

**CNE - Committee of North Sea Port Forwarding Agents**

- Founded in Antwerp on July 27<sup>th</sup> 1951
- Originally founded to coordinate the negotiations with the shipping conferences
- Exchange of experience, discussion on trends and agreements
- In 2011 CNE celebrated its 60<sup>th</sup> Anniversary in Antwerp

**PORT OF ANTWERP****Intermodal Solutions & Connectivity Platform**

Thanks to the inland location of the port of Antwerp, no less than 60% of the European purchasing power is located in a radius of 500 km around Antwerp. Shippers who choose Antwerp can transport their goods quickly, cost-effectively and with lower levels of CO2 emissions to the European customer. The Antwerp Port Community has developed two initiatives demonstrating this competitive advantage. Shippers can now easily search for hinterland connections.

- [Intermodal Solutions](#)
- [Connectivity Platform](#)
- [Video about the connectivity platform - connecting your cargo to the world](#)

**Port of Antwerp Intermodal Solutions** is a new collaboration within the Antwerp port community that will provide solutions to further improve the connectivity with the hinterland. The aims of this new intermodal cell include developing new intermodal connections for various European regions as well as favorably affecting the modal split.

The **Port of Antwerp Connectivity Platform** is developed to provide customers of the port with even more information about the various transport options and the most optimal way they can transport their goods to their destination, according to their needs. Convenient online search functions consistently chart the maritime and intermodal connections between Antwerp and overseas and European destinations. See more at: [www.portofantwerp.com/en/intermodal-solutions-connectivity-platform#sthash.SNCKF4Oy.dpuf](http://www.portofantwerp.com/en/intermodal-solutions-connectivity-platform#sthash.SNCKF4Oy.dpuf)

**Land reservation survey for new pipeline route**

The port of Antwerp is home to the largest integrated petrochemical cluster in Europe. Seven of the world's ten largest petrochemical companies have facilities in the port area. The cluster also spreads farther along the axis between Antwerp

and the Ruhr area, beside the Albert canal. Pipelines are of vital importance in keeping this chemical cluster supplied with the raw materials it needs. A land survey has therefore been started with a view to proactively reserving space

for a new pipeline route along the axis Antwerp – Limburg – Rhine area.

See more at: <http://www.portofantwerp.com/en/news/land-reservation-survey-new-pipeline-route#sthash.i8vhVSwf.dpuf>

## Port of Antwerp maintains growth trend

The port of Antwerp handled 98,229,046 tonnes of freight in the first six months of 2014. That is 2.7% more than in the same period last year, itself already a record year. Container freight once more contributed good growth figures, while liquid bulk too continued the upward trend.

### Containers and breakbulk

The container freight volume rose by 4.0% during the first six months, to 53,553,954 tonnes. This corresponds to 4,416,132 TEU, an increase of 2.9%.

March was an absolute record month for containers. Ro/ro freight for its part continued to perform well during the past six months, with a volume of 2,346,506 tonnes, 1.3% more than the same period last year, although the number of cars handled was down slightly (by 1.4%) to 643,164. Conventional breakbulk on the other hand produced negative figures, down by 6.0% to 5,028,876 tonnes. One important factor in this decline is that a proportion of the fruit imports now

arrives in containers instead of conventional freight. To a certain extent the negative figures therefore indicate a shift in the method of transport rather than a fall in the absolute volume. Steel for its part experienced a stronger second quarter and finished the first half year with modest growth of 0.2%, to 3,293,418 tonnes.

### Liquid bulk

The liquid bulk volume rose during the first half of the year by 4.0% to 30,429,085 tonnes. Petroleum

**“Container freight once more contributed good growth figures, while liquid bulk too continued the upward trend.”**

derivatives experienced strong growth of 7.8%, reaching 22,380,646 tonnes. Chemicals and crude oil on the other hand suffered a decline, down respectively by 4.2% to 5,484,968 tonnes and 7.4% to 2,363,517 tonnes. After the record year in 2013 when liquid bulk expanded by a spectacular 31.9%, Antwerp has further established its position with these overall growth figures. The port of Antwerp is an important investment location for many

companies in the oil and chemical cluster. Exxon Mobil recently announced an investment of more than 1 billion dollars, thus joining the series of investments carried out in the port of Antwerp over the past few years by world players such as among others Total, BASF, Gunvor, Evonik and Kuwait Petroleum International. And the speciality chemical group Lanxess took its new polyamide plastics plant in Lillo into operation at the beginning of July. The price

ticket for this world-class facility is 75 million euros. The Antwerp plant will be the hub for worldwide distribution of polyamide.

### Dry bulk

The dry bulk volume came to 6,870,625 tonnes, a decrease of 5.0% compared with the same period last year. Once again, the decline is mainly due to the amount of coal handled. During the past six months the coal volume was down by 30.5% to 839,642 tonnes. Ore (up

9.2% to 1,361,762 tonnes) and sand and gravel (up 23.9% to 646,062 tonnes) for their part turned in significantly better figures than in the first half of 2013.

### Seagoing ships

During the first six months of this year 6,991 ships called at Antwerp, 3.4% fewer than in the same period last year. On the other hand the gross tonnage rose by 1.0% to 165,121,359 GT, thus

confirming the trend towards fewer but larger and more heavily laden ships being served in Antwerp.

### Added value and employment

The crucial importance of Antwerp for the Flemish economy is demonstrated once more in the updated report by the National Bank of Belgium about the economic significance of the Belgian ports. In 2012 (the last year for which full

figures are available) Antwerp generated added value of 9.97 billion euros, an increase of 3% on the previous year. The amount of direct employment also rose, with 60,873 direct employees compared with 59,965 the year before, an increase of 1.5%.

- See more at: <http://www.portofantwerp.com/en/news/port-antwerp-maintains-growth-trend#sthash.rgh90aCG.dpuf>

## Antwerp welcomes 1 billion dollar investment by ExxonMobil



Antwerp Port Authority is extremely pleased with the decision by the American oil giant ExxonMobil to invest more than 1 billion dollars in its refinery in the port of Antwerp. The investment demonstrates ExxonMobil's confidence in the port of Antwerp and in the European industry, which in these challenging times is a very positive signal.

See more at: <http://www.portofantwerp.com/en/news/antwerp-welcomes-1-billion-dollar-investment-exxonmobil#sthash.O6lvy789.dpuf>

## PORT OF HAMBURG

### Allocation of funds for the widening of the Kiel Canal also boosts the Port of Hamburg's

At the beginning of June the Budgetary Committee of the German Federal Parliament allocated 265 million euros for the widening of the Eastern section of the Kiel Canal. In April, the committee had already approved 485 million euros for construction of a fifth

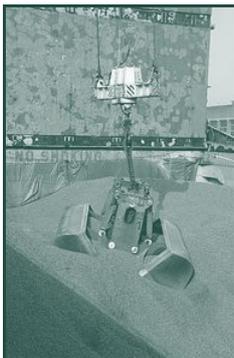
lock in Brunsbüttel.

To speed up the remaining planning and tendering for the widening, the first five million euros should be released this year. The Parliament has committed itself to an additional 260 million euros by 2019. In

addition, 35 new posts for technical and legal staff in the Federal Waterways and Shipping Administration have been authorized.

**“To speed up the remaining planning and tendering for the widening, the first five million euros should be released this year. “**

### The Port of Hamburg remains on growth course and is not reporting any downturn in throughput



This week a German trade paper for transport and logistics presented the findings of its online market survey of customers of the Port of Hamburg under the headline “Hamburg loses cargo.” “Taking into account the information available to us from shippers and following initial evaluation of

the current throughput figures for the Port of Hamburg's container traffic, we are unable to understand this statement,” says Axel Mattern, CEO of Port of Hamburg Marketing (HHM), the port's marketing and market research organisation.

## 200th shipset for Airbus A320 final assembly line loaded for China at HHLA Container Terminal Tollerort

### Six years of successful development of logistics between Hamburg and Tianjin

The 200th shipset for Airbus's A-320 final assembly line (FAL) in Tianjin, China, was loaded on to the containership "COSCO Hope" at HHLA's Container Terminal Tollerort on 28 July and despatched onwards to Asia. Transport by sea to Tianjin lasts around 40 days.

Four 'shipsets' per month are transported by containership from the Port of Hamburg to Tianjin. The forward and rear fuselages, tailplane and rudder, the main landing gear doors and the inner landing flaps are each transported

by a special transport craft from Airbus pier in Finkenwerder to HHLA Container Terminal Tollerort. The engine mounts (pylons) are delivered separately by truck to the terminal in the port. All the components are then loaded on to the containership on special sea transport frames. The wings are built in Tianjin itself and delivered there by Airbus's partner XAC. The A320 final assembly line in Tianjin has been building A319 and A320 aircraft since 2008 and is currently completing these at a rate four per month. This was Airbus's first final assembly line outside Europe. For over six years Airbus's Hamburg base has functioned as logistic hub for A320 production activities outside Europe.

For Hamburger Hafen und Logistik (HHLA), handling project cargo at a container terminal is routine. Cargoes from the project logistics sector are shipped regularly from the largest Hamburg cargo-handling firm's terminals. Dr. Thomas Koch, Managing Director of HHLA's Container Terminal Tollerort, says: "Loading of Airbus shipsets is of importance for Hamburg as an industrial base. We are delighted by the trust shown by our customer COSCO and Airbus in this spectacular transport. Even if a certain routine has set in after 200 shipments, each one of them represents a challenge that we are happy to tackle."

"The rail operators who use the tracks of Bremen's terminal railway are steadily increasing the number of trains and freight volumes carried by rail and further growth is forecast."

## PORT OF BREMEN

### Bremen's government upgrades rail terminal in Bremerhaven

Bremen's government upgrades rail terminal in Bremerhaven: EUR 8.15 million for the extension and electrification of railway tracks at Kaiserhafen – Financial support from European Union – Completion scheduled for end of 2015.

The rail operators who use the tracks of Bremen's terminal railway are steadily increasing the number of

trains and freight volumes carried by rail and further growth is forecast. "That is why the rail terminal in Bremerhaven has to be equipped to cope with future demand. We are therefore planning to upgrade the rail infrastructure without delay," announced Martin Günthner, Bremen's Senator for Economic Affairs and Ports.

## Students from Indonesia on study trip to Bremerhaven



For some years now, Bremen and Indonesia have been practising close cooperation in the maritime sector. This was again evident when students from Bogor Agricultural University came to Bremerhaven on a two-week study trip in June 2014. "Eight master course students received further education and training in port management and logistics which they could use in their theses," reported Dr Lars Stemmler, who is responsible for international projects at the port management company bremenports.

The study trip to Germany

was part of a cooperation that has linked bremenports with Indonesia since 2008. Bremen has traditionally had good connections with Indonesia, not least because of the longstanding commitment of the Bremen office of GIZ, a company which promotes international cooperation. The students attended seminars and excursions where they learned about topical aspects of port management and maritime logistics. Guided tours of the port facilities rounded off the compact training programme. "The students were particularly interested in

environmental planning issues and site management at the ports," said Stemmler.

"We hope to expand this cooperation with our Indonesian partners in future," added Robert Howe, Technical Director of the port management company, pointing out the enormous economic potential of the island republic in Asia. "In recent years, our company has provided basic and advanced education and training for around 400 port experts from Indonesia," summed up Howe.

## LONDON GATEWAY

### DP World London Gateway 'setting a new industry standard': Cosmin

**Cosmin Carstea** DP World London Gateway is setting a new industry standard and will become the port of choice for the UK, says Cosmin Carstea, who has just been appointed Operations Director at the UK's new deepsea container hub port.

#### Newsletter downloads



# HUMBER PORTS

## Appointment bolsters ABP's HumberPorts commercial team

Associated British Ports has announced the appointment of James Leeson to the role of Head of Commercial, Humber.

The move follows a number of significant developments for ABP's Humber Port operations, including the announcement that Siemens and ABP is investing over £300 million in wind turbine manufacturing at the Port of Hull, a £100 million Humber-wide agreement with Drax Power Ltd and the opening of the £26 million Grimsby River Terminal.

James' will work closely with customers to ensure their requirements are met, and also

generate new business for the four Humber ports of Hull, Goole, Grimsby and Immingham.

"With both north and south banks brought under one directorate I'm looking forward to exploring how we can respond more effectively to the needs of our customers, adding value to their businesses," said James. "I'm also planning on looking at ways to exploit the synergies between the ports to meet market demands."

James, who hails from South Yorkshire, comes to ABP from Inchcape Shipping Services, where he was Global Key Account Manager.

Prior to embarking on a career in the maritime industry, James joined Yorkshire Bank's graduate trainee scheme and worked at one of the company's Hull branches before joining a similar scheme at Harrison Line, in Liverpool.

James continued: "I wanted to use the languages I'd studied at university, as well as expand my knowledge of international business, and moving to Harrison Line proved to be a great decision.

"Company policy meant that you would complete the trainee scheme and then go abroad as an owner's

### Humber Port Brochure



representative. I spent four years in Puerto Rico working on business development for the container shipping line in conjunction with agents, which was a fantastic experience and a very steep learning curve."

After P&O Nedlloyd (PONL) took over the Harrison Line trading rights James moved to the PONL head offices in London as Trade Manager for Latin America, before P&O Nedlloyd was itself bought by Maersk. This meant another move, this time to Paris and then onto Madrid, where he looked after refrigeration business in

Spain, Portugal, France and North Africa.

A final move to Tilbury Container Services (now London Container Terminal) saw James' first involvement with ABP in its former role as shareholder in the company.

"My dealings with ABP during this time were always positive," said James. "They were, and continue to be, a successful company with traditional values and big plans, and as I was keen to get back into a ports and terminals environment, when this post

became available I didn't hesitate, especially as it meant returning to the Humber."

ABP Director, Humber John Fitzgerald is pleased to welcome James to the company. "James

comes to ABP with a wealth of sector experience and I'm pleased to have him on board," said John.

"This is an exciting time for ABP and for the region as a whole, and I'm confident James' knowledge and

enthusiasm will enable the commercial team here on the Humber to develop and deliver more fantastic opportunities for ABP, its employees, customers and the communities in which we operate."

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## PORT OF ROTTERDAM

### Rotterdam and Bavaria launch intermodal research

Good connections between seaports and the hinterland are vital for optimising the logistic chain. The Port of Rotterdam Authority and the Bayernhafen Gruppe are therefore working together in the 'Bayrolo' research programme. The aim of this cross-border project is to further improve intermodal container transport between Bavaria and the port of Rotterdam. By taking containers off the road and shipping them by barge and rail, cargo flows will be able to continue growing and the port of Rotterdam will be able to offer the German inland ports an alternative seaport.

### Port of Rotterdam takes measures to prevent delays



The Port of Rotterdam is taking measures to eliminate congestion at the ECT Delta Terminal and the Euromax Terminal. Inland waterway vessels and feeder vessels have been experiencing delays at these terminals for some time. Improvements implemented at these terminals have not had

the desired effect up until now.

The inconvenience experienced by the port's customers and users is of such magnitude that the Port of Rotterdam Authority has taken the initiative of developing solutions to this problem.

It became clear that all parties involved wanted to cooperate in order to improve the situation. Three potential measures were identified pursuant to meetings with ECT, LINC (inland container shipping sector), Uniport Terminal and the Kramer Group/RCT.

### Evergreen to start own Rotterdam-Dublin feeder

Evergreen Line is to operate its own feeder link between Rotterdam and Dublin as part of a local network revamp that includes an upgrade of its Liverpool service. Evergreen will run its own independent service on a weekly shuttle basis between its hub in Rotterdam and Dublin. It will also start a slot exchange arrangement with common carrier X-PRESS feeders on its weekly Dublin service from Rotterdam.