akker, head of asset management of DHG. “SmartLog,” he elaborates, “is a contraction of smart and logistics and it stands for state-of-the-art XXL warehousing and distribution for consumer goods, healthcare, hi-tech, automotive, industrial materials, and packed chemicals. For this type of



Jelle van den Akker is head of asset management of DHG.



Logistics director of DHG, Hans van Driel.



With its SmartLog concept DHG has set ground on various Dutch logistics and industrial hubs, such as SmartLog Moerdijk in the Province of Noord-Brabant.

goods, with the warehouse facilities in the port of Rotterdam becoming scarce, Vlissingen is the ideal solution. One of the markets we are aiming at is the storage of lithium-ion batteries, and as Vlissingen has ample opportunities for chemicals and chemical-related storage and handling, we can meet the growing demand for battery storage with our SmartLog concept.

In Vlissingen, we are also looking at producing companies in that area. Using our warehouses for storing their products will, for example, give them additional space at their own location for expanding their production capacity. An extraordinary aspect is that we develop at own risk, which means we construct the warehouses even before we have customers that are going to use them. So no matter when or what kind of customers we will attract for Vlissingen, the construction of the warehouses will start as soon as all permits are granted. We hope the first 70,000m² will be available by the end of next year.”

Brownfield development

DHG started its activities around 25 years ago in the port area of Rotterdam, where they bought and renovated old offices and warehouses in the Waalhaven. “Since we began our activities we have always focussed on the (re)development of existing, so-called brownfield areas”, Jelle van den Akker explains. “We acquire existing property or we buy unused terrains and use these for the construction of new warehouses and offices. Today, we have 1.3m² million SmartLog warehouses and another 300,000m² is under development. Of course, expanding in the Netherlands is becoming increasingly difficult, not in the least because of growing competition, also from foreign real estate developers, and the discussion on the need for more generic DCs in the landscape. One of the advantages of our way of developing is that it is more efficient compared to developing vacant greenfield sites. Developing brownfield areas fits in the goals of the authorities to make use



We acquire existing property or we buy unused terrains and use these for the construction of new warehouses and offices. Today, we have 1.3m² million SmartLog warehouses and another 300,000m² is under development.

of existing industrial locations as efficiently as possible. This makes permitting procedures easier, as not a lot of people will be against the (re)development of existing sites instead of developing in environmentally-sensitive areas.”

High standards

“Some ten years ago,” Hans van Driel states, “we decided to start developing large-scale distribution centres and introduced our SmartLog concept. These are constructed according to the highest standards and with large flexibility. For developing our warehouses, we highly value the opinion of our prospects and customers, and we build our warehouses with the market demands in mind. In recent years this has resulted in using sustainable solutions such as the installation of solar panels. We do not see our customers as tenants, but we work closely together with them as long-term business partners. We truly believe that making their business better will ultimately be profitable for us as well. In Vlissingen too, creating partnerships is important, not only with our customers, but with Verbrugge and North Sea Port as well. A SmartLog centre at North Sea Port with the collaboration of an experienced partner like Verbrugge will really create a unique offer that proves one plus one really does equal three!”

A trendy shop for minerals

Ghent Aggregates extends wharf and opens new office building

With its brand-new office building and production hall, and its larger wharf, Ghent Aggregates has entered a new phase in its still very young history. The supplier of coloured and technical minerals and aggregates is a strong addition to North Sea Port's building materials cluster, bringing added value where outsiders would not expect it. "We like to do things others don't do", says general manager Jonathan Kesteleyn.

It is one of those economic stories that start in a garage. In 2014, Jonathan Kesteleyn, a scion of a family active in sand and gravel for over 140 years and well established in the port of Ghent, decides to go his own way and founds his own company. One where he can make full use of his expertise in the building materials business, but with a focus on specific minerals and aggregates. It was the birth of Ghent Aggregates, which Jonathan Kesteleyn describes as 'a 100% independent combination of a young company and more than 100 years of experience in aggregates'.

Two years after its modest beginnings, Ghent Aggregates was ready for the next move and landed on a 6,000m² plot at the Singel in the area between the Grootdok and the Sifferdok in Ghent (North Sea Port). "Volumes continued to grow and clients were asking for storage and more specialties, and I always had the intention to move back to the port of Ghent as soon as possible", the general manager recalls. Six years later, the company finally settled down on a bigger spot, just a few hundred metres away from the first one, offering the room needed to take in shipments carried by barges and coasters.



Jonathan Kesteleyn, general manager of Ghent Aggregates.

Photo courtesy of Jo De Rammelaere-www.drj.be



With its new bagging installations Ghent Aggregates can package materials in bags and big bags.

Photo courtesy of Jo De Rammelaere-www.drj.be

New office building and production hall

In 2022, the site doubled in surface to 2.2 hectares and plans were drawn for the construction of a brand-new office building and production hall. Both opened at the start of this year. Total investment in buildings and equipment was EUR 3.5 million. The office building covers 220m² at ground level and is built to high standards in terms of sustainability. A third of the roof is already equipped with solar panels. Outside, charging stations are ready to supply electrical vehicles with the power they need. The production hall adds another 1,100m² to the building complex. In it, Ghent Aggregates built a fully automated, largely self-conceived bagging installation that can package materials in bags (starting at 20kg) and big bags, in the process sifting the products to guarantee their homogeneity, and washing, heating and drying them to clean them, and palletising and labelling the bags to the customer's logo if wanted. "We try to do what others do not, and we aim at a high level of quality and service", says Jonathan Kesteley. Automation is maximised up to the point that one operator (out of the seven people on the payroll today) can make the whole installation run. In open air, the company now has 75 boxes for the storage and stock keeping of a large variety of products, which thus are deliverable quickly, with a rapid turn-around of the trucks, Jonathan Kesteley adds. The whole wharf has been hardened to facilitate operations and avoid contamination or dirtying.

Niche business

Ghent Aggregates is aiming at a very specific niche in the larger building materials industry, the general manager explains. "We are not into the high-volume gravel and sand business. We deal with coloured and technical minerals and aggregates, and natural and synthetic gravels and pebbles – which we

Bringing expertise to special projects

The list of special projects Ghent Aggregates is involved in, is growing longer and shows how far-reaching the company's expertise can be, and how varied the applications of the minerals and aggregates it handles are: walkways built with porphyry; a 3.2km-long race track in lava stone for a private stable where top horses are lodged, bred, and trained; glacial boulders for landscaping a public square; terrazzo granite flooring for a business centre; heat protection shields with high-temperature resistant aggregates, ion-isolated bunkers for cancer treatments, minerals for the ceramic industry, and so on.

Closer to home, the company was implicated in a big project: the almost complete make-over of the Administrative Centre of the City of Ghent, where the lifting of underground layers by groundwater threatened to damage the entire complex where above ground parts were demolished and thus the downward pressure was reduced.

Ghent Aggregates was asked to supply the ballasting of the underground parking garage and take care of the full logistics operation. "We filled more than 300 big bags with 1,500kg of Rhine gravel in five days, delivered them in rotations of five loads per day, stored them underground at levels minus 1 and 2, and blew another 150t of river gravel between the scaffolds above ground. Six months later, we reversed the whole process, taking all the big bags out of the underground garage and sucking back up the loose blown gravel. We then checked the quality of the material for possible contamination before reusing it as roofing or drainage gravel."

do not produce ourselves – that are required for high-quality technical and ornamental applications in sectors that range from the concrete industry and road construction to sports facilities and landscaping, to name just a few. We also deliver specific minerals for industry needs.” It is a market that has its own fashion trends and is subject to the changing tastes of the market, he knows. “We always try to work in close cooperation with the client to find the product that perfectly matches his technical and aesthetic needs.”

Being a niche business does not exclude worldwide sourcing. “We work directly with dozens of producers and quarries in and outside of Europe. But Europe, including Belgium, accounts for about 85% of origins. Spain, the UK, France, Germany, Norway, Sweden, Poland... we go where we can find the right material. We currently have more than seventy references in our product portfolio.”

Solid logistics

Last year, Ghent Aggregates distributed some 350,000t of material. That requires solid logistics, and being located in a port only yields advantages in this respect.

“We embrace our location in North Sea Port and the multimodal capacities that come with it. More than 65% of our volume comes in using another transport mode than road haulage. We do not have stevedoring activities, but we can bring in ship loads, either by barges or coasters of 1,500 to 6,000t, via neighbouring terminals at the Grootdok or Sifferdok. Now that rates for coasters have come down and shipments grow bigger with some of our new product lines, their share should go up this year. Last year, we also received our first rail loads totalling more than 6,000t coming from the South of France. This also underlines the importance and necessity of being in North Sea Port with its infrastructure and possibilities.”

“Outgoing, we regularly use barges for bulk shipments to certain customers, sometimes with direct transshipment from coaster to barge, representing some 20,000t last year. Apart from Belgium, our commercial reach mainly extends to the United Kingdom, France, Luxemburg, and – to a lesser extent



Photo courtesy of Ghent Aggregates

On site, 75 boxes are available for the storage and stock keeping of a large variety of products.

– the Netherlands. In Europe, our action radius can go up to 1,000km and more, but we also have clients in countries like Israel, Finland or far away destinations like the French island La Réunion for projects. We serve these markets with sea containers.”

New extension

Since the transfer to its new location, the lack of space has become less pressing. Still, Ghent Aggregates is in talks with the port authority for a further extension of its terminal, by adding an adjacent plot of land of two hectares. “We are in the final stages of negotiations”, Jonathan Kesteleyn indicates. Expanding bulk storage capacity for larger shipments of some products, storing big bags and bagged aggregates, are the main options he is thinking of for the new land.

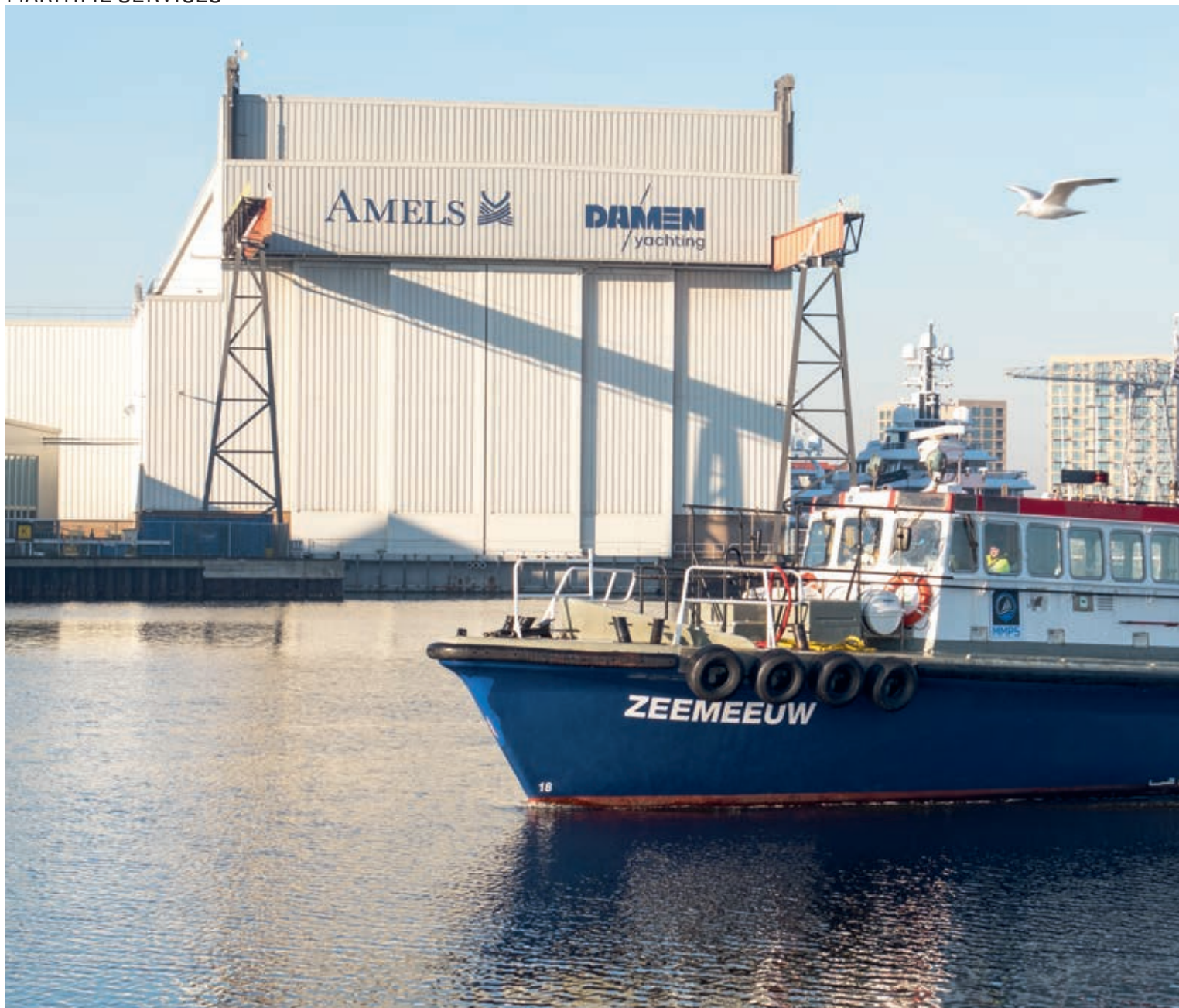
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“ We embrace our location in North Sea Port and the multimodal capacities that come with it.



Photo courtesy of Jo De Rammelaere-www.drj.be

Trucks line up at the weighing bridge in front of the new offices and production hall.



Taking small steps at a time

A large variety of service companies contribute to efficient maritime transport in many ways, ranging from providing towage and mooring to crew tenders and ship's stores. One such company is MMPS that from Vlissingen takes care of the transport of people, parts, and stores to vessels on the North Sea and at the Western Scheldt River.

MMPS, which is part of Minderhoud Techniek, stands for Minderhoud Maritime & Port Services. It was founded in the Spring of 2021, and has its homebase in the so-called Binnenhaven in Vlissingen, close to the North Sea and the entrance to the Western Scheldt River. PortNews talks with Bas Minderhoud, owner of Minderhoud Techniek and Lenny Gerards, business unit manager of MMPS.

Freelance welder

Having worked for various companies in different roles in the North Sea Port area, Lenny Gerards has a long career in the maritime services and thus brings in ample experience to the young company. For Bas Minderhoud the maritime world is



All photos courtesy of Limit Fotografie.

Tender vessel Zeemeeuw forms the base of MMPS.



Today, Minderhoud Techniek has a broad scope of activities. With ship repair as the largest activity, it also operates for various on- and offshore industries.

not new either, as a large part of his company's assignments lies in ship repair and maintenance.

Bas Minderhoud started his career as freelance welder around twenty years ago. "Starting as a welder, I first worked mainly in general steel construction," he says, "but soon I got involved in civil waterworks and ship repair, too. He continues, "As a freelancer I started working for a company that was mainly active in the repair of fishing vessels. To make a long story short, the owner of this company had no successor and when he wanted to retire, he asked me if I was interested in taking over his company. So it happened, and in 2011 I took over his activities. Fortunately, I had a good start with the existing customers I took over. However, with the declining fishery in Zeeland, I successfully searched for customers in other sectors."

Expansion

Today, Minderhoud Techniek has a broad scope of activities. With ship repair as the largest activity, it also operates for various on- and offshore industries. "We have a very extensive and varied portfolio", Bas Minderhoud says. "We recently constructed a new fencing for the monumental Lange Jan church tower in Middelburg. For DOC (Dutch Offshore Contractors), that has a terminal just a few minutes away from us, we act as house contractor for steel construction works, such as the carousels for their spooling activities, but also for mobilisation of their pontoons. We have also constructed pipelines for sand replenishment, and we execute repair works on cranes. Throughout the years, we have been able to seriously expand our activities." The expansion resulted in lack of space at the company's location and therefore Minderhoud Techniek recently acquired a neighbouring warehouse. "The new warehouse will be mainly used for storage and for the construction of new offices", Bas Minderhoud explains. "This way our current facilities can be used dedicatedly for construction and repair activities."

Zeemeeuw

A few years ago, Lenny Gerards became acquainted with Bas Minderhoud and his company when she was working at a maritime service company in Vlissingen. They found out they got along well, and hence decided to join forces. "I always had a dream of becoming more independent in the maritime services", Lenny Gerards voices, "and when the opportunity presented itself, Bas and I decided to rent tender vessel Zeemeeuw. This formed the basis of MMPS, which we started in May 2021. By the end of that year, we could buy the Zeemeeuw, which made our operation much more flexible. MMPS mainly operates at the Western Scheldt River and the North Sea where we transport crew, technicians, spare parts, and stores to vessels. With the Zeemeeuw we bring persons and goods to vessels at the North Sea anchorages such as Steenbank and Wandelaar, and of course to anchorages at the Western Scheldt River. Apart from this, the Zeemeeuw can also be used for diving support, surveying, and as guard vessel."

Two heads are better than one

Most of MMPS's trips are arranged in close collaboration with shipping agents in Zeeland, Antwerp, and Rotterdam. "Although some ship owners prefer to do business with us directly, we highly value the efforts of the shipping agents. Therefore, we keep this direct business to the minimum", Lenny Gerards explains. "We think that collaborating with the agents and other local maritime service providers is more profitable for everyone, as two heads are better than one. This is also why we often work together with the Vlissingse Bootliedenwacht (VLB, the Vlissingen boatmen). This is a company that also ships stores and parts to vessels anchored



Bas Minderhoud, owner of Minderhoud Techniek and Lenny Gerards, business unit manager of MMPS.

at the Western Scheldt River. When one of the agents asks us for a trip to vessels on the Western Scheldt anchorages that we cannot take care of ourselves, for example because the shipment of spare parts requires a crane, we are not afraid to advise them to contact VLB. This also works vice versa."

Advantages

Most of the journeys with the Zeemeeuw are scheduled ahead, which makes most of MMPS's work quite plannable. "Although bad weather can affect our work, most of the trips we made are booked in an early stage", Lenny Gerards elaborates. "Agents know soon enough when a vessel arrives at the anchorage and in most cases the vessels place their orders for transport in time. This scheduled work leaves us plenty of room to also accept more last-minute assignments. One of our advantages is that from our Vlissingen base, we can be at sea very fast." Apart from the location, Lenny Gerards also points out some other advantages. "What is also beneficial for us is that we can make use of Minderhoud Techniek's facilities, people, and technical expertise. They are always helpful to lend a hand with a forklift truck, and their staff can help to solve most technical issues on the Zeemeeuw." With Minderhoud Techniek, MMPS also has the ability of arranging ship repair at the anchorages themselves, although this has no priority for Lenny Gerards. "Together with Minderhoud Techniek, we can carry out small repairs on vessels at the anchorages ourselves. However, most vessel owners and agents have their own contacts for this kind of work, and we do not intend to compete with these contacts. Nevertheless, in case of an emergency, we are ready to assist with the technicians of Minderhoud Techniek."

Zeeland nature

Since its establishment in 2011, Minderhoud Techniek has been doing quite well and the future for MMPS also looks bright.

“ Growing is not so difficult. It is more challenging to stay on a certain level, even when business is not going so well. This is why we are acting cautiously and only take small steps at a time. I guess this has to do with our down to earth and modest Zeeland nature.

This does not mean Bas Minderhoud and Lenny Gerards are focussing on a strong growth by quick wins. "Of course, growth is good for business", Bas Minderhoud says. However, growing is not so difficult. It is more challenging to stay on a certain level, even when business is not going so well. This is why we are acting cautiously and only take small steps at a time. I guess this has to do with our down to earth and modest Zeeland nature." In her 24-year career in maritime business in and around North Sea Port, Lenny Gerards has, apart from a lot of experience, also built up a large network. "Through the years, people in our industry have learned that I am someone you can trust and rely on. Simply said, I do what I say, and in case we are not able to help, I will be honest about this and advise or try to help our customer to find a solution. This honesty fits perfectly with the modest and down to earth Zeeland approach Bas mentioned above. I would say this is convincing proof that we as a team and our companies fit perfectly here in North Sea Port."

TOP PERFORMANCE IN REFINING

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

There is a whole organisation behind our pilots



www.loodswezen.nl

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A new loop in circularity

Veolia breaks new ground in waste sorting

On one of its two sites at Hulsdonk, Veolia invested EUR 12 million in a top-notch installation for sorting out industrial residual waste, allowing for a larger part of it to be recovered and turned into new materials. The plant marks a milestone for more than the company alone, since it was the very first of its kind to comply with the new VLAREMA environmental regulations of the Flemish government.



Julie Boudringhien, innovation manager and Didier Tilleman, operations manager at Veolia standing at the heart of the giant sorting machine.



A high level of automation is combined with human control and follow-up.

The new VLAREMA legislation was established in 2021 and came into force at the start of 2023. It sets more stringent rules for waste management, with a much bigger emphasis on sorting, recycling, and circularity. Veolia started building the new sorting line in 2020 and opened it in the spring of last year. The installation introduced a new loop in the recycling process of corporate burnable waste, Didier Tilleman, operations manager North at Veolia, underlines. “Not all waste can be sorted at the source, so residual waste still contains a lot of useful material – from ferrous and non-ferrous metals, hard plastic, and plastic foil to aluminium, paper, cardboard, foam, and wood. This new line allows us to sort out up to 35% more residual industrial waste for recycling purposes, instead of sending it directly to waste-to-energy plants to be burned for the production of electricity and steam. It means that, out of the 60,000t of industrial residual waste coming in each year on this site, 21,000t, the rough equivalent of some 2,000 garbage trucks, will be recuperated and given a second life, thus reducing our own and our clients’ ecological footprint and making a new step forward in circularity.”

High technology ...

“The new installation does the job at a high pace, on an industrial scale, and with the most modern technology available”, adds innovation manager Julie Boudringhien, who was in charge of redesigning the whole site and managing the construction of the new sorting line. “It can handle an average of 20t of waste per hour, sorting out two dozen different flows on size, material, and form by sending them through more than twenty automated machines, equipped with camera’s, magnets, infra-red sensors, mechanical and optical separators, and intelligent systems of the latest generation that we combined in a new working concept to create an unique end result.” The 10m high installation with its twenty machines and 61 conveyor belts takes up a surface of 8,000m². It was too big for the existing buildings, so an extension of 2,000m² had to be built to house it.

... with a human touch

The line is running in two shifts, each with a (new) team of ten people and a human touch at both ends. Operators in the control room supervise the intake and processing of the waste, making sure that the automatic sorting does its job – intervening when pieces are too big to enter the system – and that the whole process (weighing, breaking, sieving) runs smoothly. At the final stage, manual sorting is needed to make the final selection, picking out what can still be reused on the last stretch of conveyor belt. “The selection made by the machine is 90% reliable, but the final cut has to be made by humans”, Didier Tilleman notes.

“Once this point has been passed, the reusable waste is sent to mostly Belgian processors to be transformed into new base materials, replacing primary raw materials and thus reducing emissions. For each flow, we try to find a solution that is as local and as circular as is economically feasible.”

Two sites

The extension of Veolia’s capabilities is perfectly consistent with North Sea Ports’ strategy, recycling being one of the spearhead sectors and circularity one of its primary targets. “Projects like this contribute to making North Sea Port a European top port”, CEO Daan Schalck declared at the official inauguration in October last year.



Sixty-one conveyor belts link all the substations of the sorting line.

Veolia is a major player on both pitches. The group has two waste collection and treatment sites in Hulsdonk, the main recycling hub in the Ghent port area of North Sea Port. The one with the new installation (Hulsdonk 10/20), which is about five hectares, is the main platform for dry, non-hazardous household and industrial residual waste in the Ghent region for Veolia. Regarding industrial waste, Veolia serves a wide array of clients, “from the local pita shop to large factories”, including some of the biggest industrial players within North Sea Port.

Total incoming volume there amounts to 160,000t of household waste and 60,000t of general industrial waste per year, brought in by fifty to sixty trucks per day to be sorted, baled for distribution, if needed unpacked (in the case of excess inventories or counterfeit goods), etc. On top of that, the site also deals with so-called yellow equipment, meaning construction and earth-moving machines or fork-lifts and the likes.

Hulsdonk 10/20 employs 100 blue-collars and – being an important administrative, planning, and dispatching centre – 105 white-collars. Sustainability of the on-site activity is guaranteed by a windmill, a water purifying plant, and the reuse of rain water. The new circulation plan and the full renovation of the main office building will add to the safety and efficiency of operations.

Valomet, Recywood, Sarpi

The second Veolia site is larger in surface (about 8ha) and is sitting just a few hundred metres away on the south bank of the Moervaart, where it has its own quay for the loading and unloading of barges. It is home to three specialised subsidiaries of Veolia: Valomet (that filters metals out of the ashes coming from the waste-to-energy burning plants),

A giant in water, waste and energy management

Since the friendly take-over of the Suez group in early 2022, at the end of a process that lasted almost one and a half year, Veolia describes itself as “a global champion of and benchmark company for ecological transformation”. The numbers to back that up are quite impressive:

- Active in water, waste and energy management, supplying 79 million people with drinking water and 61 million with wastewater services, producing 48 million megawatt hours of energy and treating 48 million tonnes of waste
- Revenues of around EUR 38.4 billion, of which EUR 11.2 billion in waste management
- A workforce of nearly 220,000 employees worldwide, with a presence on the five continents

Veolia Belgium & Luxemburg accounts for

- A turnover of EUR 905 million
- 4,300 employees
- 50,000 clients
- 24 collection, sorting, and transfer sites and 25 recycling and treatment sites for the waste division (out of a total of 66 operation sites including water and energy activities)
- The waste division yearly treats 3.6 million tonnes of all types of household and industrial waste
- 93% of the waste is recycled or transformed into energy in installations totalling 130MW of electric capacity

Recywood (that produces woodchips for recycling) and Sarpi (active in the cleaning of soils and sludges).

European Employment Services

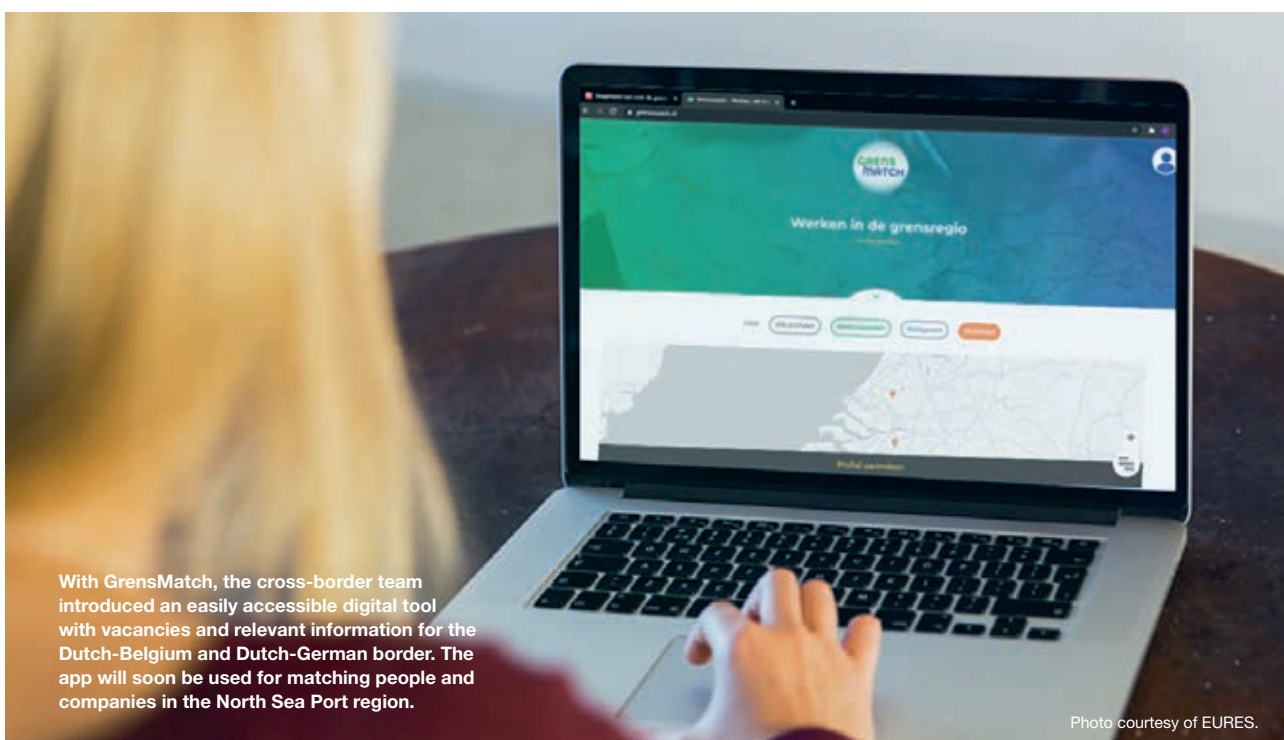
North Sea Port is no exception when looking at the tight labour market. Like in many other European regions, companies in the port area are searching for qualified staff to fill in the existing gaps. EURES is an initiative that offers a solution for companies in the North Sea Port area that are prepared to invest in the sustainable employment of European candidates for their vacancies.

Launched in 1994, EURES (European Employment Services) is a European cooperation network of employment services, designed to facilitate the free movement of workers. The network wants to ensure that European citizens can benefit from the same opportunities, despite language barriers, cultural differences, bureaucratic challenges, diverse employment laws, and a lack of recognition of educational certificates across Europe. In all European countries, EURES is accommodated

by public employment bodies such as, for example, UWV in the Netherlands and VDAB in Flanders.

Two teams

Through EURES, companies can look for employees in other European countries, and European citizens can ask for advice and help with their search for a job abroad. In the Netherlands, the activities of UWV EURES are executed by two teams with distinct roles. The first team acts on a transnational level, whereas the second team operates cross-border. "The transnational team," Martin Rijk, EURES advisor, says, "aims at employers that are looking for employees in the EU. They help employers in the Netherlands to search for people in Europe, and they assist companies in the actual recruiting to find matches for their job openings in the Netherlands. On the other hand, people that are looking for a job in another country can also ask for our help. All over Europe, 1.200 advisors are working in these transnational teams to support employers and employees. Their motto is 'fair mobility', as all employees should have equal rights, for example when looking at housing, and waging. The second team assists people and companies on a cross-border level. They advise people, for instance about the difference in rules and regulations when working abroad,



With GrensMatch, the cross-border team introduced an easily accessible digital tool with vacancies and relevant information for the Dutch-Belgium and Dutch-German border. The app will soon be used for matching people and companies in the North Sea Port region.

Photo courtesy of EURES.



Photo courtesy of Mark Neelemans Fotografie.

From left to right: Minouche den Doelder, managing director of Den Doelder Mobility, and EURES advisors Ingrid de Leeuw and Martijn Rijk.

and they help companies with their efforts in searching for people cross-border. The Netherlands has six cross-border teams alongside the Dutch border with Germany and Belgium, and one of them is the team that operates in the provinces of Zeeland and West-Brabant and in Eastern and Western Flanders. North Sea Port, with over 500 companies, is an important employer in this region. Being cross border, the companies, and the people working in the port often deal with cross-border mobility issues. EURES can lend them a helping hand.”

Members and partners

Apart from the public employment bodies, EURES also works with partners and members. “Currently we have seven partners and eight members”, EURES advisor Ingrid de Leeuw says. “Each year, EURES allows organisations to become member or partner. To become a member an organisation must provide all of the following three services:

- Contribute to the pool of job vacancies by transmitting data to the EURES portal.
- Contribute to the pool of job applications and CVs by transmitting data to the EURES portal.
- Provide support services directly to jobseekers and employers (information, guidance, post-recruitment support).

A EURES partner must provide at least one of the three services mentioned above and justify that it cannot deliver all of the

“ Although our services are offered for free, companies should realise that this is not without obligations. Companies that use our services must meet our fair employment rules.

services of a member, for example because of its size, limited resources or the character of the other services it normally provides.” Apart from the aforementioned, all EURES members and partners must meet certain minimum criteria listed in the EURES Regulation in terms of service delivery (such as compliance with labour standards and laws, capacity to offer services, free of charge services to workers) and participation in the EURES network (for example, delivery of data according to standards and formats, programming and reporting, and allocation and training of staff).

Attractive environment

According to Ingrid de Leeuw, the help EURES offers is free for applicants as well as for companies. “Although our services are offered for free, companies should realise that this is not without obligations. Companies that use our services must meet our fair employment rules”, she explains. “This means that they, for example, must invest in assisting their new employees with

language training, housing, and additional support. So this can be quite demanding and time-consuming. However, they should not forget that working abroad also requires a lot from the people they want to employ. On the other hand, working according to our criteria enlarges the chance of a successful match. To make things a bit easier for each applicant, EURES has a small budget available to give them a good start.” “What companies should realise in the current labour market is that people tend to change jobs much easier nowadays”, Mr Rijk adds to his colleague’s words. “Companies should look differently at their working process and make their working environment much more attractive. There is also always the danger of companies pulling away people from other companies, so they must make an extra effort for their staff. The tight labour market occurs on a European level, which is why we always look for a certain amount of reciprocity as we do not want to negatively influence this situation. With working together on an European level we can enforce our labour market, which will make Europe more competitive in other parts of the world.”

Longer term

EURES can assist and advice with a broad range of services. “We can assist companies and candidates in various ways”, Ingrid de Leeuw elaborates. “Through the EURES network we have entrance to the European labour market supply, which enables us to bring together demand and supply. On the EURES website we have an extensive database with jobs and we can also send vacancies to our partners, members, and the other EURES employment organisations. We organise online and live information meetings, and we participate in job events.” The only Zeeland private member of EURES is Den Doelder Mobiliteit (DDM). “As a private member of EURES, we have a unique position for matching organisations and people all over Europe”, DMM’s managing director Minouche den Doelder explains. “Being a member proves that we work according to the strict criteria of EURES, and it shows we highly value good employment practices. We have built a large track record in the North Sea Port area and because of our experience and extensive network in both the industrial and logistic sector. Together with the EURES network we can help the North Sea Port companies with their challenges in the tight labour market. With GrensMatch, the cross-border team introduced an easily accessible digital tool with vacancies and relevant information for the Dutch-Belgium and Dutch-German border. This has already resulted in over 2,000 successful matches. The app will soon be enfolded to other regions as well and will also be used for matching people and companies in the North Sea Port region.” Minouche den Doelder is clear about what DDM and EURES can mean for the North Sea Port companies, “With our help we are aiming at the longer term, with jobs for an indefinite period, and we ask companies in the North Sea Port area to inform us of their actual vacancies. Through EURES we are in touch with colleagues throughout Europe as one organisation on behalf of all companies in the North Sea Port area. Therefore, we call on all companies in the port area interested in European employees and willing to invest in the support of new employees in sustainable jobs to get in touch with us!”



Photos courtesy of EURES.



Photos courtesy of EURES.

EURES organises online and live information meetings, and participates in job events.

Take action!

Are you a company in the port area interested in European employees, and are you willing to invest in the support of new employees and to create sustainable jobs? Then contact EURES directly or via DDM for advice on international and/or cross-border recruitment.

Den Doelder Mobility:

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UWV EURES Zeeland:

Contact: Ingrid de Leeuw and Martin Rijk

Website: werk.nl/eures and www.grenswerkt.nu

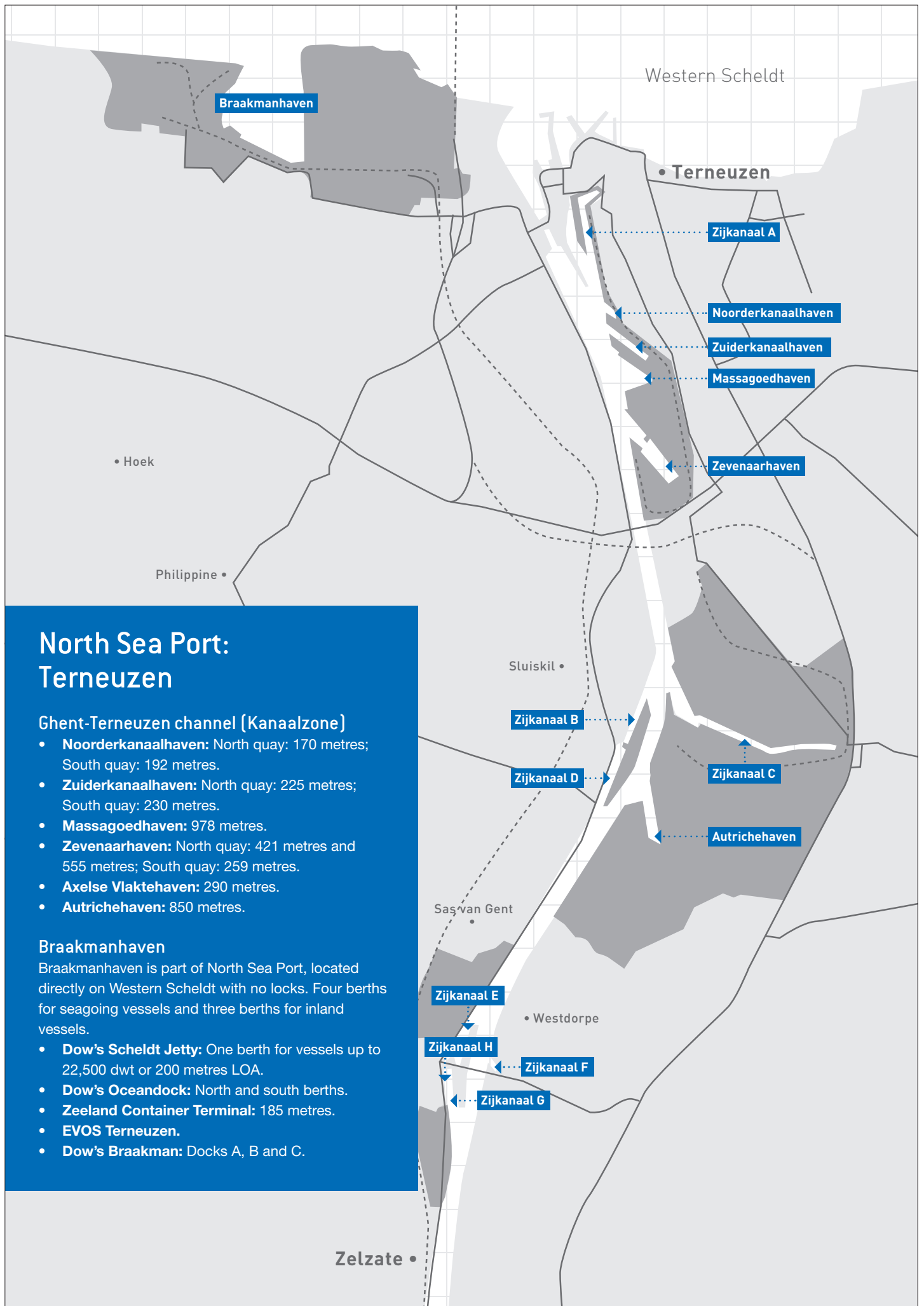
Mail address: grenswerkt@uwv.nl

Phone number: +31 (0)6 11 29 16 14



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.

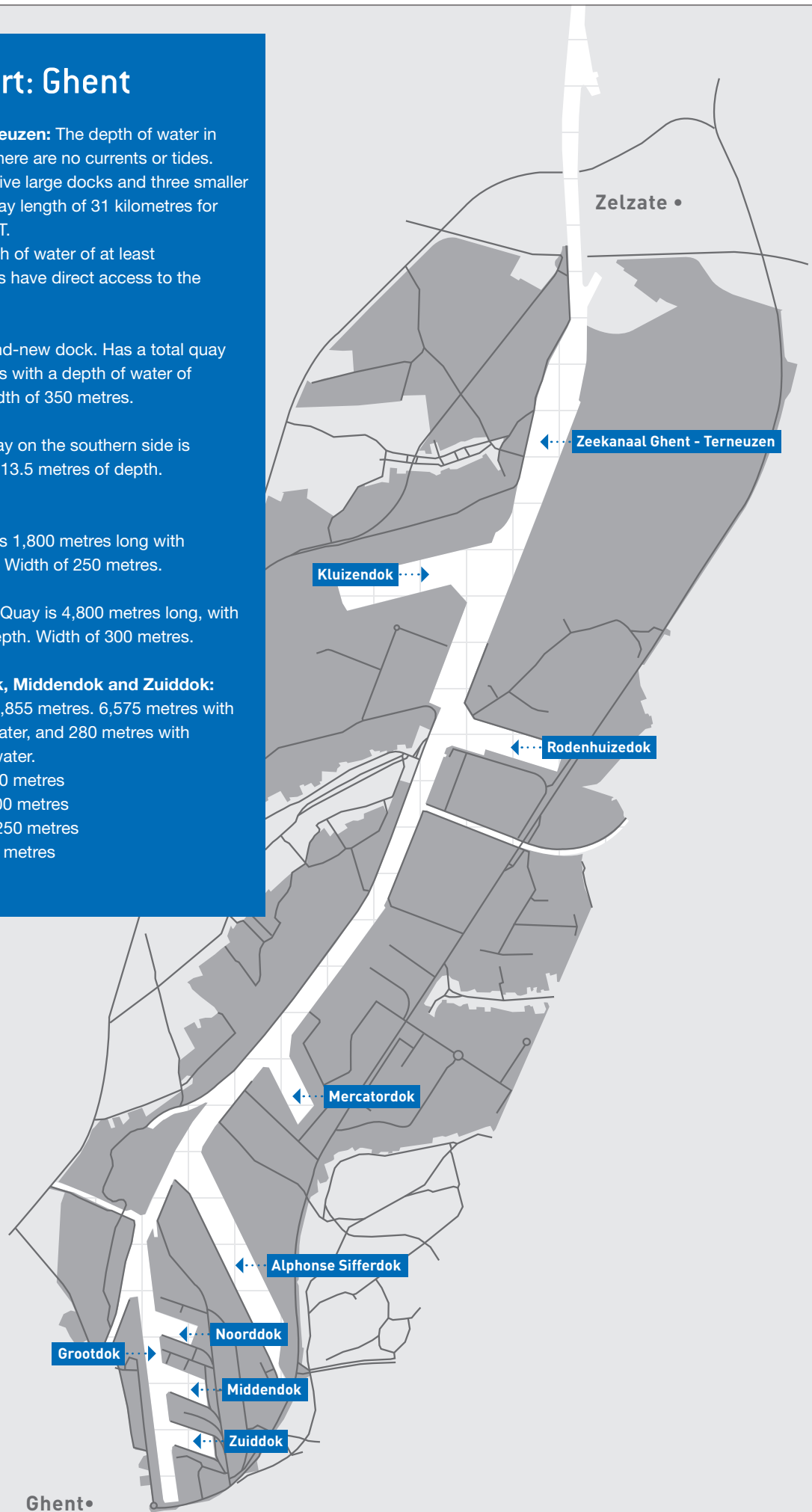
- **Dow's Scheldt Jetty:** One berth for vessels up to 22,500 dwt or 200 metres LOA.
- **Dow's Oceandock:** North and south berths.
- **Zeeland Container Terminal:** 185 metres.
- **EVOS Terneuzen.**
- **Dow's Braakman:** Docks A, B and C.

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



The 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.

→ ADS GROUP – VERVAEKE



Since 1990, Vervaeke Industrial specialises in solutions in high-quality technical textiles. With more than 30 years of experience and a combination of innovative and creative thinking, the company offers tailor-made solutions for every challenge in terms of wind, rain, temperature, sun, dust, and birds. Even for more aggressive environments such as bulk logistics or chemical production sites, Vervaeke Industrial has in-house sustainable solutions. Its customised production and engineering for your projects is one of the

company's greatest strengths. Systems are available in various colours, transparencies, and fire protection classes. As a result, Vervaeke Industrial always finds the right and most efficient solution for its customers. Moreover, the company is VCA** certified, which means Vervaeke Industrial guarantees not only quality, but safety too during the final assembly at the customers' sites.

I. INDUSTRIAL.VERVAEKE.BE

→ FERTILIFE BENELUX

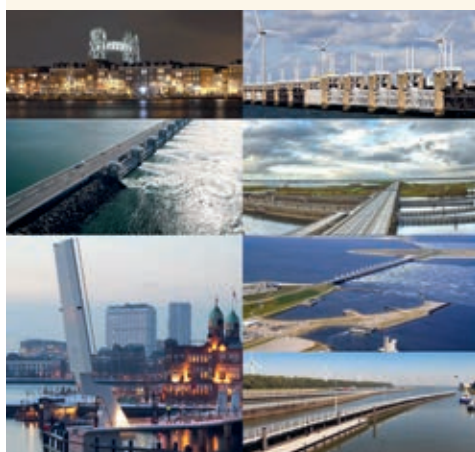


Fertilife Benelux is a granular fertiliser factory based in the Netherlands. The company produces and supplies plant nutrition products worldwide, providing farmers with access to high-quality fertilisers and ensuring the basis for sustainable and environmentally safe agriculture. The factory is currently producing granular ammonium sulphate using top quality EU raw materials. Granular ammonium sulphate is an efficient water-soluble nitrate free nitrogen-sulphur fertiliser of prolonged effect. It provides high agronomic and economic efficiencies for growing major

crops. The production capacity is 125,000t/year and will be doubled in 2023. The product is produced and labelled in full conformity with Regulation (EU) 2019/1009. The plant is located in the Terneuzen port area of North Sea Port. The prime location in the port and local infrastructure is ideal for loading by sea, river, canals, and road and provides possible use of the additional storage and loading facilities of the port.

I. FERTILIFE.NL

→ ISTIMEWA ELEKTRO



Istimewa Elektro is a system integrator that connects design, construction, and maintenance of electro technical installations. The name 'Istimewa' means 'the best of the best' and together with its 150 employees at locations in Vlissingen, Rotterdam, and Veghel, the company is working hard to continue to live up to this every day. Istimewa Elektro is a Zeeland company founded in 1971. Since November 2007, it is part of Stork. Istimewa Elektro guarantees quality and is extensively certified by various qualifications in the world of quality and

safety systems. Apart from this, the company is also active in the NEN commission. Istimewa Elektro mainly operates in infrastructure and water, for example in the maintenance and replacement of outdated objects for bridges, locks, pumping stations, drinking water, and wastewater production. The different qualities and disciplines within Istimewa Elektro enable the company to offer a complete trajectory in a distinctive manner.

I. ISTIMEWA-ELEKTRO.NL

→ JUUST



Juust is an independent firm for civil engineering, spatial development, mobility, and urban design. Together with its clients, the company takes on the challenge of finding the most appropriate solutions for a better living environment.

The company's aim is to make a more beautiful tomorrow. Juust does this by focussing in detail on the background of the question and the consequences of the answer. With both feet firmly on the ground,

but not afraid to look beyond the horizon. With four disciplines under one roof, Juust can take on a broad view of projects and tackle them in a cross-disciplinary way. At Juust, they dare to dream. Not of scaling up or growth, but of creative solutions and bold visions for the future. Juust doesn't want to become the biggest, but it wants to be the best.

I. JUUST.NL

→ TRANSPORT MERVELDE



With its home base in the port of Ghent (North Sea Port), Transport Mervielde has more than 70 years of logistics expertise. It is a family group originally specialised in the transport of hazardous and non-hazardous liquids in tank trucks and tank containers. The company further developed into a logistics player by offering additional services such as tank cleaning, storage, and filling of liquids. Based on their specialisms, the activities have been grouped into Transport Mervielde,

Transport Van Heesvelde, and T.V.T. It has a Seveso site (85,000m²) where containers with hazardous and non-hazardous liquids can be stored and heated. In addition, it has the option of storing products in larger fixed tanks. A brand-new filling site will be commissioned in the summer of 2023.

I. MERVELDE.BE

→ UWV EURES



The current labour market demands smart employment solutions, and UWV Employers Service Point Zeeland can help you with tailor-made advice. You can get in touch with them for all your questions about staff, regulations, subsidies, and labour market information. One of UWV's solutions is the EURES-service. EURES is an European network to improve cross-border work and recruiting. The EURES network helps employees throughout Europe to find a job, and employers to find staff. In

Zeeland, EURES aims at stimulating labour mobility in the border region. Employers, job seekers, employees, and students looking for work on the other side of the border can go to EURES with all their questions on cross-border labour.

I. EURES-NEDERLAND.NL

→ WATER-LINK



The world cannot do without water. For our people, our businesses, and our living environment we must always have access to water of the right quality, at the right time, and in the right quantity. This water must be supplied within the security of well-thought-out infrastructures for supply and disposal. Water-link offers that security through the production, distribution, and recycling of water. Water-link develops and shares knowledge and works on smart solutions to

provide water to everyone and everything, always, and in a safe manner. Water-link wants to inspire everyone to really use the power of water.

I. WATER-LINK.BE/INDUSTRIE

Participants of Promotion Council North Sea Port

		INDUSTRY	MARITIME	OFFSHORE	LOGISTICS SERVICES	SUSTAINABLE INDUSTRY	OTHER SERVICES	EDUCATION AND GOVERNMENT
	5G Multimodal		■		■	■		
A	A.C. Rijnberg transportservice B.V.				■			
	Aannemingsmaatschappij Van Gelder B.V.	■	■					
	ABN AMRO						■	
	Access World Terminals B.V.				■		■	
	Adriaanse & van der Weel Advocaten						■	
	Aerssens & Partners						■	
	Agro Minne		■		■			
	ASD Group / Vervaeke	■						
B	Atlas Professionals						■	
	Baker Tilly N.V.						■	
	BMD Advies						■	
	Boels Rental B.V.						■	
	Boluda Towage Europe		■					
	Bouwgroep Peters B.V.						■	
	BOW Terminal			■	■			
	Brandtie						■	
C	Bulk Terminal Zeeland Services B.V.		■	■	■			
	Cemminerals N.V.	■						
	CLdN				■			
	Competence Development Center						■	■
	Control Union Belgium NV	■	■	■	■	■	■	
	Cordeel Nederland B.V.	■			■			
	C.T.O.B. Transport & Logistics				■			
	Customs Support Terneuzen				■		■	
D	Damen Shiprepair Vlissingen	■	■	■				
	Danser Group		■		■			
	DB Cargo Nederland N.V.				■			
	De Baerdemaecker N.V.				■			
	De Pooter Personeelsdiensten						■	
	De Ruyter Training & Consultancy							■
	De Zeeuwse Alliantie Notarissen						■	
	Delta Safe Security Services B.V.						■	
	DFDS Seaways Belgium				■			
	dNM						■	
	DOC Logistics B.V.		■	■	■			
	DOW Benelux B.V.	■						
	Draftec B.V.	■		■			■	
	DRV Accountants & Adviseurs						■	
E	Dutch Marine B.V.		■				■	
	Elloro						■	
	Elopak BV	■						
	ELTEN Benelux B.V.	■						
	Embedded Coaching & Consultancy						■	
	Epesi B.V.						■	
	Euro-Mit Staal B.V.	■						
	Euro-Silo N.V.				■			
	Evolution Terminals B.V.					■		
	Evos Ghent NV				■			
	Evos Terneuzen B.V.	■						
F	Fertilife Benelux B.V.	■						
	Feyter Group	■					■	
	Firma Klouwers Terneuzen				■			

Participants of Promotion Council North Sea Port

		INDUSTRY	MARITIME	OFFSHORE	LOGISTICS SERVICES	SUSTAINABLE INDUSTRY	OTHER SERVICES	EDUCATION AND GOVERNMENT
	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		■	■			
	Gulf Bunkering BV	www.gulf.nl/bunkering		■		■		
H	H4A	www.h4a.nl	■			■	■	
	Havenwerk B.V.	www.havenwerk.nl						■
	Heylen Warehouses	www.heylenwarehouses.com	■					■
	Henk Kramer Communicatie	www.henkkramer.nl						■
	Heros Sluiskil B.V.	www.heros.nl	■					
	Holland Shipyards	www.hollandshipyardsgroup.com		■	■			
	Hoondert 's-Heerenhoek	www.kampsstraalbedrijf.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				■		■
	Istimewa Electrotechniek B.V.	www.istimewa-elektro.nl	■		■		■	■
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.kampsstraalbedrijf.nl	■	■	■	■	■	
	Katoen Natie Westerschelde B.V.	www.katoennatie.com				■		■
	Koch adviesgroep Ingenieurs & Architecten	www.kochadviesgroep.nl						■
	Koolwijk Shipstores B.V.	www.shipstores.nl				■		■
	KWS Infra/Aquavia	www.kws.nl						■
L	Labojuce B.V.	www.labojuce.nl	■					■
	Lalemant N.V., Lalemant Trucking N.V.	www.lalemant.com		■	■	■		■
	Legrant Freight Management B.V.	www.legrant.eu				■		
	LGH BVBA	www.lgh.eu	■	■	■			■
	Liftal Hijstechniek	www.liftal.com						■
	Lineage Logistics Vlissingen	www.kloosterboer.nl				■		
	Loodswezen Regio Scheldemonden	www.loodswezen.nl		■		■		■
	Luctor Belting Nederland B.V.	www.luctorbelting.com	■					■
M	Maaskade Bevrachters Belgium	www.maaskade.com		■		■		■
	Mammoet Nederland B.V.	www.mammoet.com	■	■	■	■		■
	Maritiem & Logistiek College de Ruyter	www.scalda.nl						■
	Martens Renewables	www.martenscleaning.nl	■	■				
	MasChem B.V.	www.musimmas.com	■					
	MMPS	www.mmmps.nl		■	■	■		
	Montis Mooring- and Boat-service 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						■

Participants of Promotion Council North Sea Port

		INDUSTRY	MARITIME	OFFSHORE	LOGISTICS SERVICES	SUSTAINABLE INDUSTRY	OTHER SERVICES	EDUCATION AND GOVERNMENT
N	Navonus N.V.	www.navonus.be	■					
	North Sea Port	www.northseaport.com	■	■	■		■	
O	N.V. Westerscheldetunnel	www.westerscheldetunnel.nl			■		■	
	Oceanwide Personnel Services B.V.	www.oceanwidecrew.com					■	
	Oliehandel Dekker B.V.	www.oliehandeldekker.nl			■			
	OMC Services B.V.	www.linkedin.com/in/chvdo					■	
	Onilio B.V.	www.onilio.nl					■	
	Ørsted Nederland	www.orsted.nl		■	■	■	■	
	Outokumpu Stainless B.V.	www.outokumpu.com	■			■		
	Ovet B.V.	www.ovet.nl				■	■	
	Ovet Shipping B.V.	www.ovetshipping.com		■		■		
	P	Pfauth Logistics B.V.	www.pfauth.nl			■		■
PMI Polaris Marine Inspections B.V.		www.polarismarineinspections.nl			■		■	
Premier Modular B.V.		www.premiermodular.nl	■				■	
PreZero		www.prezero.nl					■	
Prior Group		www.priorgroup.nl			■		■	
Projectontwikkeling Herengracht B.V.							■	
PTC B.A.		www.ptcba.nl		■		■		
Rabobank Oosterschelde		www.rabobank.nl/oosterschelde					■	
Rabobank Walcheren-Noord Beveland		www.rabobank.nl/wnb					■	
Rabobank Zeeuws-Vlaanderen		www.rabobank.nl					■	
R	Royal HaskoningDHV Nederland B.V.	www.royalhaskoningdhv.com					■	
	S.T.T. B.V.	www.agency-stt.com	■	■	■	■		
	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					■	
S	Secil Cement	www.secil.pt	■			■		
	SFP Zeeland	www.sfp-group.nl				■		
	SGS Nederland B.V.	www.sgs.com				■	■	
	Shipyard Reimerswaal	www.shipyardreimerswaal.com		■				
	Simons Bouwgroep B.V.	www.simonsbg.nl	■					
	Sloecentrale	www.sloecentrale.nl					■	
	Sorteerbedrijf Vlissingen B.V.	www.sorteerbedrijfvlissingen.nl				■	■	
	SPIE Nederland B.V.	www.spie-nl.com					■	
	Stukwerkers Havenbedrijf N.V.	www.stukwerkers.com				■	■	
	Supermaritime Nederland B.V.	www.supermaritime.com			■	■	■	
T	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						■
T	Timmerman Industrial Repairs	www.timmerman.nl		■			■	
	TMS Terneuzen B.V.	www.tmsnl.com	■				■	



Participants of Promotion Council North Sea Port

		INDUSTRY	MARITIME	OFFSHORE	LOGISTICS SERVICES	SUSTAINABLE INDUSTRY	OTHER SERVICES	EDUCATION AND GOVERNMENT	
T	TOS Port & Logistics B.V.	www.tos.nl	■	■	■		■		
	Transport Mervielde	www.mervielde.be			■				
	Transuniverse Group N.V.	www.transuniverse.be			■		■		
U V	Tri-Modal Containerterminal Terneuzen	www.vlaeynatie.eu			■				
	UWV EURES Goes	www.uwv.nl						■	
	Van Ameyde Marine Vlissingen	www.ameydemarine.com		■	■		■		
	van Hooebeke 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		■	■		■	
		Water-Link	www.water-link.be/industry				■		
Westerschelde Ferry B.V.		www.westerschedeferry.nl					■		
Y Z	Wielemaker B.V.	www.wielemaker.nl			■		■		
	Yellow & Finch Publishers	www.ynfpublishers.com		■			■		
	Zeeland Cruise Port	www.zeelandcruiseport.com					■		
	Zeeland Cruising B.V.	www.zeelandcruising.nl		■					
	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				■				

COLOPHON

About PortNews

Covering the port area of North Sea Port, PortNews is the official publication of the Promotion Council North Sea Port and port authority North Sea Port.

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MARITIEM



BOUW



OFFSHORE



ENERGIE



INDUSTRIE

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Email: rilland@liftal.com

Liftal Rotterdam

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Email: rotterdam@liftal.com

Liftal Belgium

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9140 Temse

Tel: +32 (0)3 710 11 82
Email: temse@liftal.com



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