



National Defense Transportation Association



Benelux Chapter Newsletter

July 2011



NDTA
The Association for Global Logistics
Benelux Chapter

NEWSLETTER

July 2011

In this issue

BOARD MEMBERS

President and Chairman
of the Executive Board
Wout Schalk

Vice President - Mil Liaison (NL)
LTC RNLMC Bert Aben

Vice President - Mil Liaison (BE)
Col. SBH Dirk Verhaegen

Mil Liaison (U.S.)
Major John Drakeford, U.S. Army

Secretary and
Member of the Executive Board
Fiona Slabbekoorn

Treasurer and
Member of the Executive Board
Major (ret.) Simon Feikema

Member (Editor)
Bram de Jong

Member (Special Events)
Capt. (Ret.) Marc Van de Wal

Member (Belgium)
Joeri Tielemans

Member (The Netherlands)
Jeroen Schuering

Past President
LTC(Ret.) Eddy Geudens

**Vice President of the European
Region (Northern Region) & Benelux
Chapter Board Member**
Willem H. van der Stek

Secretariat
NDTA Benelux Chapter
Fiona Slabbekoorn
SDDC 598th U.S. Army Trans Gp
Lylantseplein 1
2908 LH Capelle a/d IJssel, NL
Phone +31 - (0)10 - 459 2381
Fax +31 - (0)10 - 459 2324
or :via e-mail
slabbekoornf@sddc598th.army.mil

Newsletter

Editor Bram de Jong
bram.dejong2@us.army.mil
Advertising Major (Ret.) Simon
Feikema sfeikema@hetnet.nl
Printing Drukkerij Van Meurs

<i>President's Note</i>	4
<i>In Memory of Annemiek Feikema</i>	5
<i>Questions and Answers</i>	5
<i>LTC Gallagher, New Commander 838th Trans Bn</i>	6
<i>New Chinooks Arrive in Europe</i>	8
<i>Northern Distribution Network</i>	10
<i>Full Container Screening 'Not Best' Move</i>	12
<i>French President Relaunches Sine Nord Escaut/ European Project</i>	13
<i>Rotterdam Strategy for Long Term Port Development</i>	14
<i>Rail Connection from Antwerp to Chongqing presented</i>	16
<i>Inauguration of Van Cauwelaert Lock and Naming of First SWATH Ship</i>	19
<i>Inland Links</i>	20
<i>NDTA Benelux Members visit DB Schenker, BE</i>	21
<i>News from our NDTA MEMBERS: Zeeland Seaports Maersk BOW Terminal V.D. Vlist DB Schenker Dockwise Transpass</i>	22 - 28



NDTA BENELUX Chapter Program 2011-2012 29 - 30

President's Note

Dear NDTA Members;

Dear Friends,

■ *Wout Schalk,
NDTA BENELUX
Chapter President*



In this July issue of the Benelux Chapter Newsletter, I would like to report on the recent boardmeeting we had in Lieutenant Colonel Bert Abens' office at the Van Ghentkazerne in Rotterdam.

The board met on Thursday, June 9th, and discussed items such as: future events, announced relocation of 598th (or elements thereof) from Rotterdam to Germany, the Newsletter format (print or digital) and some other topics which will receive attention in the coming months.

We have provisionally planned the end-of-year Gala for the 1st of December at Van Ghentkazerne, so consider this if you want to attend a great event at a unique location. Wim van der Stek will try to get a dignitary to attend as well.

We decided to defer a decision on the newsletter until later: there are still covers in stock for a couple of issues, so no real hurry there.

The announced relocation of, a yet unknown, number of personnel from 598th is still in question and will be followed closely by the Chapter, the Region and NDTA-HQ. We will report to you as soon as more news is available.

In June of 2012 the Regional Chapter will plan to hold a European NDTA Conference again, similar to the one they organized in June 2010, with fresh topics and stimulating guest speakers. Look out for more news on this! This will be a great opportunity for updating knowledge, networking and spending some good time with peers and meeting new transportation colleagues!

Keep in mind that September 15th we are planning a very interesting event at the Movement Control Group of the Belgian Forces at Zeebrugge. Invitations will follow or may have already reached you by the publication time of this Newsletter (*Also check the NDTA BENELUX Chapter Program on page 30*).

Finally, let me take a moment to offer our deepest sympathy to our treasurer, Simon Feikema, whose wife Annemiek sadly passed away last month. Simon and his family are in our thoughts at this difficult time and we offer our sincere condolences.

Kind personal regards,

A handwritten signature in black ink, appearing to read 'Wout Schalk'.

Wout Schalk
NDTA BENELUX Chapter President

In Memory of Annemiek Feikema

The Board of the NDTA Benelux Chapter and the European Region has the mournful duty to announce that Annemiek Feikema, spouse of the Chapter's Treasurer for almost two decades, Simon Feikema, passed away on June 16th, 2011 at the age of 61.

Less than one year ago, it was diagnosed that she was suffering from an in-operable cancer. Nevertheless, she decided to fight against this terrible illness, hoping to lengthen her life with more time. We were lucky to meet her and speak with her on June 2, when she was very weak but still optimistic. However, to our deep regret, she lost her battle on 16 June 2011.



Annemiek will be greatly missed, assisting her husband with his various duties as treasurer. It was almost tradition to meet her at the beginning of our meetings at the registration and whenever possible she attended our excursions and parties.

We mourn with her husband Simon Feikema. He can count upon the support of his fellow NDTA-members.

William (Bill) van der Stek

Vice President of the European Region (Northern Region) & Benelux Chapter Board Member

Q's+A's Questions answered by BENELUX Chapter President, Wout Schalk

How do you foresee the future for the Benelux Chapter?

I am a born optimist and, therefore, believe in a bright future for the Chapter. There will always be a need for regular contact at both a formal as well as an informal level. NDTA Benelux is, and will be, instrumental in accommodating these contacts.

How vital is the Chapter for the Transporters/Logisticians?

It is vital because it reconciles the interest of commercial entities with the interest of the U.S. government as far as the transportation of military goods is concerned.

What is the value of the NDTA/Benelux Chapter?

The value of the Benelux Chapter is that it provides a discussion platform for transport companies (ocean, air and land) to learn from each other.

It can, and has in the past, served as an instrument to align global military transportation contracts with specific Benelux transportation legislation.

These adjustments can only be realized after discussion between transport experts amongst our membership and intensive contact with government representatives.

Where could we be more active?

We could be more active in the area of education on contracts, and above all, giving people insight in how to do business with the U.S. government. This will attract new members as it will more directly serve their business interests.

How are we going to vitalize the chapter?

See above. There is absolutely nothing wrong with having a social leg in our Chapter; it is actually a lot of fun attending these events and Gala evenings. Let's not forget however, that a lot of people will join if they see a real business opportunity. People who are in business often find it difficult to be away from their workplace for a number of hours if they cannot demonstrate a benefit to their company.

Do you have questions related to Transportation/Logistics? Let your editor know! We will do our utmost to have them answered. Forward your question to the Editor, bram.dejong2@us.army.mil

LIEUTENANT COLONEL JOHN M. GALLAGHER

NEW COMMANDER 838th TRANSPORTATION BATTALION (SDDC)

By Bram de Jong,
598th Trans Bderigade PAO

Lieutenant Colonel John M. Gallagher has taken command of the Military Surface Deployment and Distribution Command's 838th Transportation Battalion during a change of command ceremony at the 598th Transportation Brigade's building in Capelle aan den IJssel, The Netherlands on Friday, 24 June 2011.



■ Lieutenant Colonel John M. Gallagher, Commander 838th Transportation Battalion

Host for the Change of Command was Colonel William L. Moseley, Commander of the 598th Transportation Brigade (SDDC). During the ceremony, Moseley symbolically turned over the command when he received the 838th Transportation Battalion colors from the departing commander, Lieutenant Colonel Riley J. Cheramie, and officially presented the colors to the new commander, Lieutenant Colonel John M. Gallagher.

The event took place in the 598th Transportation Headquarters where military and civilian authorities, mostly related to the transportation and logistics business in Germany, Belgium, The Netherlands, the United Kingdom and the United States, attended the ceremony. Among

the dignified guests were Lt.Col. Gallagher's wife, Julia, and his daughters Fiona and Emily.

Lt.Col. Cheramie and his son Tristan departed for the United States to be reunited with their family who departed earlier this year. Cheramie's next assignment is with the G4 at the Pentagon.

Col. Moseley praised Cheramie for the attention to detail, security and force protection during all his activities. Lt.Col. Cheramie praised his workforce: Military, Department of the Army Civilians and Local National Personnel for all they do.

Cheramie mentioned the many missions the 838th personnel executed during his command over the battalion. He thanked them for their support over the two years and for the planning and execution of this event. Cheramie was looking forward to reuniting with his wife and daughter.

Lt.Col. Gallagher thanked all guests for their presence at this Change of Command ceremony and expressed that he is eager, ready, and looking forward to continuing the

■ Col. William L. Moseley, Commander, 598th Trans BDE, receives the 838th colors from the outgoing Commander Lt.Col. Riley J. Cheramie and symbolically passes the colors to the Incoming Commander, Lt.Col. John M. Gallagher.



great work of the 838th Transportation Battalion. During his brief remarks he also highlighted his leadership philosophy, ***“Disciplined, Honest, Trained, Units are WINNERS!”***

Lt.Col. Gallagher graduated from the University of Massachusetts at Amherst in May 1993 and was commissioned as an Armor Officer. His first duty assignment was in the 82nd Airborne Division where he served as an Assistant S3 and Armor Platoon Leader with the 3rd Battalion, 73rd Armor. In September 1995 he attended the Transportation Officer Branch Qualification Course and was assigned to the 1st Corps Support Command, as a Detachment Commander for an Air Terminal Movement Control Team in the 330th Transportation Battalion. After his initial assignment at Fort Bragg, Gallagher served in various Command and Staff positions in Korea, Germany, Iraq, and the U.S. During his second deployment



■ From left to right: The Incoming Commander Lt. Col. John M. Gallagher; Col. William L. Moseley, Commander 598th Transportation Brigade (SDDC) and the Outgoing Commander Lt.Col. Riley J. Cheramie



to Iraq in 2010, Gallagher was notified of his selection to serve as Commander of the 838th Transportation Battalion in The Netherlands.

Gallagher’s most recent deployment was to Operation Iraqi Freedom/Operation New Dawn where he served as Special Assistant and later Executive Officer of the Deputy Commanding General, advising and training, U.S. Forces Iraq until redeploying to Germany in January 2010. Prior to his deployment he served as the Executive Officer to the Commanding General 21st, Theater Sustainment Command, Kaiserslautern, Germany.

SDDC’s 838th Transportation Battalion is responsible for the total planning, coordination, support and execution of port operations to move the defenders of peace anytime, anywhere within its area of responsibility which covers the Northern part of Europe and parts of Africa and, when necessary, globally. To accomplish its mission, the 838th has subordinate units located in four countries in Europe: The Netherlands, Germany, the United Kingdom and Portugal. The Battalion’s motto is “Gateway to Victory”. ■

◀ Mrs. Julia Gallagher, spouse of the incoming commander and her daughters Fiona and Emily received flowers from the 838th Trans BN personnel.

▲ Gallagher family in the Reception line.

► Fiona Gallagher was surprised with a birthday cake which coincidentally took place the day her father became commander of the 838th Trans BN.



■ Photos by Martin Weteling, 598th PAO

New Chinooks Arrive in Europe

By Lisette Weteling, Marine Cargo Specialist for the Benelux Detachment

It's a beautiful Monday morning when Benelux Detachment's Deployment and Distribution Support Team deploys a team consisting of: Terminal Manager Bart Fiegel, Marine Cargo Specialists Johan Trachsler and Lisette Weteling, and Contract Admin Specialist Wiek Vastenburg (who acts as a Pier Superintendent today). The team drives down to sunny Antwerp, Belgium for the execution phase of a well-prepared and planned mission.

The mission today is to safely download twelve CH-47F Chinook helicopters from the vessel *ARC Courage* and place six of them on the *RO-RO barge Dynamica* for onward movement via the Rhine River to Mannheim, Germany. The remaining six will temporarily be placed in a guarded warehouse awaiting their turn for a trip down the Rhine River, a week later. >>>



▲ Theater Aviation Sustainment Manager Europe (TASM-E) personnel roll the Chinooks out of the *MV Courage* at the Port of Antwerp, Belgium.



► The picture right provides a nice overview of the operation. The Chinooks roll-out of the *MV Courage* and are pulled to the Roll-on/Roll-off, Rhine Barge *Dynamica* or they make a right turn and will be parked in the warehouse.



Of course even short missions like this take quite some planning before all parties involved are informed and on the same timeline. There are many parties to consider: SDDC 598th Trans BDE, 838th Trans BN, Benelux Detachment, Rhine River Detachment, Theater Aviation Sustainment Manager-Europe (TASM-E), stevedoring company ICO, American Roll-on Roll-off Carriers (ARC), Nautica barge company, etc. In this case, the planning also included a number of visitors, press and other guests since it has been several years since Chinooks last ‘landed’ in Antwerp and the Chinook helicopter is celebrating its 50-year anniversary this year. Therefore, a documentary was shot in honor of this memorable event and a number of personnel on the ground were interviewed including 838th Operations Officer Captain Tim Kirby and TASM-E Safety Officer Dieter Donhardt.

After all this planning, preparing, and coordinating, everything worked as it should and all parties came together at the right time and the right place to execute, monitor, film, and observe a smooth download operation of the Chinooks. Within two hours all twelve CH-47’s came down the ramp of the *MV Courage* and made their way on Belgium ground either on the barge or in the warehouse. The upload of the first CH-47 onto the barge was an example of the close cooperation between personnel of the *Dynamica*, the TASM-E aviation team and personnel of both Benelux Detachment and ICO the Stevedore and Related Terminal Service contractor. All worked closely together to ensure the new double-wheeled tow bar was applied properly so the six helicopters could safely be driven up the ramp of the barge *Dynamica* without any damage or issues.



■ *It is difficult maneuvering with some centimeters left and right and cargo of more than 30 million dollars each.*

■ *The helicopters waiting to be loaded in the warehouse or on the barge.*

■ *The Ro-Ro Barge Dynamica on its way to Mannheim, Germany.*

■ *Photos by Bram de Jong, 598th Transportation Brigade PAO*



Northern Distribution Network to Shore up Afghan Supply Chain

Escalating threats to Afghan supply routes spurred U.S. military officials to begin searching for alternatives back in 2008. It took some doing—and some help—but they found another way.

By Steve Geary
Editor at Large

steve@dcvelocity.com

Steve Geary has over two decades of experience in global supply chains, as an industry executive, consultant, researcher, teacher, and author. He is one of the principals at Supply Chain Visions, Inc., a thought leader in supply chain management and performance measurement, and works extensively with the Department of Defense. He is a faculty member and research associate at the University of Tennessee's College of Business Administration and at Tufts University's The Gordon Institute, specializing in Supply Chain Management. In addition to DC VELOCITY, his work has appeared in other distinguished journals such as the Harvard Business Review.

JUNE 2010 -- The U.S. military may be winding down its operations in Iraq, but it's a whole different story in Afghanistan. Shortly after taking office in 2009, President Obama ordered the deployment of an additional 21,000 troops to Afghanistan. That number swelled to more than 30,000 over the following months, and in December, the president ordered another 30,000 troop bump by the summer of 2010. That will push the total to an estimated 98,000 U.S. troops, almost triple the number stationed in that country when President Bush left office.

The troop increase in Afghanistan might look manageable compared with the peak deployment in Iraq, which has been estimated at 170,000, but there's a lot more to the story than the numbers. In fact, looked at from a purely logistics perspective, military officials say, Afghanistan in many ways represents a worst-case scenario.

To begin with, there's the sheer volume of material that has to be brought in to support Afghan operations. Because Afghanistan offers little in the way of basic infrastructure, the military has to build things like housing. That means that in addition to moving people and their equipment into the country, it also has to bring in construction materials, food, medicine, and munitions, along with support contractors and everything else

needed to survive in one of the most difficult environments on earth. Then there's the challenge of finding a way to bring all that stuff into the country. Afghanistan has only 16 airports with paved runways, and only four are capable of handling international cargo traffic. There are no seaports—it is a landlocked nation, and there are no railroads in.

Under the circumstances, it's little surprise that military logisticians consider providing support to troops in Afghanistan to be the ultimate test. "If you, were asked, where's the last place you'd like to be fighting a war, other than Antarctica, you might well pick Afghanistan [for its] landlocked, very austere environment," said Dr. Ash Carter, under secretary of defense for acquisition, technology, and logistics, at a recent conference on defense logistics modernization in Washington, D.C.

No entrance

In the absence of solid alternatives, the U.S. military has been forced to rely mainly on roads to bring supplies into Afghanistan. But the situation there isn't much better. Because the United States is barred from moving goods through Iran, points of entry into Afghanistan by ground are limited to a handful of mountain passes.

Until very recently, the only ground route judged usable by the United States and NATO was one that went in by way of Pakistan. After the fall of the Taliban government in 2002, the United States began sending truckloads of supplies picked up at Pakistan's Port of Karachi into Afghanistan through the Khyber Pass. At the time, the Khyber Pass was considered to be much safer than the alternative, a crossing in the Hindu Kush mountains at a town called Spin Boldak.

But the military has since been forced to revise its assessment of security on the Khyber Pass route (as military leaders often quip, "The enemy gets a vote."). In December 2008, 12 percent of the Afghanistan-bound freight crossing Pakistan's Northwest Frontier Province en route to the Khyber Pass disappeared, most of it in flames, according to Vice Adm. Mark Harnitchek, deputy commander of the U.S. Transportation Command.

The attacks on the freight convoys led logisticians to reroute shipments destined for the southern part of Afghanistan to the crossing at Spin Boldak. But Spin Boldak hasn't proved much better where security is concerned. On Aug. 30, 2009,

a NATO convoy was attacked, and 20 fuel tankers and other supply trucks were destroyed.

The search for Plan B

Given the risks presented by the Pakistan ground routes, it's probably no surprise that the U.S. Central Command (CENTCOM) has been actively seeking other options. In 2008—well before the surge—Gen. Duncan McNabb, the commander of the U.S. Transportation Command, handed down orders directing the Surface Deployment and Distribution Command (SDDC) to start working with CENTCOM to find alternatives.

To understand what happened next, you have to know something about how military logistics has changed since the end of the Cold War. What many people don't realize is that the military is no longer in the business of moving freight. When it has cargo to move, it does exactly what a lot of its private-sector counterparts do—it hires a common carrier. "We have a worldwide presence without owning a truck, or a train, or a ship," says Maj. Gen. Jim Hodge, the commander of SDDC. "We do it all through our commercial partners."

So when it came time to get the project rolling, the military's first move was to get in touch with some of those commercial partners. "We decided to call in the guys who do this for a living and leverage them the best we could," says Col. Stan Wolosz, the SDDC's chief of staff. Military personnel quickly began contacting some of their primary carrier partners—including Maersk Line Ltd., APL, and Hapag-Lloyd—to solicit their help. As Kevin Speers, Maersk's senior director of marketing and administration, recalls, the central question the military posed to them was: "How can we bring in cargo overland to Afghanistan without touching Pakistan or Iran?"

The New Silk Road

What the military and its partners came up with is what's now known as the Northern Distribution Network (NDN), a set of multimodal routings that enter Afghanistan from the North, bypassing Pakistan completely. In some cases, these journeys incorporate parts of the old trade routes used for centuries by merchants, explorers, and warriors—routes collectively known as the Silk Road.

Although the partners identified nine options in total, most are variations on two basic approaches. One route crosses the Baltic Sea to Riga in Latvia, where the freight is loaded onto rail for the journey through Russia, Kazakhstan, and Uzbekistan, where it's offloaded onto trucks and hauled into Afghanistan.

The other route goes east through the Mediterranean and up the Dardanelles into the Black Sea, with the freight offloaded to rail at Tbilisi in Georgia. The cargo then moves overland through Georgia, Armenia, and Azerbaijan, before being loaded onto ships again at Baku for passage across the Caspian Sea to Kazakhstan. In Kazakhstan, it's loaded back onto rail for movement to Uzbekistan, where it's ultimately offloaded

to trucks and hauled into Afghanistan.

The main destination hubs for cargo rolling into Afghanistan from the north are Bagram Air Force Base, Kabul, and Kandahar. In total, there are 32 direct delivery locations in Afghanistan.

As daunting as it might sound, coordinating the various legs of these complex multimodal moves is only part of the challenge. The other part is working with the various jurisdictions involved to make sure the shipments comply with each country's rules and requirements. "You have to tie together the governments, the carriers, the shipper, and the ground force," says Col. Wolosz. To help smooth the process, SDDC has taken the step of placing liaison officers in consulates and embassies across the NDN.

Mission accomplished

The first shipment to move via one of the northern routes departed in February 2009 and was delivered in May. Based on the success of that venture, the NDN was declared operational in May 2009, less than a year after the project began. As of the end of March 2010, over 10,000 containers had moved through this new set of routes.

The primary user of the NDN, which is reserved for non-lethal supplies, is the Defense Logistics Agency (DLA). So far, that agency alone has moved more than 8,000 containers through the network. "I think it has gone very well," says Air Force Col. Deirdre Mahon, the DLA's division chief for combatant command support. "Through time, the NDN has proven to be very reliable. We've seen the transit time continues to decrease and the capacity continues to increase. It's doing the job it was intended to do."

One of those jobs, of course, was to reduce the volume of freight brought in through Pakistan. And on that count, the project has been an unqualified success. Today, less than half of all Afghanistan-bound freight moves through Pakistan.

Alan Estevez, the principal deputy assistant secretary of defense (logistics & materiel readiness), credits the private sector with much of that success. "We could not do this without the great support we have from the contractor community, our partners, and transportation providers through some third-party logistics providers," he says.

The military has come in for its share of praise as well. "It's worked very well because whenever we've had an issue, we've been able to go right back to SDDC for help," says Rick Boyle, vice president, U.S.-flag transportation services at Maersk Line Ltd. "Together, we have an ability to get things done very quickly." ■

Source: *DCVelocity* (www.dvelocity.com).

(Note Editor - Although this is an article from June 2010, it clearly explains the logisitcs opportunities handling cargo destined for Afghanistan).

U.S. Secretary Napolitano visits The Netherlands

- To the right is Rene de Vries, Port of Rotterdam Harbormaster explaining the vessel tracking system in the Harbour Coordination Centre to Janet Napolitano

(Photo Ries van Wendel de Joode, Photo Courtesy Rotterdam Port Authority)



News Release, www.dhs.gov, 22 June 2011

THE NETHERLANDS—Secretary of Homeland Security Janet Napolitano today visited the Netherlands to meet with her international counterparts to discuss strengthening collaboration to secure the global supply chain and tour operations at Schiphol Airport and the Port of Rotterdam, and meet Dutch officials in The Hague as part of the Department of Homeland Security’s (DHS) ongoing commitment to ensuring the safety, security and resilience of our international transportation systems.

“Securing the global supply chain is vital to protecting both the lives of people around the world, and the stability of the global economy,” said Secretary Napolitano. “We look forward to our continued collaboration with the Netherlands to enhance the security of the global supply chain and our international transportation systems.”

At Schiphol Airport, Secretary Napolitano joined Dutch National Counterterrorism Coordinator Erik Akerboom to tour cargo facilities at Schiphol Airport and highlight the Netherlands’ ongoing efforts to leverage the combined resources of the private and public sectors to develop integrated solutions to enhance global supply chain security.

Secretary Napolitano also met in the Hague with State Secretary and Acting Minister of Security and Justice Fredrik Teeven to underscore the shared commitment of both nations to ensure the resilience of the global supply chain and applaud the Netherlands’ continued participation in Program Global Shield—launched by DHS, the WCO, INTERPOL, and the UN Office of Drugs and Crime in 2010 as an unprecedented multilateral law enforcement effort aimed at combating the illicit cross-border diversion and trafficking of precursor chemicals for making improvised explosive devices by monitoring their cross-border movements.

Secretary Napolitano then traveled to the Port of Rotterdam—the largest seaport in Europe and the fourth largest port in the world—to tour cargo security operations and meet with customs officials and Coast Guard personnel. In September 2002, the Port of Rotterdam became the first location for

the Container Security Initiative (CSI), a U.S. Customs and Border Protection program at more than 50 overseas ports to prescreen and evaluate high-risk containers before they are shipped to the United States.

Port of Rotterdam also serves as the U.S. Coast Guard Activities Europe base, and Secretary Napolitano met with Coast Guard personnel to discuss their efforts to coordinate initiatives to maximize the safety and security of the U.S. marine transportation system with operations throughout Europe, the Middle East and Africa.

Yesterday, Secretary Napolitano met with International Maritime Organization (IMO) Secretary General Efthimios Mitropoulos in London to discuss U.S.-supported efforts underway at the IMO to make international maritime standards more consistent and to enable ports to recover quickly from disasters and disruptions. Later this week, she will visit Brussels to meet with international counterparts to discuss global collaboration to ensure the security and resilience of the global supply chain against terrorism and transnational crime, and deliver remarks at the World Customs Organization. ■

For more information, visit www.dhs.gov.

Radio/TV Rijnmond, Rotterdam, NL reported on 22 June 2011

U.S.: Not All Containers Have To Be Controlled

The U.S. no longer demands that all containers must already be controlled in Europe before entering the USA.

This was stated by the U.S. Secretary of Homeland Security during a visit to Rotterdam, yesterday. Originally the US wanted a 100 % control of all containers transported to the USA. This measure was planned to start in 2012.

**French President Nicolas Sarkozy
Relaunches the Seine Nord Escaut/
Europe Project**

Map: Courtesy Seine Nord - Europe



Early beginning of April 2011 the French President organised a forum in Nesle (Somme department) in order to debate on the future of the inland navigation and more specifically in order to (re)confirm his intention to have the planned Seine Nord Escaut/Europe canal realised.

The French President announced that he would give France the most important maritime corridor while connecting Le Havre – Rouen – via the greater Paris area upto the northern departments Picardie and Nord-Pas-de-Calais with the ports Calais and Dunkirk.

The project is budgetted to cost 4.4 billion euros and works would start in 2012 in order to be ready latest 2017. French industrial groups Bouygues and Vinci are candidates for the financing, planning, building and operation and maintenance of the canal.

The remaining months of 2011 detailed studies will be made in order to convince the French departments through which the canal finds its itinerary. The traject starts in Compiègne and ends near Cambrai. The regions and all major involved parties will be contacted in consultation rounds.

The intention is also to develop 4 multimodal platforms on the canal. This would enable green transport by barge either than by truck out of centralised logistics hubs. Those hubs are: Noyon, Nesle, Péronne and Marquion. It is budgetted that 25000 new jobs would be created in the logistics sector ! The aim is also to raise barge transportation from the actual share in the modal shift form 12 % to 25 %.

In general still some hinderances have still to be overcome. Not all departments are in favour of the project and do not want to contribute to the financing. European instances insist on the timing in order to keep the allowed financial aids. On the other hand the Northern Seaports (ZARA – Zeebrugge, Antwerp, Gent, Rotterdam, Amsterdam) would have to pay toll for the use of the canal in compensation for “the offered advantages” (read getting traffic). It is expected it will not be easy to convince them of the necessity to do so.

Regarding infrastructure it is also a fact that containervessels will not be able to load upto 3 (or 4) layers on the barges as it is common on the Rhine and the most rivers and canals in the Netherlands and Belgium (works are for instance ongoing on the Albertcanal between Antwerp and Liège).

In a later seminar in Amiens in May the Port of Paris announced to be interested to help develop the platforms and further general information was given to a greater public.

It goes without saying that this projects will connect France with the 20000 km European waterways and that the project is of European importance. European instances will thus have their input in the course of the coming months.

The last word is clearly not spoken and some delay might still be expected.

*By Danny Deckers ,
Lodico (Logistics and Distribution Consultancy)
lodico@skynet.be*

Port of Rotterdam Authority presents strategy for long-term development of port

'Coming 20 years marked by growth and transition'



5/19/2011 -- News Release by Port of Rotterdam Authority

The port of Rotterdam will grow in the coming 20 years and, at the same time, experience a number of structural changes. "The refining and chemical industry are on the threshold of a transition to more bio-based production, energy will be generated more cleanly in 2030 and from a wider variety of sources, and the container will become increasingly important in transport", according to Port Authority CEO, Hans Smits. "In order to be able to handle these containers problem-free, transport must become more efficient and a network of logistic hubs will have to be developed both at home and abroad. Our ambition is for the port to be the global leader in 2030 when it comes to efficiency and sustainability."

The Port Authority bases these statements on a study into the long-term development of the port and industrial complex. Smits envisages a healthy future for both the logistics and industrial side of the port. "These two reinforce one another. In our view, the port will be a combination of what we call a Global Hub and Europe's Industrial Cluster in 2030. The Global Hub stands for the hub for goods within Europe and between Europe and other continents. This involves types of cargo already present in Rotterdam, such as containers and oil products, but also new ones like LNG, biomass and CO2. The port of Rotterdam can strengthen its position as the most important European hub for goods if it uses the opportunities well and, most importantly, if we and the logistics sector manage to organise transport more cleverly and efficiently." That mainly concerns the development of the container sector, in which the volumes will at least double in the coming twenty years, and perhaps even triple.

Global competition

In the oil and chemical sector, it is not the other ports of Northwest Europe that form the competition, but production locations in Houston, Singapore and increasingly often in the Middle and Far East. "If we want to make sure that Rotterdam also has a vital petrochemical cluster in 2030, we must ensure that the industry here can compete at that global level. That calls for an increase in efficiency and, in turn, necessitates strong links between companies in Rotterdam and Antwerp. Industry in the region can then function as one integrated complex. Transition to more bio-based production is needed so that we can prepare ourselves for the post-crude oil era."

The port will also have an important role to play in ensuring the availability of energy. Whilst 15% of Dutch electricity is currently generated in Rotterdam, will be 25% in 2030. "But

that must be done more sustainably, therefore with carbon capture and storage, and also on the basis of biomass and LNG. In this way, the port serves as an axis in energy security for the Netherlands and Northwest Europe," says Smits.

Sustainability

An emphatic aim of the vision is the sustainable development of the port. Take, for instance, the aim to make sure that supply chains which pass through Rotterdam are the most efficient in the world and, partly as a result of this, have the lowest ecological footprint per tonne kilometre. In the coming decades, industry will experience a transition to increased production of second-generation biofuels and the development of a bio-based chemical industry. This will involve the application of algae and enzyme technology, among other things. Energy production will become less dependent on fossil fuels due to the use of biomass, wind and solar energy. Coal will still be needed for energy security, but climate change will be countered through the capture of carbon at power stations. Hans Smits says: "Growth is the best stimulus for development and innovation. That's why I am convinced that a transition to a more sustainable port and growth go hand in hand."

Naturally, port development is taking place within the boundaries of the law and the regulations. On top of this, the Draft Port Vision states that the main causes of annoyance for people in the surrounding area must be tackled.

Tempo

In the Draft Port Vision, the Port Authority explains that, on the basis of the current forecasts, it will not need a Maasvlakte 3 in 2030, despite the increase in economic activity. The port must then be cleaner, quieter and safer. Through pro-active, dynamic traffic management and the construction of the Blankenburg Tunnel and the A4-Zuid in particular, traffic jams could be seriously reduced. Shipping traffic will proceed more efficiently. The port will provide (both directly and indirectly) around 25,000 more jobs calling for a higher level of training. The international business sector will invest some € 25 to € 35 billion in the area during the next twenty years. But that will not all happen as a matter of course. Hans Smits is particularly concerned, considering the (global) competition, about the organisational capability and the speed at which the Netherlands can respond to opportunities and threats: "Innovation is sorely needed, both the large-scale application of new technologies and the smarter and more vigorous organisation of decision making. There is also a dire need for modification and a serious simplification of the rules. The speed with which we in this country achieve things must increase dramatically." In order to



■ *Uniport at the Rotterdam Waalhaven. (Photo by Aeroview, Courtesy Rotterdam Port Authority).*

monitor achievement, the Draft Port Vision has an implementation agenda, the progress of which will be reported annually.

Accessibility

The biggest bottleneck for realizing the Port Vision is, according to Hans Smits, the accessibility of the region: “I refuse to accept that we won’t be able to prevent traffic congestion in ten years. First of all, we must make better use of the road network by applying traffic management. To this end, the Traffic Management Company for the A15 motorway must be given much more of a say when it comes to regulating traffic. Second, the State must re-prioritize and free up money for projects such as the Blankenburg Tunnel and the A4-Zuid. Third, I suggest that we introduce road pricing in this region. That is used all over the world as a good way of reducing road traffic and distributing it better throughout the day.”

Value for the Netherlands plc

The Port of Rotterdam is of great importance for the Netherlands. The current economic importance can be expressed in an indirect added value of € 22.2 billion (3.3% of GNP) and indirect employment for 145,000 persons. In addition, there is a strategic value, which consists primarily of the contribution to international accessibility and consequently the strengthening of the Netherlands as a trading nation. The internationally prominent companies in the port make high demands on their suppliers. As a result, companies outside the port also have access to these top-quality services. In 2010, 430 million tons of

cargo were handled in the port. In the Draft Port Vision, the Port Authority anticipates throughput of between 675 and 750 million tons in 2030 and an indirect increase in employment of some 25,000 jobs.

Design

The Port of Rotterdam Authority wrote the Draft Port Vision 2030. The municipality of Rotterdam shared in the thought process and cooperated fully. Various ministries and Deltalinqs also contributed ideas. There were discussions with knowledge institutes such as the Netherlands Bureau for Economic Policy Analysis (CPB), a large number of companies in the port, users of the port, the Environmental Protection Agency Rijnmond (DCMR) and a number of nature and environmental organizations. Finally, during a series of meetings, discussions were held about the future of the port with residents from surrounding municipalities. The version being presented now is a draft. In the period between the end of May – beginning of July 2011, the Port Authority will be organizing a broad-based discussion with clients, authorities and social organizations on the Port Compass, with the aim of streamlining the vision. The idea is for Rotterdam municipal council to adopt the Port Vision 2030 at the end of 2011. ■

At www.portofrotterdam.com/portcompass you can find the full Draft Port Vision 2030. ■

RAIL CONNECTION FROM ANTWERP TO CHONGQING PRESENTED

Antwerp Port
Authority
News Release,
9 May 2011



Port of
Antwerp



- **Antwerp strengthens her position as a European hub for cargo to and from China**
- **New initiatives will undoubtedly lead to new jobs and investments**
- **Belgian customs go for world scoop**

With great interest, a rail connection for cargo between Antwerp and Chongqing was presented today in Antwerp. The project was established in 2010 by POM Antwerp (Development Authority of the Province of Antwerp), the Antwerp Port Authority and Belgian Administration of Customs & Excise. In the meantime an intermodal operator was found in Hupac who covers the route in both directions. Sufficient cargo in both directions is a crucial factor for the viability of the line. Now that we have the interest of some companies, other players will undoubtedly follow.

The idea of a rail connection for goods between Antwerp and Chongqing was raised during a business trip to Chongqing organized by POM Antwerp and the Antwerp Port Authority last year. The municipality of Chongqing (the biggest city in the world) gives great attention to rail connections with Europe. Return cargo, (from Europe to China), remained Chongqing's largest concern. Now Antwerp has found some interested companies for this.

Since the beginning of May, the Antwerp – Chongqing connection has been well structured. Intermodal operator Hupac offers a daily service from the Combinant terminal in the north of the port of Antwerp to connect Antwerp with Poland and further with Russia and China together with its partners Russkaya Troyka and Eurasia Good Transport. Chongqing is one of the final destinations of this service.

Antwerp, the hub for Europe, West-Africa and North and South America

An efficient link between Antwerp and Chongqing is guaranteed, but there is more. Antwerp plans to strongly promote itself as a hub for the broad hinterland. And this hinterland stretches beyond the surrounding regions to the whole of Europe, West-Africa and North and South America. This means that goods destined for China will be gathered from very different regions in the Antwerp port and can from there be put on the rail service to China.

The supply is done by vessel, (deep sea or short sea), or by train. Also, in the reverse direction, Antwerp serves as hub.

“As second European port, the Port of Antwerp positions itself already longer as THE hub for Europe, but also for West-Africa and North and South America. This initiative only reinforces that message. The maritime companies from the port have nothing to fear. After all, the rail connection will be complementary to maritime flows and in this way even generate extra maritime traffic.”, according to Marc Van Peel, President Antwerp Port Authority, port alderman, and vice mayor.

Green lane by rail. A world scoop.

The rail connection runs from Antwerp, over Germany and Poland, to the Ukraine, Russia, Mongolia and China. The 10,000 km long route crosses a lot of borders. Good agreements are, therefore, crucial to avoid unnecessary delays and controls.

Belgian customs wants to fulfill a pioneer function and will try to make a Green Lane project from this rail connection in close cooperation with different customs authorities along the rail route. By exchanging information at the departure, working with reliable partners and making clear arrangements with customs authorities of the transit countries, time can be saved. It is already a very ambitious project because a Green Train Lane between China and Europe is a world première. At first Belgian customs will pay high attention to convincing sister administrations of countries involved. The project manager at Belgian customs, Christiane Verlent, now is in Chongqing for negotiations.

Brand naming increases in China

The rail connection to and from China means a big boost for the awareness of Antwerp in Chongqing and China. For several years POM Antwerp has promoted the assets of the region in Chongqing. Last year a permanent economic representative was appointed, which gave a new boost to the promotion efforts.

Koen Helsen, President of POM Antwerp and Vice-Governor for Economy says: "The rail connection makes Antwerp even more known in Chongqing, but also in the whole of China. Furthermore, Chongqing positions itself as hub for the Chinese hinterland. Our region benefits from this extra reputation for Antwerp in many ways. Not alone can we reinforce our position as a logistic top region and world harbour, we also draw the attention from several Chinese companies with European

Rail Connection Antwerp - Chongqing Facts & Figures

- Starting from May the rail connection Antwerp - Chongqing leaves from the Combinant terminal in the port of Antwerp.
- Route: Antwerp – Germany – Poland – The Ukraine - Russia – Mongolia – China
- Partners involved: Hupac, Russkaya Troyka, Eurasia Good Transport
- Numerous destination in Russia and China are covered

ambitions. Within foreseeable time we can expect to welcome sales offices and distribution centres from well known Chinese brands and companies in our region. Through this initiative we hope to position ourselves, again, as an economically attractive investment region for these companies: Antwerp, the gateway to the European hinterland. New investments and corresponding jobs are the driving forces of our prosperity." ■

Points of Contact:

Port Authority Antwerp, Annik Dirx, Communications Manager; E-mail: Annik.dirx@haven.antwerpen.be
Tel. 0032 479 79 46 50

POM Antwerpen, Liesbeth Fransen, Manager International Business. E-mail: liesbeth.fransen@pomantwerpen.be
Tel. 0032 497 90 10 76

Container giant MSC Savona sets new container handling record in the Port of Antwerp

Antwerp Port Authority News Release, 16 May 2011

For the third time in just a few months an MSC container giant has set a new record for draught on the Westerschelde. On Saturday *MSC Savona* entered the Port of Antwerp with a record draught of no less than 15.50 metres. After passing through the Berendrecht Lock *Savona* sailed to the MSC Home Terminal located at the Delwaide Dock. During its two-day stay in Antwerp 7,375 TEU (standard containers) will be unloaded and 3,761 TEU loaded. As a result *Savona* has set a second record. Never before have so many containers been handled on one single ship at the MSC Home Terminal. "Once again the port of Antwerp has demonstrated its huge cargo-generating capacity," says Marc Van Peel, the Alderman for the port, Antwerp can now accommodate such a draught thanks to the third deepening of the Scheldt estuary, which was successfully completed at the end of last year. This deepening work guarantees



Antwerp tide-independent navigation with draughts of up to 13.10 meters. Depending on the tide, vessels with a greater draught can make their way up and down the Scheldt. *MSC Savona's* arrival in Antwerp is considered a trial for which the Permanent Commission for Supervision of Scheldt Navigation granted its permission. If the trial is deemed to be successful, then the navigation regulations on the Scheldt will be amended accordingly. ■

Official Inauguration of the Renovated Van Cauwelaert Lock & Naming of the First SWATH, the “Westdiep”



Antwerp Port Authority News Release, 6 June 2011

In Antwerp, Minister of Mobility & Public Works, Hilde Crevits named the first of four new SWATH vessels and attended the official inauguration of the Van Cauwelaert Lock. Both of these investments are very important for the competitive position of the Antwerp port. With the arrival of the new SWATH vessels the future of pilotage is assured. The renovation of the Van Cauwelaert Lock, for its part, is an important stimulus for the further growth of barge transport. “The new SWATH vessels will contribute towards smooth and safe shipping traffic on the North Sea. In the meantime the fully renovated Van Cauwelaert lock will provide an efficient connection between the Scheldt, the barge terminals and the Albert Canal. Now that the economy is reviving once more, a fully functional lock is essential to promote barge transport as an alternative to road transport,” declared Flemish minister Hilde Crevits.

Drive to invest on all fronts

The Van Cauwelaert lock has been officially inaugurated after renovation work lasting more than three years. The large-scale work on this 80-year-old lock began in April 2008, resulting in it being out of operation for a period of 16 months. Not only were the lock gates, gate recesses and the inside wall of the lock chamber renewed, but the control and power mechanisms were fully modernised and a tunnel for cables was created underneath the lock.

On the same day the first of four SWATH tenders was named the “Westdiep” by Flemish minister Hilde Crevits. The high-tech SWATHs will be used to take pilots to and from the large vessels that they guide safely through the Flemish sandbanks to the coastal ports or the Scheldt. The Westdiep is the first of four SWATHs in the new fleet for the Maritime & Coastal Services Agency. The name refers to the navigable channel between the sandbanks off the coast, opposite Koksijde and Nieuwpoort. The vessel was built in Germany.

“I am very pleased to be able not only to inaugurate the Van Cauwelaert lock but also to name the Westdiep. The modernization of this 80-year-old lock and the replacement of the old pilot boats after 30 years of service are symbolic of the policy pursued by the Flemish government, namely to further promote and develop water-borne transport,” explained minister Crevits.



■ Flemish Minister of Mobility & Public Works Hilde Crevits officially inaugurates the complete renovated Van Cauwelaertsluis in presence of the Antwerp Port Alderman Marc Van Peel.

Inauguration of renovated Van Cauwelaert Lock

The renovation of the Van Cauwelaert Lock, together with the modernisation of the Royers Lock and raising the bridges over the Albert Canal as far as Meerhout, forms part of the waterways project aimed at making the canal an attractive alternative for road transport.

Raising the bridges will enable barges to travel on the Albert Canal carrying containers two stacked four high. This forms part of the ongoing effort to achieve a modal shift and thus better mobility. The renovation work cost 70 million euros, of which BAM contributed 61 million and the Flemish Region 9 million.

Significance for the port

The modernisation of the Van Cauwelaert Lock is also significant for the Port of Antwerp, as the renovated lock will make it possible to handle the growing number of barges quickly and more efficiently. Furthermore, extreme weather conditions such as high winds and heavy rain will no longer interfere with operation of the lock.

“Every day, 156 barges sail in and out of the Port of Antwerp, putting heavy pressure on the locks. Furthermore, the barges are becoming ever larger. It is therefore of crucial importance for a port such as Antwerp, the second largest in Europe, to offer efficient, modern locks for its customers. With this renovated Van Cauwelaert Lock we are ready for the 21st century, a century that will undeniably be characterised by the use of more sustainable means of transport. In this area, too, the port sets the example for others to follow, thanks among other things to this barge lock. In addition, work on the second lock

on the left bank will start this autumn, enabling Antwerp to further deploy its maritime advantages,” port alderman Marc Van Peel declared.

The need for new, modern vessels

The “Westdiep” is named in Antwerp. SWATH stands for *Small Waterplane Area Twin Hull*. Like a catamaran a SWATH has two hulls. The difference is that the cross-sectional area at the water line is designed to be as small as possible. This reduces wave resistance, even in high seas and at high speeds. The Westdiep has a length overall of 26 m, a beam of 13 m and a draught of 2.7 m, and is able to cruise at 20 knots. It runs on low-sulphur fuel.

The amount of time that ships have to wait for a pilot will be significantly reduced, which can only benefit the accessibility of the ports. The new SWATHs will also enable more efficient use to be made of pilots, greatly reducing the need for helipilotage. The two other SWATHs now under construction, the *Wielingen* and *Westerschelde*, will be handed over in August and December 2011 respectively. The all-new fleet will become fully operational with the delivery of the mother ship, the *Wandelaar*, in May 2012.

The fleet will then comprise:

- a SWATH mother ship with accommodation for pilots;
- two operational SWATH tenders, one operating from the mother ship and the other used for taking pilots from shore to the mother ship;
- one SWATH tender in reserve. ■



▲ The location of the Van Cauwelaert Lock in the Antwerp Port.

▼ The new SWATH vessel which has been named "Westdiep" by the Belgian Minister of Mobility & Public Works Hilde Crevits in Antwerp on 6 June 2011. (Photos and Map courtesy Antwerp Port Authority)



■ Photos by Michel Dauchy, Photographer Antwerp Port Authority

InlandLinks: The Smart Way to Connect



Rotterdam Port Authority News Release, 10 May 2011

InlandLinks is the quality mark for container terminals in the hinterland, based on objectified and comparable criteria. This means that all participants in the supply chain are better able to achieve general and specific advantages in both qualitative and quantitative terms. It will also help to expand the intermodal transport by inland shipping and rail of the container flow, which is set to triple in size in the next 25 years. Ninety percent of the Dutch hinterland terminals affiliated with the VITO are already taking part. In a later phase, the Port Authority wants to extend the concept to Germany, to the Rhine terminals in particular.

Inland Links is the quality mark of and platform for container terminals in the hinterland. It offers, via www.inlandlinks.eu, insight into the whole intermodal service package right up to the terminal level. This has been standardized and thus made comparable, on the basis of six criteria:

- Availability of facilities and services: a/o handling conditions, opening times, cranes and other equipment, berths, and depot functions.
- Safety and security: a/o policy, procedures, protocols and physical facilities.
- Accessibility and connections with the port of Rotterdam: frequency and sailing schedules, sailing class/train paths, and transit times.
- ICT: data connections and integration with Portbase.
- Customs facilities: customs status (Authorised Economic Operator).
- Sustainability and the environment: policy and procedures.

The criteria were audited by Lloyds Register and the quality mark presents the criteria in percentages for each terminal. This enables clients to select a terminal that links up with the facilities their products and services require/demand. For high-grade electronics, for example, safety and security weigh very heavily in connection with insurance. In addition to the scores on the six criteria, the site also offers general terminal information such as contact data, ownership structure and development prospects.

Tripling

Rotterdam expects to see container flows triple in the next 25 years, due to the growth in world trade, the favourable geographic location and the increase in very large container ships, each with a capacity in the region of 20,000 units. Of the total 30 million TEU handled in 2035, 12 million are expected to be shipped in and out using smaller vessels to and from European ports. Some 18 million TEU will travel to

and from the hinterland via intermodal transport. For this flow, InlandLinks should provide better and more sustainable connections.

Dynamics

The concept is dynamic; at the moment, for example, the possibilities for measuring certain sustainability aspects are being explored. The terminals are assessed annually, suggestions for improvements are made and progress is reported. The terminals can also request an interim assessment so that investments in the facilities are immediately visible.

Incentive and opportunities

InlandLinks is the basis and incentive for improving hinterland connections and increasing reliability. It is also an incentive and opportunity for:

- (More) sustainable purchasing (advantage for all companies).
- Strengthening partnership with road transport (all companies).
- Logical integration of hinterland terminals with the seaports, with the following advantages:

- *Cheaper storage than in the seaport (shippers, forwarding agents, shipping lines).
- *Bundling/splitting up cargo (forwarding agents).
- *Implementing operational activities, such as customs procedures (maritime terminals).
- *More production space (maritime terminals).
- *Realization of agreements to increase intermodal transport Maasvlakte (maritime terminals Maasvlakte).
- *Building a reliable and durable network (shippers).
- *Less moving around of empty containers (shipping lines).

InlandLinks offers the hinterland terminals:

- Advantages of scale of a large, cooperating network.
- Objective assessment by an internationally renowned agency.
- (Inter)national marketing/promotion.
- Development possibilities, such as joint development of handling protocols, facilities in the field of ICT and sustainability and subsidy applications.
- Transparency and platform vis-à-vis authorities and investors. ■

NDTA Benelux Chapter Members visited SCHENKER in Willebroek, Belgium

*By Major John Drakeford,
NDTA BENELUX Chapter Board Member and
Doctoral Candidate at Northcentral University*

On April 21, 2011, the NDTA BENELUX Chapter visited DB Schenker Operations Center in Willebroek, Belgium. The site in Willebroek employs approximately 100 personnel including a small, dedicated and strongly committed management team. The combination of strong management with the extensive scale of DB Schenker Logistics, gives their clients all the advantages of a flexible SME allied with the power of a global enterprise. Our host for this special occasion was Stefanie Dobbert, Account Manager for Government & Defense, who provided the NDTA members a tour of DB Schenker's remarkable operations.

During the tour, the group was introduced to the DB Schenker manager in Willebroek named Dany De Borger who explained how butter was received and stored. His comments were most interesting and displayed the company commitment to the client. I quote: " We receive butter directly from the factory at a temperature of 24 Celsius. We lower the temperature +/- 1°C per day over a 10 day period. We ventilate wind into the dedicated part of our warehouse. This is to give the butter the time to finish the maturation process. The customer knows that he can sell the butter to his customers after 10 days and arranges transport accordingly."

This tour highlighted many of the numerous logistical challenges that DB Schenker faces every day. One of the most remarkable aspects of the company is their commitment to the employment of personnel with special needs. We do not always hear about individual company commitments to the employment of personnel from a wide spectrum of the population, especially the employment of adults with a special need. DB Schenker has taken a proactive approach in employing special needs adults in their daily operations. Personnel employed under this scheme make up of 45% of the workforce at Willebroek and their contribution is vital to the upkeep and quality standards that is provided at Willebroek.

The tour ended with Ms. Dobbert giving NDTA members an overview of DB Schenker's logistical arm that reaches worldwide and provides a full range of specialized transportation and supply chain logistics solutions including those who support U.S. Military and Government Agencies. ■ (www.dbschenker.com)



■ The DB Schenker Operations Center in Willebroek, Belgium. (Photo Courtesy DB Schenker)



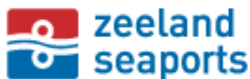
■ The interior of the DB Schenker Operations Center in Willebroek, Belgium. (Photo Courtesy DB Schenker)



■ The BENELUX Chapter members tour the DB Schenker Operations Center in Willebroek, Belgium.

■ Photo by Wout Schalk, NDTA BENELUX Chapter

Zeeland Seaports increases market share in general cargo



Zeeland Seaports
News Release 20-05-2011

Zeeland Seaports improved its position as general cargo port in 2010. That is apparent from figures published in trade magazine De Lloyd, in connection with the Breakbulk Europe exhibition that was held this week in Antwerp.

Zeeland Seaports is the second general cargo port in the Rotterdam-Dunkirk range, after Antwerp, in terms of volume. It has occupied this position since 2009, displacing Rotterdam. Last year, Zeeland Seaports saw the opportunity to increase its market share at the expense of Antwerp and Rotterdam.

In 2010, the division was as follows:

- **Antwerp:** 11.1 million tons; 35.9% market share
- **Zeeland Seaports:** 7.4 million tons; 23.7% market share
- **Rotterdam:** 6.9 million tons; 22.4% market share
- **Ghent:** 3.2 million tonnes; 10.3% market share
- **Dunkirk:** 1.3 million tons; 4.2% market share
- **Zeebrugge:** 1.1 million tons; 3.6% market share

Maersk Line CEO calls for change

Maersk Line
News Release 7 June 2011



Today, Maersk Line CEO, Eivind Kolding, addressed the container shipping and logistics industry as the keynote speaker at the TOC conference in Antwerp, Belgium. His message was clear and simple: If container shipping is to secure its licence to operate in the future, the industry needs to change now!

Containerization – often referred to as the engine of globalization - revolutionized world trade. The potential it unlocked by efficiently connecting producers and consumers across the world enabled both shipping lines and their customers to develop their businesses in ways that previously had seemed impossible. However, container shipping is also the story of an established business model that often disappoints customers: one in every two containers is late, shipping lines are complex to do business with, and the industry, even while being the most environmentally-friendly transportation mode, still lacks transparency and common goals.

With examples from the automotive, aviation, portable music players and mobile phone industries, Eivind Kolding told the conference that just

because an industry is established it may only be a “few years from being completely overtaken” by new technology. And, that market and customer behaviour is forcing companies to “never lose sight of what customers really want” - including the needs that they are not even aware of.

“The container shipping industry stands on the brink of an era-defining moment and we face some fundamental challenges. However, why not see these as fantastic opportunities? What if we could guarantee that cargo would be on time, every time? What if placing a shipping order was as easy as buying an airline ticket? What if the shipping industry was known for beating environmental expectations - not struggling to meet them?” Eivind Kolding asked in conclusion and invited the industry to initiate the debate.

For more information and to join the debate visit:
changingthewaywethinkaboutshipping.com

■ *The arrival of the Georg Maersk in the Port of Antwerp on 17 May represented yet another record, as the ship is the longest ever to have entered the Port of Antwerp. The Georg Maersk is 367 meters long. The Georg Maersk is able to carry 9,500 twenty-foot containers (the record of 14,200 containers is still held by the MSC Danit).*



Important NDTA Websites:

www.ndta-benelux.org

www.ndta.de

www.ndtahq.com

Plenty of activity at the Breakbulk and Offshore Wind Terminal



■ BOW Terminal at Vlissingen, The Netherlands

*BOW Terminal
News Release 06-05-2011*

The BOW terminal in Vlissingen's Westhofhaven really got under steam in the first quarter of 2011. The company, which began its operations in 2010, concluded various contracts at the end of last year for the handling, trans-shipment and storage of project cargo. BOW also expects to attract several projects for the period of 2012-2014.

At the moment, BOW is providing support with the construction of three large wind farms close to the English coast. One of the projects was commissioned by Norway's Statoil, which is responsible for the development of the Sheringham Shoal Offshore Windfarm.

This week, BOW was visited for the first time by the *MS Oleg Strashnov*, owned by the firm Seaway Heavylift.

The *Oleg Strashnov* only went into service recently and called in Vlissingen on its maiden voyage, to pick up bedplates. With a hoisting capacity of 5,000 mt and a length of 183 loa, it is one of the biggest crane ships of its kind. The ship will make the voyage to Vlissingen more often in the coming period, because some 71 bedplates in total will have to be shipped in connection with the above-mentioned project.

In total, BOW will perform some 500 heavy lifts in 2011 for the offshore wind industry. This will involve a total of around 15,000mt. All told, the project will provide work for approx. 500 people.

In connection with the expansion of its operations, the company took over a further 7 hectares of land from Zeeland Seaports at the beginning of this year.

Various wind farms are being built in the North Sea and the builders are starting to value the Zeelandports more and more as the operating base for transporting the various components.

Due to the open connection with the North Sea and a depth of 16.5 metres, with hardly any tidal restrictions, the Zeeland ports form an excellent operating basis for consignments to the wind farms in the North Sea. In addition to this, the companies which operate in the Zeelandports are known for the quick and meticulous way they work and their customer-friendly, flexible and motivated attitude. ■

V.D. VLIST



Heavy-Lift destined for China

*V.D. VLIST
News Release 07/06/2011*

Van der Vlist Projecten B.V. has recently supervised the shipment of two unpacked 130 ton cranes. The cargo, originating in the Netherlands, was moved ex-works via Antwerp Port and delivered to the Seaport Terminal China.

Both cranes were initially transported by barge for the consignors and loaded directly to ship at Antwerp Port by the vessels' own lifting gear.

On arrival in China, the cranes were then scheduled to be assembled and fitted onto two brand new offshore vessels currently in build at a Chinese shipyard.

This is the second time Van der Vlist Projecten B.V. has project managed delivery of these types of cranes for the Chinese shipbuilding industry having completed a similar project in 2010. ■

For more information about Van der Vlist Projecten B.V. facilities and capabilities or for any inquiries, please contact one of the Van der Vlist Projecten Team on +31-184606680 or email projecten@vandervlist.com

Management Board Member Dr. Rausch: We want to become the leading provider of green transportation and logistics services

*DB Schenker
News Release 11 May 2011*



Munich -- Eco Solutions is DB Schenker's comprehensive range of climate-friendly transportation and logistics services. For every mode of transportation - rail, road, air and ocean - as well as warehouse logistics, DB Schenker offers environmentally friendly solutions that can make a measurable contribution to reducing CO2 emissions and, thus, to climate protection.

"We aim to become the leading provider of green transportation and logistics services and offer our customers climate-friendly solutions. Our Eco Solutions make it possible to reduce, offset or completely avoid CO2 emissions throughout the entire supply chain," said Dr. Karl-Friedrich Rausch, the Member of the Management Board of DB Mobility Logistics AG responsible for Transportation and Logistics, on Wednesday in Munich. "We are conscious of our responsibility as a service and logistics provider, have set ambitious, group-wide emissions-reduction targets for ourselves and are now offering our customers a comprehensive range of solutions to enable them to better pursue their own climate protection objectives." DB Schenker is currently presenting its Eco Solutions range at the transport logistic 2011 trade fair in Munich.

The Eco Solutions range includes Eco Plus, a solution that offers DB Schenker customers CO2-free rail freight throughout Germany. The energy required is taken entirely from renewable sources, and DB supports with ten percent of the revenue generated from the Eco Plus construction of new renewable energy power plants.

Eco OceanLane enables customers to reduce their CO2 emissions for ocean freight by up to 50 percent. And with Eco Charter, the air freight solution, they can reduce their CO2 emissions on the routes from Frankfurt to Shanghai, Hong Kong, Singapore and Chicago by up to 20 percent. Eco Solutions are also available for land transport. DB SCHENKERhangartner and DB SCHENKERrailog offer customers a combination of road and rail transportation that allows them to reduce their CO2 emissions by up to 60 percent.

Eco Warehouse is a solution for building and operating warehouse energy efficiently and sustainably, reducing CO2 emissions by up to 35 percent. DB Schenker specialists work with customers to develop new, environment-friendly logistics centers that comply with international certification standards for climate- and eco-friendly logistics buildings.

In addition to its Eco Solutions for specific modes of transportation, DB Schenker also offers Eco Neutral, which gives customers the opportunity to offset their CO2 emissions by financing climate protection projects. It also allows them to choose what proportion of their emissions they want to offset. Eco Neutral can be combined with other parts of the Eco Solutions range. DB Schenker works in tandem with its partner Atmosfair, to finance existing climate protection projects, thus enabling customers to offset their CO2 emissions. DB Schenker also aims to initiate its own projects in future.

Climate protection at DB Schenker starts with customer advice and transportation planning. Eco Optimizer

clearly indicates the CO2 and other emissions involved in the transportation and logistics services provided to the customers. A specially developed emissions calculator analyzes CO2 emissions along the entire supply chain. Customers receive recommendations on how to reduce their emissions, which may involve combining more energy-efficient modes of transportation or alternative routes. The data stored for Eco Optimizer is obtained from calculations made by the online environmental impact calculator EcoTransIT World and is based on a scientifically verified method and database.

DB Schenker's climate-friendly Eco Solutions range is complemented by a new unit of measurement: the ECO2PHANT. This illustrates how much CO2 customers can save through more energy-efficient transportation. Each ECO2PHANT is the equivalent of five tons of saved CO2, roughly the weight of an elephant. ■

You will find more information on DB Schenker's climate protection activities and an overview of the Eco Solutions range at www.dbschenker.com/environment.

**Issued by: Deutsche Bahn AG
Potsdamer Platz 2, 10785 Berlin, Germany**

**Responsible for content:
Group Spokesperson/Head of
Corporate Communications
Oliver Schumacher**

Dockwise Requests more Leeway from Netherlands Government to Counteract Pirates

*Dockwise
News Release 8 June 2011*

Dockwise urges the Dutch government to allow for better protection on its vessels to counteract piracy in the Gulf of Aden and the Indian Ocean. As the ability of governments to offer military protection is limited, the ability for ship owners to employ additional private protection is of the utmost importance. Despite several appeals, private protection onboard Dutch vessels could meet with legal impediments. Other nations do allow for such added protection measures. Dockwise eventually may be forced to have its vessels sail under a different flag if restrictions are not eased imminently.

On the growing piracy problem André Goedée, Dockwise's CEO, comments: "As an oil and gas service provider, our vessels - which as a consequence of their specific nature have been labeled by experts to be very vulnerable to pirate attacks - have to enter pirate-infested waters most months of the year. At this point we are not allowed to protect our employees adequately against pirates, while other nations do allow for added security measures. Our clients, too, request added security measures for their employees and cargo on-board. In the interest of our employees and because of the increasing pressure from the industry itself, we may be forced to seek other alternatives - such as bringing the vessels under a different jurisdiction and flag - if regulations are not adapted quickly. We would regret having to take such a decision, but we are left with no choice should the Dutch government remain idle."

Dockwise has directed attention to the piracy problem through various channels in the recent past. Territorial



protection by means of patrolling naval vessels or having military personnel onboard for personal and object protection are desired solutions.

However, in view of the size of the area and the sheer number of vessels that pass through this area, the navy cannot be expected to respond to each distress call in time. Unlike in other nations, Dutch law does not allow for armed private security companies to be contracted. The protection of vessels by means of armed escort vessels, contracted by the cargo's owner, in some isolated cases can be a solution, but many cargo owners are unable or not prepared to contract private security companies.

Although it is clear that a long term sustainable solution to the piracy problem necessitates a much wider and structural approach including international engagement of people and authorities in the relevant areas, the improvement of prosecution and imprisonment of pirates, (coordinated attacks on mothervessels and many other measures), a solution for the dangerous problems that ships face this very moment is required in the very short term. Dockwise makes an urgent appeal to the Dutch government to pro-actively seek an effective solution to the problem of vessel protection, including the ability to contract adequate private security. Dutch vessels must be able to offer the same level of security to employees and clients as those vessels that sail under flags of other nations. ■

For further information please contact: Fons van Lith, Cell: +31 (0)6 51 314 952 or Tel: +31 (0)76 5484116

Toll in Poland



*Transpass
News Release*

As you probably have read and heard through the various media, the Polish new Toll will be introduced as of the 1st of July 2011.

It is important that you are informed in a correct way and Transpass, a consultant for tolls and VAT refund for many years, is also involved to have the best possible solution for you as a transport company. We are working on a post-pay solution as well as a pre-pay solution.

At this moment 1600 km of roads are going to be ready for the new toll system that will be charged through the ViaBox. This is excluding the already existing toll roads which are operated by private toll companies in Poland, being a part of the A1, A2 and A4 motorway. Polish paper vignettes will stop as of 30 June 2011 so you will not be able to pay the existing toll roads with these vignettes. That means that the tolls on those roads will be more expensive.

Please check the website below to find more information, map, and downloads.

For the best, clear and honest consultancy, go to Transpass. Our people will be more than happy to give answers to your questions and advise your company in the best possible way in order to save costs. ■

www.transpass.eu



MAERSK

*orders
largest,
most
efficient
ships ever*



*Maersk News Release,
21 February 2011*

Maersk Line has signed a contract with Korea's Daewoo Shipbuilding & Marine Engineering Co., Ltd. to build 10 of the world's largest and most efficient vessels, with an option for an additional 20 vessels. Scheduled for delivery between 2013 and 2015, they will entirely change the shipping industry's understanding of size and efficiency.

Called the 'Triple-E' class for the three main purposes behind their creation — Economy of scale, Energy efficient and Environmentally improved — these new container vessels do not just set a new benchmark for size, they will surpass the current industry records for fuel efficiency and CO2 emissions per container moved held by the *Emma Mærsk* class vessels.

Four-hundred metres long, 59 metres wide and 73 metres high, the Triple-E is the largest vessel of any type on the water today. Its 18,000 TEU (twenty-foot container) capacity is 16 percent greater (2,500 containers) than today's largest container vessel, *Emma Mærsk*.

The Triple-E will produce 20 percent less CO2 per container moved compared to *Emma Mærsk* and 50 percent less than the industry average on the Asia-Europe trade lane. In addition, it will consume approximately 35 percent less fuel per container than the 13,100 TEU vessels being delivered to other container shipping lines in the next few years, also for Asia-Europe service.

"One of the biggest challenges we face in the world today is how to meet the growing needs of a growing population and the impact that is going to have on our planet. International trade will continue to play a key role in the development of the global economy but, for the health of the planet, we must continue to reduce our CO2 emissions. It is not only a top priority for us, but also for our customers who depend on us in their supply chain, and also for a growing number of consumers who base their purchasing decisions on this type of information," says Eivind Kolding, CEO of Maersk Line.

The Triple-E vessel is a significant step towards addressing the environmental challenges associated with transporting goods around the world. Each vessel will cost USD 190 million. Besides its size, which provides vastly superior economies of scale compared to other vessels

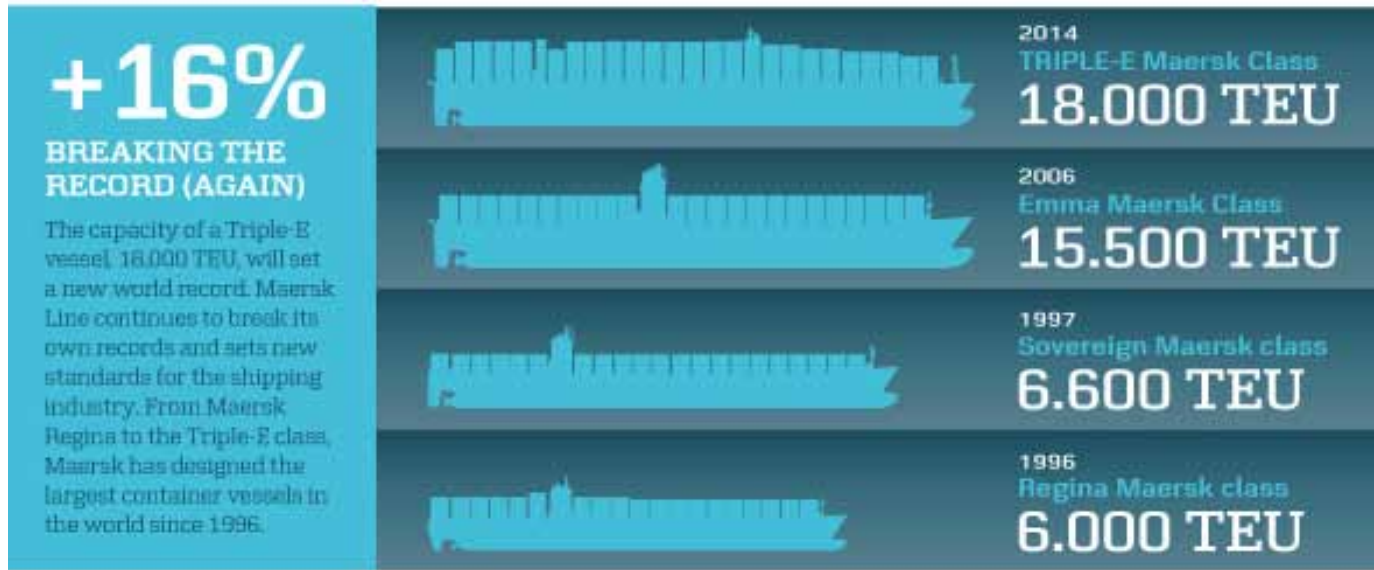
(more cargo means less CO2 per container moved), the efficiency of Triple-E comes from its innovative design.

Two 'ultra-long stroke' engines turn two propellers, and specially optimised hull and bow forms guide the vessel through the water at the speeds typical in the industry today. An advanced waste heat recovery system captures and reuses energy from the engines' exhaust gas for extra propulsion with less fuel consumption.

To reduce the environmental impact of the vessels beyond their lifecycle, Maersk Line is setting a new standard for the way vessels are recycled. All the materials used to build the Triple-E class will be documented and mapped in the vessel's 'cradle-to-cradle passport'. This means that when the vessel is retired from service, this document will ensure that all materials can be reused, recycled or disposed of in the safest, most efficient manner ■

For more information and content about the Triple-E, please visit Maersk Line's » News and media site and <http://www.worldslargestship.com>

Changing the World of International Shipping



The Triple-E's enormous capacity can move the greatest number of containers possible in the most efficient way and with the smallest CO2 footprint. And combined with an energy saving propulsion system, its size is a major factor in its industry's best energy efficiency and performance.

The Triple-E is a giant. At 400 meters in length and with a capacity for 18,000 twenty-foot containers (TEU), it is the new benchmark for size in the shipping industry. Through feats of innovative engineering, the Triple-E's vastly expanded inside cavity gives it a capacity 16 percent greater than Emma Maersk (equivalent to 2,500 containers), despite relatively little change in the length and width.

But the Triple-E isn't just the largest vessel of any kind in operation today, it is actually the longest and widest container vessel possible based on port restrictions. And the reality is that the visible

dimensions of the ship of only four meters longer and three meters wider than *Emma Mærsk*, the world's largest vessel in operation—do not fully convey its size.

Container capacity and energy efficiency are the two main drivers behind the design of the Triple-E. To improve upon the design of Emma Mærsk, the current benchmark in both of those categories for all vessel types, a different set of performance parameters was established.

The shape of change

Container capacity is the top priority. Because of that, a wider hull is essential. The V-shaped hull of Emma Mærsk is sleek and limits resistance in the water, but also limits space for containers towards the bottom of the 'V'. Therefore, the Triple-E boasts a more U-like hull form. An additional row of containers was added to the Triple-E as well, giving it 23 rows across its width, compared to Emma's 22. The more spacious hull and extra row provide additional capacity for

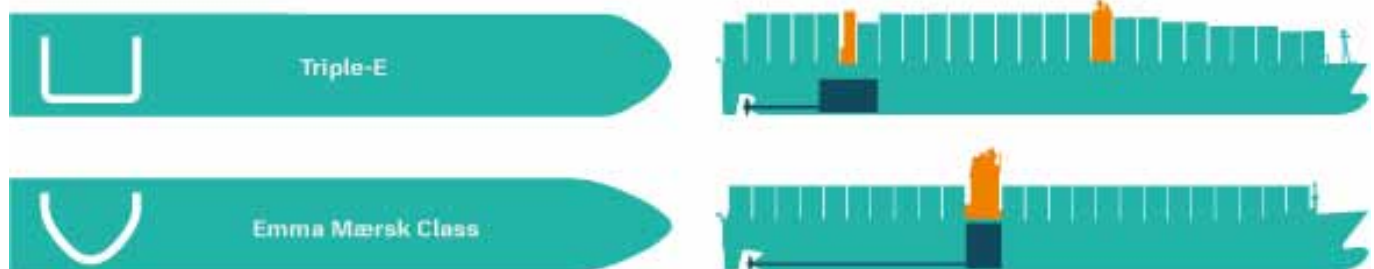
1,500 containers.

Additional container space has been created in the vessel by moving the navigation bridge and accommodation 5 bays forward and the engine room and chimney 6 bays back in what is called a 'two-island' design. With the more forward navigation bridge, containers can be stacked higher in front of the bridge (approximately 250 more) without losing visibility. And approximately 750 more containers fill the space behind the bridge above deck and below deck using the space created by the engine room's position further to the back of the vessel.

Europe-Asia Route

The Triple-E would not exist without the remarkable economic growth of China. And as the world's second largest economy continues its booming growth, the Triple-E will position Maersk Line to meet that growth in the most efficient way possible.

(Continued on next page)



Changing the Word of international Shipping
(Continued from page 27)

For Maersk Line, this gradual change is reflected in the growing number of services covering Asian ports as well as the significant share of those services that connect China in particular to the rest of the world.

Currently, Maersk Line has the largest market share of any container shipping line in this trade, moving 18 percent of the container cargo leaving Asia for Europe and 15 percent of the container cargo travelling from Europe to Asia.

The Triple-E vessels will touch five Chinese ports (Shanghai, Ning-bo, Xiamen, Yantian and Hong Kong) adding significant capacity to the vessel strings serving Asia - Europe and furthering Maersk Line's dominance in the trade.

The vessel's dramatically improved efficiency will also help limit the environmental impact of the region's continued economic growth. ■

NDTA Recognizes Industry Excellence — Recipients of the 2010 NDTA Quality Award Announced at the SDDC Symposium

Their performance sets the benchmark for mission support

The voice of Global Defense Logistics

Alexandria, VA - April 7, 2011 --- NDTA is proud to announce recipients of the 2010 Quality Award. Recognition is given annually to Transportation Service Providers (TSP) that serve the Defense Transportation System and the Department of Defense with distinction; selection criteria is based on excellence in support, service and teamwork.

Lt. Gen. Kenneth Wykle, USA (Ret.), NDTA President, and Maj.Gen. Kevin A. Leonard, U.S. Army, commanding general of the Military Surface Deployment and Distribution Command (SDDC), presented the awards at a gala banquet held April 6th at the SDDC Training Symposium in Dallas, Texas. Among this year's NDTA Quality Award Recipients was: **DB Schenker** (Newark, NJ) Nominating Organization: Commander Fleet Industrial Supply Center, San Diego, CA; Citation Brief: For innovative solutions allowing for expedited clearance and distribution within CONUS of retro-

grade material providing ATAC and Naval Inventory Control Point a head start on repairing and returning critical material to the War Fighter.



■ *Jim Pelliccio, DB Schenker, Senior Vice President, Sales USA, accepting the award from Lt. Gen. Wykle, president NDTA, (left) and Maj. Gen. Leonard, Commander SDDC, (right).*



**NDTA
Benelux Chapter Event**

MARK YOUR CALENDAR



■ Naval Base Zeebrugge during the Open Deur Days in 2010 (Photo courtesy BE Navy).

Visit to Naval Base Zeebrugge on Thursday 15 Sep 2011



Colonel, BE Army, Dirk LaForce, Commander of the Movements Control Group in Peutie, Belgium, will host the NDTA Benelux Chapter visitors at the Belgian Naval Base in Zeebrugge, Belgium.

Program

- Demonstration of loading a Roll-on/Roll-off vessel
- Luncheon
- Tour Naval Base Zeebrugge, Belgium

At the end of July 2011, all NDTA Benelux Chapter members will receive an invitation by e-mail. Also check our Website: www.ndta-benelux.org



NDTA Benelux Chapter Program 2011-2012

Thursday
15 September 2011

Visit to Naval Base Zeebrugge

Hosted by Colonel Dirk LaForce, Commander, Movement Control Group in Peutie, Belgium. Program: Demonstration of loading a Ro/Ro vessel, Luncheon and Tour of Naval Base. (More info to follow)

Thursday
1 December 2011

BENELUX CHAPTER GALA

*Annual NDTA Benelux Chapter Gala
Commander Van Ghentkazerne invites you to the
Van Ghentkazerne in Rotterdam, home of the
Royal Netherlands Marine Corps
(More info to follow)*

Thursday
23 February 2012

NDTA Event in The Netherlands (More info to follow)

Thursday
19 April 2012

NDTA Key Note Speaker in Antwerp

Key Note Speaker: Dirk De Paepe, Chief of the Antwerp Seaport Police. Subject: Force Protection by the Antwerp Harbor Police during Military Operations (e.g. Ops Fort to Port). Location: Royal Belgian Yacht Club, Antwerp.

June 2012

NDTA European Region Workshop (More info to follow)

*How do you become a member
of the NDTA Benelux Chapter?*

Very simple!

Contact NDTA Benelux Chapter Secretary

Fiona Slabbekoorn: Fiona.Slabbekoorn@EUR.ARMY.MIL

