

CNE - Committee of North Sea Port Forwarding Agents

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



PORT OF ANTWERP

Ports of Antwerp and Shanghai strengthen collaboration

A Memorandum of Understanding (MoU) was signed to this effect during the recent trade mission to Shanghai.

With the MoU Antwerp and Shanghai have agreed to among other things exchange information about their respective hinterlands, carry out joint promotion and set up training courses for maritime professionals.

Both ports have maintained close

relationships with each other ever since they were first twinned in 1985.

The twinning agreement was subsequently confirmed during the Belgian trade mission to China headed by the then prince Philippe of Belgium in 2004.

Now, ten years later, the two ports have undertaken to collaborate intensively with one another in a number of fields.

Antwerp's maritime know-how is strongly represented in the port of Shanghai, as no fewer than 240 Chinese port professionals have been trained by APEC, the training subsidiary of Antwerp Port Authority.

Port of Antwerp on course for new record year after strong third quarter

During the first nine months of 2014 both the container volume and the liquid bulk volume were strongly up, which helps to explain the continuing growth.

If the port stays on trend it will finish this year with a new record freight volume.

Last year was already an all-time record with a volume of 190.8 million tonnes.

"If the port stays on trend it will finish this year with a new record freight volume"

Belgium leads the way with maritime single window

The EU directive on reporting formalities for seagoing ships is being successfully implemented in the Belgian ports.

As of June 2015 all reporting between ships and authorities throughout the EU must be done electronically in a harmonised way.

With this "maritime single window" the EU seeks to streamline international maritime traffic.

At the same time this will offer great administrative simplification for individual shipping companies and ship's agents.

The Belgian ports are already well ahead with preparations, and indeed can justly claim to be the European leaders in implementing this directive.

The ports of Antwerp, Ghent, Ostend and Zeebrugge have set up a joint pilot project with various workgroups such as ISPS, Health, Waste, Border Control etc.

Together with the port authorities and the inspecting bodies that are involved with ship calls, they have now drawn up a uniform procedure.

In the case of Antwerp the APCS platform (Antwerp

Port Community System) is ideally placed to offer a "single window" for all the required declarations.

A single electronic declaration in APCS replaces the various paper forms that have to be submitted to the various authorities (Customs, Shipping Police, Public Health etc.).

Since all the systems are connected to each other electronically via the "National Single Window" the information only has to be entered once, offering substantial rationalisation.

ExxonMobil, Evonik and BASF invest in Antwerp chemical cluster

The port of Antwerp is the largest and most diverse integrated chemical cluster in Europe.

It is no coincidence that seven of the world's ten largest chemical companies have production sites here. While there have already been many investments here by the chemical industry, the port is constantly concerned to help companies to invest further, facilitating them at every step along the way.

Recently three large chemical players in the port announced investments aimed at further strengthening their position.

Antwerp expands position in 'Fruit & Perishables'

With its Fruit & Perishables campaign the port of Antwerp is continuously undertaking initiatives to attract even more reefer trade.

Two important advantages that Antwerp can offer are the existing storage and handling capacity in the port, together with the possibilities for electronic communication to improve efficiency throughout the supply chain.

Furthermore the port's location in the heart of Europe makes Antwerp the ideal gateway to the European consumer market.

2M opts for Antwerp

2M, the vessel sharing agreement between the two largest container shipping companies in the world Maersk Line and MSC, has opted resolutely for Antwerp in its sailing schedule.

On the Far East route Antwerp keeps three calls, and in one of these it is the only port in the Benelux with both an import and an export call.

The import call will generate large call sizes. The ships will subsequently go to Hamburg and Bremerhaven before returning to Antwerp once more where they will take on cargo for King

Abdullah, Port, Singapore, Chiam, Shanghai and Busan.

In the Far East the port has been working hard for some time to expand its market share. The first ports of call in this region are highly coveted, as they generate the necessary import volume and create sufficient critical mass of products to serve the hinterland. On the trans-Atlantic route Antwerp goes from two to three calls. In Northern Europe all three loops will call Antwerp, Rotterdam and Bremerhaven.

Flemish government approves Land Use Plan for port of Antwerp



The Flemish government has given final approval to the Regional Land Use Plan which formally defines the boundaries of the seaport area.

grounds that the town planning regulations did not specify clearly enough that port development had to be preceded by nature development.

The decision removes an objection put forward by the Council of State. The latter body partially suspended the Land Use Plan at the end of last year on the

The decision finally allows the port area to expand further, and offers legal certainty to companies wishing to invest here.

PORT OF HAMBURG

Double-digit percentage growth in container traffic with Asia and Africa

“Hamburg is profiting especially from the double-digit growth in the container trade with Asia. With 12.8 percent growth, China particularly, Hamburg’s largest partner in the container trades, contributed to the immense boost in seaborne foreign trade for Germany’s largest universal port. The Port of Hamburg handled 2.3

million TEU containers to and from China in the first nine months of 2014. In direct container trade with Indian ports, in the first three quarters of the year Hamburg achieved a 15.4 percent advance to 176,000 TEU. Development of container trade with Malaysia during this period was also highly satisfactory, advancing by 10.2 percent

to 203,000 TEU. Container trade with Africa also made excellent progress, increasing by 28.2 percent. Here it is primarily the container trades with Northern and South Africa that are ensuring steep growth,” explained Axel Mattern, a member of the Executive Board of Port of Hamburg Marketing.

“Hamburg is profiting especially from the double-digit growth in the container trade with Asia.”

Seaborne cargo throughput of 110 million tons in the first nine months sets new record for Port of Hamburg



With total throughput of around 110 million tons, the Port of Hamburg set a new record in the first nine months of 2014.

Almost all throughput segments contributed their share to this growth, which at 5.7 percent was outstanding compared to the same period of the previous year.

Container handling, which dominates in Hamburg as a universal port, also achieved a record mark of 7.4 million TEU (20-ft standard containers). Gaining 6.4 percent here, Hamburg is growing faster than competing ports in Northern Europe. These reported average growth of 1.9 percent in

total throughput and of 4.0 percent for container handling.

The Port of Hamburg accordingly enlarged its market share of container traffic for the period January to September from 26.1 percent to 26.7 percent.

Efficient Coordination of Mega-ship Calls Boosts Port of Hamburg

The number of ultra large vessels calling at the Port of Hamburg has been on the increase for years. This is resulting in some major challenges for the port operators, shipping companies and authorities.

With the introduction of the Nautical Terminal Coordination (NTK), there is now a body to handle the centralised operational coordination of mega-ship calls for the first time – long before a vessel proceeds up the estuary of the river Elbe. It draws on the experience and the structures of the Feeder Logistics Center (FLZ).

Since 2008, the number of ultra large vessels calling at the Port of

Hamburg has increased from 621 to 989. This includes not only container ships, but also cruise ships, bulk carriers and other vessels, all of which are subject to different restrictions when navigating the estuary to and from Hamburg, caused by, for example, the water level in the river Elbe or the width of the navigation channel.

These restrictions have to be taken into account when ship calls are being processed and this results in there being interdependency on the arrival or departure of other ships.

With Nautical Terminal Coordination, there is now a

coordinating body that monitors the interdependency of all ship entries in Northern Europe and can then identify conflict situations and reduce the impact on the entire port system.

PORT OF BREMEN

Award for M/V 'Morning Linda'

The port management company bremenports recently presented the very first "greenports award".

The award for the most eco-friendly seagoing vessel to call at the ports of Bremen/Bremerhaven last year went to the car carrier "Morning Linda".

The vessel belongs to the EUKOR Car Carriers fleet and is a regular guest at the auto terminal in Bremerhaven.

"The award is granted in recognition of the shipping company's endeavours to reduce the harmful emissions and fuel

consumption of its vessels," said Bremen's Senator Martin Günthner, who is responsible for the ports.

His Senate Department introduced the Environmental Ship Index (ESI) at the beginning of 2012: "The index calculates the extent to which a ship's emissions fall below the internationally prescribed limits. Shipowners who serve our ports with particularly eco-friendly vessels can apply for a discount on the port fees. Last year, applications were submitted for 68 ships."

"The award for the most eco-friendly seagoing vessel to call at the ports of Bremen/Bremerhaven last year went to the car carrier "Morning Linda."



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. The present railway system consists of 16 single tracks and runs alongside Brückenstrasse to the end of Kaiserhafen

III. By the end of 2015, the tracks are to be extended to cope with the growing number of block trains. These approx. 700-metre long trains are meanwhile standard for the rail-bound transport of automobiles and containers.

Notes on tables and charts

In August 2014 the ports of Bremen handled over 523,000 TEU. In these eight months of this year the container throughput amount to over 3.88 million TEU. This is a decrease of 1.5% compared with the same period in 2013.

The total throughput amounted to

over 52 million tons (53 million tons in the same period in 2013) in these eight months of the year. Year on year this is a decline of 0.9%. The volume of general cargo handled fell by 1.9% and the bulk cargo handling was increasing by 6.9% compared with the eight months

of the year 2013.

The ports of Bremen handled over 174,000 cars in August 2014. In these eight months of this year the automobile throughput almost 1.5 million vehicles. This is a year-on-year increase of 6.1%.

LONDON GATEWAY

Centre for Seafarers officially opens at DP World London Gateway

DP World London Gateway and The Centres for Seafarers are delighted to announce the opening of the Centre for Seafarers at DP World London Gateway. The centre provides a safe haven for seafarers whilst vessels are in port.

Located within the DP World London Gateway facilities, the centre is equipped with free Wi-Fi, computer space, telephones and a small library of books. The seafarers will also have access to port chaplains and the on-site restaurant. Most importantly, the centre allows the seafarers to communicate with their family and friends back home thanks to the free Wi-Fi, often not available whilst at sea.

"The centre provides a safe haven for seafarers whilst vessels are in port."

Import Services Ltd. to Operate Common User Facility at London Gateway Logistics Park

2nd October 2014 London Gateway, London: A unique partnership between DP World London Gateway and Import Services Ltd. will ensure that all shippers - large or small - benefit from low-cost supply chain opportunities at London Gateway's new Common User Facility.

Following a rigorous selection process, DP World has appointed Import Services to act on its behalf as operator and manager at the Common User Facility

(CUF) now being built at London Gateway Logistics Park.

The steelwork for the first phase of the 386,000 sq ft multipurpose cargo handling centre is nearly complete and the development is on target to open in Q2 2015.

Southampton based Import Services will initially take on a significant portion of the new development and provide a menu of logistics services and activities on a

'pay-as-you-go' basis.

Services will range from basic devanning to cross-docking, storage and value-added activities such as pick-and-pack, labelling, pre-retail and distribution.

London Gateway Logistics Park, located on the doorstep of Europe's largest consumer market enables exporters and importers to reduce costs, carbon emissions and increase efficiency and reliability. As demand for logistics and

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distribution facilities closer to market increases, coupled with a greater need for flexibility and agility in supply chain networks, the shared-user model on offer at London Gateway will provide a 'best-fit' solution.

DP World London Gateway and Import Services have been working together to develop the fit-out of the CUF building and establish the day-to-day processes such as internal shunting of containers from the port's

quayside to the logistics park.

Market and port-centric logistics are a key part of the future of retail distribution, where products are allocated to orders or sold in transit en-route to the port.

Import Services' facilities are located adjacent to container terminals, ready to process orders, pre-retail and distribute direct to consumers in the most efficient way across the UK and continental Europe.

DP World London Gateway celebrates one year of opening by winning new deep-sea container services

As Britain's new hub port celebrates its first birthday DP World London Gateway has expanded its network of shipping links and destinations, attracting a series of new deep-sea container shipping services.

Mediterranean Shipping Company (MSC) has confirmed that from next month (December), its service from South Africa to UK/Northwest Europe will make a direct London Gateway call, switching from the Port of Felixstowe.

The first MSC vessel to call into DP World London Gateway on the new rotation will be the MSC Rita,

which is due to arrive 7th December.

DP World London Gateway has also been chosen by Hamburg Süd as the UK port of call for a brand new service connecting the North European market with Mexico, Central America and Colombia.

In another service win for DP World London Gateway, the Chilean line CSAV has confirmed a weekly call into the port as part of its reconfigured Europe-Middle East/India (IMEX) services, which will join the already established EPIC service at DP World London Gateway.

DP World London Gateway wins National Transport Project of the Year 2014



The National Transport Awards recognise the successes achieved on national and local transport projects and are supported by the UK Government's Department for Transport.

London Gateway beat stiff competition from the Highways Agency and Gatwick Airport to win the prestigious award.

"This award recognises the innovation, ambition and technical excellence that characterises everything we do at DP World London Gateway," said Simon Moore, DP World London Gateway CEO.

"Being awarded National Transport Project of the Year is a credit to the team. The award is a

reflection of their hard work and commitment to building Britain's new national hub port and Europe's largest logistics park," said Andrew Bowen, Engineering Director, DP World London Gateway.

Edith Maersk Largest Ship Ever on The River Thames

The largest ship ever to enter the Thames arrived at DP World London Gateway, the UK's new deepwater container port.

The 397-metre-long, 56-metre-wide Edith Maersk has a draught of 16 metres and carries up to 15,500 TEU (twenty-foot equivalent units).

DP World London Gateway operates eight of the UK's largest quay cranes; their air draft and overreach capabilities mean that the port is well-equipped to handle the world's largest vessels of today and tomorrow.

HUMBER PORTS

£5 million Investment Strengthens Port of Grimsby's Position as Hub for Offshore Wind

A £5 million investment in a new lock system at Associated British Ports' (ABP) Port of Grimsby makes its Royal Dock more attractive to energy companies looking to base offshore wind operations and maintenance activities at the port.

The project is part of an agreement with ABP and DONG Energy, which is building facilities for its own operations and maintenance base at the port, alongside other energy companies E.On, Centrica and Siemens.

"More attractive to energy companies looking to base offshore wind operations and maintenance activities at the port."

Port of Immingham expands crane fleet with £2 million crane investment

Associated British Ports' (ABP) Port of Immingham has seen its fleet of cranes expand with a brand new £2 million machine.

The Terex / Gottwald HMK 170 EG, was shipped direct from the Gottwald factory in Duesseldorf, Germany, for use on a wide variety of cargoes, as ABP Port Manager for Grimsby & Immingham Mike Sellers explains.

"The new crane will be used to move anything from bulk cargoes to hook work and everything in between," said Mike.

"We've recently secured new soda ash business which created a requirement for additional equipment, plus this crane is slightly smaller than some of the others in the existing fleet, so that it can be moved around the port estate and quaysides more easily.

"It's essential that we make efforts to continually improve efficiency in order to ensure our operations and those of our customers remain competitive and that Immingham is allowed to develop and grow.

"This latest purchase forms part of our planned programme of ongoing investment and means the port will continue to thrive and support local jobs."

"ABP has seen its fleet of cranes expand with a brand new £2 million machine. "

Immingham Container Terminal enjoys most successful month ever

Figures published recently show that Associated British Ports' (ABP) Immingham Container Terminal (ICT) has enjoyed its most successful month ever.

More than 10,000 units were handled at the facility in July, with numbers increasing steadily since the beginning of the year.

July saw more than 27,000 terminal movements which is also a record for ICT.

Steve Horton, Planning Manager said: "We had a really good start to the year with volumes rising progressively and 10,000 units is a figure we've never

passed before.

"A number of our customers have exceeded their budgets for 2014 and we've already handled more containers to date this year than during the whole of 2013."

As well as an increase in volumes, ABP has also invested in systems which have succeeded in bringing turnaround times down to 24 minutes.

The economic upturn and increasing consumer confidence is thought to be a contributing factor to this recent success, which will allow the terminal to develop and expand.

PORT OF ROTTERDAM

Information flow at Maasvlakte 2 digitalized

Customs documentation and barge-, rail-, and road planning at APMT and RWG will be digitalized through the Port Community System of Rotterdam: Portbase.

Both terminals decided to make it compulsory to file customs declaration through Portbase before a truck is allowed to enter a terminal.

Also a system of slot management will be introduced.

This will have advantages and disadvantages for freight forwarders.

The main disadvantages will be the negative impact this has on flexibility.

The main advantage will be the positive impact this digitalized process has on turnaround times. T

he impact of the new processes were frequently discussed with stakeholders in the market.

A process that will go on after the go live in 2015.

APM Terminals deserves praise in this for their willingness to openly report on KPIs regarding performance at the terminal to Dutch freight forwarders association FENEX.

Paperless road transport becomes possible in the Netherlands



Dutch road hauliers organization TLN introduces Paperless Transport in the Netherlands by creating a platform that allows users to order and invoice road transport.

The platform is already operational.

Freight forwarders have been a part of this project and helped creating the platform.

The platform will have a link to Transfollow: a platform that

replaces the consignment note by making it possible to submit, exchange, track and sign this note electronically.

The combination of both platforms will virtually make the whole flow of road transport paperless in the Netherlands.

More information can be found on: <http://www.tln.nl/Actueel/Algemeen/Papierloos-transport-is-de-toekomst.aspx?id=2B23C77B2D207312A012EA1B447EB1A6>
<http://www.transfollow.nl/>

Rotterdam anticipates the opening of Maasvlakte 2

In 2015 both APMT and RWG will open their new terminals at Maasvlakte 2. Equipped with these two new terminals the harbor of Rotterdam has sufficient capacity to efficiently handle the largest containerships. Both terminals introduced full automation which will have a positive impact on the turnaround time. For freight forwarders it is not only the performance of the port that matters, but the performance of the entire supply chain. Faster turnaround times is an important part in that.

For more information about CNE,
please contact the secretariat:

CNE

Brouwersvliet 33 / Box 1
2000 Antwerp - Belgium
Tel.: +32 (0)3 233 67 86
Fax: +32 (0)3 231 82 02
E-mail: vea@vea-ceb.be

More information?

www.vea-antwerpen.be/CNE.aspx

CNE NEWS

During the annual CNE meeting in Hamburg on September 5th, Mr Geoff Catterick received a certificate of merit from the members of CNE for his contribution to the organization's activities for many long years.

We received following letter from Mr Geoff Catterick. Click [here](#) to view the letter.

SOURCES

<http://www.portofantwerp.com>
<http://www.hafen-hamburg.de/en/news>
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<http://www.fenex.nl/homepage>
Mr. Robin Van Leijen - Policy Manager Seaport
Logistics - FENEX