

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 strengthens links with hinterland

At the end of November a trade delegation from the port of Antwerp travelled to Ludwigshafen in Germany to strengthen ties with companies in the Rhine-Neckar region, an area of great importance for Antwerp's barge sector.

Last year 8.6 million tons of freight was carried between Antwerp and the ports of Mannheim and Ludwigshafen.

Port days are the ideal opportunity for members of the Antwerp port

community to keep in touch with existing and potential customers. Based on presentations and testimonials the attendees were informed about the latest trends and developments in the port of Antwerp.

During the Port Day in Paris particular attention was focused on the new **Liefkenshoek rail link**.

Antwerp is already the ideal gateway to Europe for France, with a great number of advantages that are very attractive to

shippers. These include the port's inland location, its closeness to the main European trade and distribution centers, and the presence of a multimodal transport network.

Important French trading areas for the port of Antwerp are Lille-Roubaix-Valenciennes and Alsace-Lorraine.

Port of Antwerp sets another freight record in 2014

The port of Antwerp handled 199,012,082 tons of freight in 2014, a rise of 4.3% compared with the previous year. The new record that was already announced at the end of December is put into sharper focus by these figures.

The record growth has been driven by the volume of containers (up 5.9%) and liquid bulk (up 5.6%). Negative performance was turned in by conventional break bulk (down 2.0%) and dry bulk (down 6.1%).

"The Port of Antwerp handled a rise of 4.3% compared with the previous year."

Instream campaign to promote barge projects

Antwerp is the leading barge port in Europe. Each week more than 915 barges call at the port of Antwerp carrying project cargo, containers and dry and liquid bulk to and from northern France, the Netherlands, Germany, Switzerland and Austria. Keeping this barge

traffic flowing smoothly requires efficient collaboration between all partners in the chain. Over the past few years this collaboration has led to the development of various digital tools that all share the same goal, namely to make the port of Antwerp more accessible for

barges. **The Instream campaign** draws all these initiatives together, making it clear at a glance how Antwerp stands out from other ports.

More info on the campaign: www.portofantwerp.com/en/instream



Everything is possible at the Port of Antwerp

Inauguration Liefkenshoek rail link

The Liefkenshoek rail tunnel was **officially inaugurated** on December 9th, 2014 in a ceremony attended by government ministers, the CEOs of the project partners and numerous other guests.

As of December 14th, 2014 the rail tunnel provides faster, more direct connections between the left and right bank port areas of Antwerp, as well as better links with the hinterland. The connection will considerably increase the rail capacity in and around the port, making rail transport even more attractive.

New functions for the Port of Antwerp Connectivity Platform

The Connectivity Platform, the online tool that was launched last year to keep Antwerp port users well informed about the various possibilities for transport to and from the port, has now been expanded and upgraded. The online tool was launched one year ago to provide port users with better information about the various possibilities for transport to and from the port.

Now, no fewer than 70 transport operators list their intermodal connections, more than 280 shipping companies showcase their maritime connections and 12 container shipping companies give details of their empty depot network on the platform.

“Tens of thousands of users have visited the Connectivity Platform this year and made intensive use of it,” declared port alderman Marc Van Peel. “Since it was first launched, 200 container terminals in 15 European countries have joined the platform. With this handy transport planning tool we are able to promote our very wide range and the many service providers in the port of Antwerp. Moreover, the platform points our customers and service providers in the right direction, so that they can link up easily.”

Consultation of this online tool at: <http://www.portofantwerp.com/en/connectivity>

Eddy Bruyninckx receives Lifetime Achievement Award



Eddy Bruyninckx, CEO of Antwerp Port Authority, was presented with a **Lifetime Achievement Award** in Rotterdam on November 17th, 2014.

into a world player where ships of all sizes can be handled and where all forms of cargo find suitable logistics, storage and handling facilities.

In the citation, Eddy Bruyninckx was singled out for his policies over the last two decades that have seen the port of Antwerp develop

The presentation of the Awards, which this year took place in the World Trade Centre in Rotterdam, will be held in Antwerp next year.

PORT OF HAMBURG

New environmental discount for ships as part of the HPA's environmental strategy

All in all the HPA is now offering **five different environmental discounts** for vessels, thus contributing to cleaner air in the port.

One of the new discounts is the "port power discount" of fifteen per cent granted for ships that switch off their diesel engines while berthing and instead use eco-friendly shore power generated from alternative energy sources or electricity provided by so-called power barges.

A second new discount of

two per cent will be granted for ship operations that are particularly eco-friendly, i.e. for vessels that have been awarded with the "Blue Angel". The well-established Eco label is awarded by the Federal Ministry of the Environment, Nature Conservation, Building and Nuclear Safety and the Federal Environment Agency.

The incentives have been well received. A good example is the Environmental Ship Index

(ESI) discount: over 3,000 vessels worldwide have been ESI-certified – and the number is growing.

The discount granted to users of liquefied natural gas (LNG) is to help solve the proverbial "chicken-or-egg" problem and make it easier for ship owners to invest in this new, eco-friendly technology.

Green Award holders will benefit as their operations have already been certified to be particularly safe and eco-friendly.

"All in all the HPA is now offering five different environmental discounts for vessels, thus contributing to cleaner air in the port"

Discounts for very large vessels and transshipment rebate



To ensure that large vessels continue to call at the Port of Hamburg, the HPA will keep the **discount for ultra-large vessels (ULCV)** in place. The discount can save ship operators up to 3,000 euros. The reference value used to calculate the

"cap" discount was slightly increased by 5,000 gross tonnage (GT), which is still lower than the value based on by the major competing ports.

The transshipment rebate will also remain in place. Due to the rebate a large

percentage of the feeder cargo previously shipped via other ports has now been rerouted to Hamburg.

Overall, the HPA assumes that the revenues generated from the port fees and charges will remain stable in 2015.

Hamburg is the Gateway to Europe for China's foreign trade

Hamburg's container traffic is dominated by the boxes imported from or exported to China through Germany's largest universal port. Almost one in three of the containers handled in the Port of Hamburg originates from China or is commencing its ocean voyage to China. Totalling 2.3 million TEU in the first nine months of 2014, container traffic with China in Hamburg produced an impressive 12.8 percent growth. On both the import and export sides, food and beverages, chemical products, machinery and equipment as well as household appliances, wooden goods, paper, pulp and printed matter, metals and metal products were among the main cargoes transported.

"Continued growth in container

traffic and the increasing deployment of especially large containerships in the China trade are meanwhile dramatically underlining that we are unable to wait any longer for the dredging and widening of the navigation channel on the Lower and Outer Elbe. Deepening of the channel must at all costs commence in 2015," demands Mattern. During the first call by the CSCL GLOBE in Hamburg, China Shipping Vice President Yu Zenggang was confident that the requested deepening of the Elbe navigational channel and also the enlargement of the Waltershofer turning circle to 600 meters will be implemented. "Especially important for mega-containerships, these infrastructure measures are also of great significance for our

clients, who rely on Hamburg," emphasized Yu Zenggang.

Along with the dominant throughput volume, the total of more than 500 Chinese companies meanwhile entered in the city's Commercial Register also indicates that foreign trade with China is deeply rooted in Hamburg. More than 700 Hamburg companies in Hamburg also maintain business relations with China. Of these, around 140 are directly represented in the People's Republic by their own branch, an agent or a business unit. Port of Hamburg Marketing is present in Shanghai and in Hong Kong with its own representative office.

New Elbe Terminal between Dresden and Prague

Hamburger Hafen und Logistik AG's Intermodal subsidiary Metrans has put its **ninth terminal into operation**. Since the beginning of the year, Metrans runs a new inland terminal in Usti nad Labem in North Bohemia, an important European hub for freight flows. Thus Metrans also improves its services for the industrial areas and agglomerations of North Bohemia and South-East Saxony.

The Usti nad Labem terminal lies directly on the main rail line between the German seaports and the Metrans hub terminal in Prague, the inland hub serving the Czech Republic. Thus the terminal has up to six daily connections with the Port of Hamburg. Between Usti nad Labem and the Czech Metrans hub terminal in Ceska Trebova, there are also daily departures. Located directly at the interface between the German seaports and Prague the terminal is the

ideal point for shunting operations. Trains on this stretch can be combined with other railcars or car groups without the need to divert to remote marshalling yards. This time saving enhances the facility's attraction. Similarly Metrans can handle cargo from the North Bohemia and South-East Saxony regions with much less effort than previously. As the Czech name indicates Usti nad Labem, formerly Aussig, lies on the Elbe. The terminal is multi-modal, meaning it can handle inland water vessels as well as trucks and trains. It also has an excellent connection with the nearby Dresden to Prague motorway. The terminal has two areas: one of around 7,000 square meters with three 120-metre rail sidings, equipped with a rail gantry crane covering a 40-metre span. The second, around 6,000 square meters with a 400-metre rail siding, is served by two reach-stackers.

"Hamburger Hafen und Logistik AG's Intermodal subsidiary Metrans has put its ninth terminal into operation."

Port of Hamburg set a new record

With a total throughput of 110 million tons, the Port of Hamburg set a new record in the first nine months of 2014. That are 5.7 percent more compared to the same period of the previous year. Both container as well as break bulk and bulk cargo handling were contributing to the growth. If all goes well, in 2014 we could reach a new record mark with 144 million tons.



Gigantic 19,100 TEU containership CSCL GLOBE in Hamburg on maiden voyage

With the CSCL GLOBE, the Port of Hamburg has handled for the first time a 19,100 TEU vessel.

She is currently the world's largest containership operating in a liner

service and is deployed in the Europe-East Asia trade.

As the new Giant of the Seas, when fully loaded the CSCL GLOBE has dimensions of

around 400 meters length, 59 meters wide and a draft of 16 meters.

LONDON GATEWAY

Thames Gateway Minister visits DP World London Gateway during visit to key growth projects

Penny Mordaunt MP, Minister for Thames Gateway saw the huge economic benefits that DP World London Gateway is bringing to the country and the region during a visit to key growth projects in South Essex on January 8th, 2015.

The minister chose to visit the UK's newest container terminal and logistics park which is creating thousands of jobs and making the UK supply chain more reliable and efficient due to its unrivalled location – on the doorstep of London and in the heart of the South East.

The location of DP World London Gateway enables shippers from across the UK to make substantial savings by reducing delivery times, haulage costs, fuel consumption and carbon emissions.

Following the visit, **Ms Mordaunt** said: "I'm delighted to be here to see this monumental development taking shape. Strong economies need world-class infrastructure to thrive and in London Gateway we certainly have a shining example of that.

"It's a vital part of a long-term economic plan that is creating jobs and delivering a real boost to the UK's supply chain."

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Pentalver announces plans for permanent container depot at DP World London Gateway

Pentalver, the UK's leading inland container service operator, has announced plans to **develop a permanent container depot** at DP World London Gateway, the UK's new deep-water port.

Pentalver has been providing empty storage, dry repair and reefer services at its temporary

premises at DP World London Gateway since April 2014. Now it is to move ahead with a permanent facility, to be built in two phases.

The agreement will see Pentalver operating out of a purpose-built facility on a five-acre site, with additional land available for future growth. The second phase will expand the facility to nine acres

within the first five years.

When the first phase opens for business in April 2015, Pentalver will offer its full range of services to vessels discharging at the port including cargo handling, transport, loaded storage, empty storage, reefer services, maintenance and container refurbishment.

DP World London Gateway Charity Quiz Night Raises over £30,000 for Meningitis Now and Little Havens

DP World London Gateway hosted their annual charity quiz night to raise money for Meningitis Now and Little Havens Hospice. The two charities are very close to the hearts of those at DP World London Gateway and through the event the team managed to raise over **£30,000**.

The quiz night was attended by over 400 people including members of the DP World London Gateway team as well as their suppliers and contractors. Contractors and suppliers donated generously to the raffle with prizes such as a weekend in Brussels and several plasma screen TVs.

PORT OF BREMEN

Bremen conducts Europe-wide tender procedure to find operator for the Offshore Terminal Bremerhaven

The Federal Land of Bremen has initiated the tender procedure to find an operator for the Offshore Terminal Bremerhaven (OTB). "This is a further important step towards realisation of our new **heavy-lift terminal** for the wind energy sector," says Martin Günthner, Bremen's Senator for Economic Affairs and Ports. The planned facility

will have an annual handling capacity of up to 160 wind turbines and foundation elements.

"This is a further important step towards realisation of our new heavy-lift terminal for the wind energy sector"

One million standard rail containers in Bremerhaven



The importance of the railway as a carrier for seaport hinterland transports is constantly growing. This can be seen from the figures. Today the EUROGATE Container Terminal Bremerhaven handled its 1-millionth standard rail container. Rail handling volumes in Bremerhaven have seen a steady rise over the past few years. Since 2010, the number of standard containers handled by rail has risen by 18.5 %, i.e. over 160,000 containers. This trend is also reflected in the growing number of train arrivals and

departures. So far this year, an average of 312 container trains per week have arrived at or departed from Bremerhaven, an increase of around 2.4 % compared to the same period last year. Container ships with ever increasing transport capacities bring higher load volumes per ship's call that need to be delivered or forwarded on via efficient hinterland transport connections. Bremerhaven is excellently linked to the European rail network, as reflected by the positive trend in rail handling volumes.

All three Bremerhaven container terminals are directly linked to the European rail network, with tracks leading directly to the container storage spaces. At EUROGATE Container Terminal Bremerhaven and MSC Gate Bremerhaven there are 19 tracks with a track length of 14.1 kilometers. The Rail Terminal Bremerhaven additionally serves the location with an efficient, modern intermodal terminal directly adjacent to the North Sea Terminal Bremerhaven.

HUMBER PORTS

Minister visits Immingham to discuss developments for UK's busiest port

The recently appointed Parliamentary Under-Secretary of State for Transport Claire Perry visited ABP Port of Immingham recently, where she discussed plans to strengthen existing rail infrastructure at the facility dubbed 'the King's Cross of rail freight'. The port handles more than 25% of all UK rail freight. The minister toured the port as part of a visit organised by local Government officials including a number of Humber MPs keen to promote Immingham's importance to the economic life of the region and to the UK as a whole.

Ms Perry, who is currently the MP for Devizes, was appointed in July and has responsibility for rail franchising, commercial activity and fares, major rail projects, freight and logistics, transport agencies, as well as corporate regulation.

The Minister was shown around the Port and visited Immingham's flagship Humber International Terminal (HIT), which handled around 20 million tonnes of coal last year. Via the Immingham Renewable Fuels Terminal (IRFT), HIT will soon move three million tonnes of biomass each year, for Drax Power Ltd. All of these cargoes are transported to their final destination via the rail freight network and investment is needed to improve rail infrastructure on the port estate in order to accommodate further growth in dry bulk cargoes.

"The Minister was shown around the Port and visited Immingham's flagship Humber International Terminal (HIT), which handled around 20 million tonnes of coal last year."

GRAHAM Lagan Construction Group Joint Venture named main contractor for Green Port Hull build

A joint venture between national construction, asset management and project investment firm GRAHAM and civil engineering and building contractors Lagan Construction Group, has been awarded a £100 million contract to carry out construction at the Green Port Hull site on Alexandra Dock.

The work was awarded to the GRAHAM Lagan Construction Group Joint Venture (JV) by Associated British Ports (ABP) and will run for approximately two years.

The GRAHAM Lagan Construction Group JV will be responsible for preparing

the site for Siemens, which can then begin construction of its own facilities. The site is due to become fully operational by Summer 2017.

The work will be overseen by consulting engineers CH2M HILL who have been appointed by ABP to support them with the delivery of the project.

The scheme includes infilling one third of Alexandra Dock with 780,000 m3 of material and reclaiming 7.5 ha of the river to create a new 650m quay wall, which can accommodate three wind installation vessels.

Construction will also

involve dredging a new berth pocket, completion of earthworks and surfacing, building internal access roads and service networks, construction of a new Roll-on / Roll-off ramp and demolition of some existing buildings.

The investment will provide a huge boost to the UK's offshore wind industry and the Humber region. The combined investments of £310 million will create up to 1,000 jobs directly – 550 at the blade factory and 450 at the Green Port Hull facility on Alexandra Dock.

“Businesses from across West Yorkshire recently celebrate the signing of a pioneering MoU between ABP and Wakefield Council.”

Innovative partnership to help businesses across West Yorkshire use the Northern Powerhouse "front door"

Businesses from across West Yorkshire recently gathered at ABP's Port of Goole to celebrate the signing of a pioneering Memorandum of Understanding (MoU) between ABP and Wakefield Council.

The two organisations, with support from UK Trade & Industry (UKTI), will work together to highlight and develop export opportunities for businesses across Wakefield and the Leeds City Region to promote business growth in the area.

Grimsby and Immingham first ABP ports to sign formal Learning agreement with Unite

Grimsby and Immingham has become the first ABP group port to sign a **formal learning agreement** with Unite, the trades union. The agreement sees a dedicated Union Learning Representative appointed and makes it easier for the port complex employees to access education and training opportunities.

It is hoped that this Learning Agreement will be the first of many for the ports operator, whose investment in training per employee is currently 30% above the UK average.

The Learning Agreement sets out ABP's commitment to lifelong learning and its desire to help its workforce access education and training that will allow them to develop their existing skills and learn new ones. It is hoped such opportunities will help workers progress within the company and deliver an improved service to customers, or even embark on a new career.

Competition Winners Greet the Trafalgar Square Christmas Tree as it arrives at Immingham

The Trafalgar Square Christmas Tree is the most famous Christmas Tree in the world; a symbol of Christmas for millions. Each year, DFDS Seaways ships the tree direct from Norway to the UK on its regular liner service between Brevic and Immingham, ready for its final leg to London by road. The tree and its journey from the Forest of

Oslo to Trafalgar Square fired the imaginations of pupils from schools in North East and North Lincolnshire, who entered artworks on the theme to a competition organised by the Grimsby Telegraph. They were be presented with prizes by Coreen Penheiro Wharton of DFDS Seaways.

PORT OF ROTTERDAM



APM Terminals Maasvlakte 2 and FENEX sign Memorandum of Understanding

In 2015 a **new container terminal** of APM Terminals will open at Maasvlakte 2. For freight forwarders, terminals form an important part of the supply chain. The performance of a container terminal has a large impact on the processes and planning of freight forwarders.

By streamlining processes, sharing information and setting KPIs both parties can increase the efficiency of the supply chain. The 'go live' of a new terminal is an outspoken opportunity to accomplish this.

APM Terminals Maasvlakte 2 and FENEX (representing 400 Dutch freight forwarders) signed a **Memorandum of Understanding** (MoU).

By doing so both parties are demonstrating their innovative leadership role in the Dutch maritime sector.

The MoU includes:

- Agreements regarding slot management.
- KPIs regarding Turn Around Times at the terminal.
- Streamlined procedures for the landside handling of the modalities barge, train and truck.
- Communication procedures for delays and calamities.

Both parties will continue the dialogue after the commercial go live of the terminal.

Specific attention will be paid to monitoring the effects of slot management and KPIs regarding Turn Around Times.

Thereby contributing to reliable and efficient procedures in the harbor of Rotterdam.

ECT reaches agreement with the Port of Rotterdam

In a joint press release ECT and the Port of Rotterdam state they agreed to make an end to their lengthy dispute. The terminal operator and harbor company came to understand that it is in the mutual interest of both companies to **cooperate**, taking into account their respective rights and obligations.

The result of is this is that ECT will not appeal in the lawsuit against the Port of Rotterdam. Both parties signed an agreement that marks the beginning of jointly addressing the challenges the container sector is facing in the years to come.

The focus of this cooperation is on strengthening the competitive

position of the harbor and on social and logistics issues of container-handling operations in Rotterdam.

EU INFORMATION

New EU shipper rules could reveal confidential data

European Commission amendments to EU advance cargo data reporting requirements scheduled for adoption later this year need further clarification, according to the World Shipping Council, which along with shipper and forwarder representatives is opposing the Commission's proposals in their current form.

The Commission is now in the final stages of completing its proposals for advance cargo data reporting requirements as part of the implementation of the new Union Customs Code which is scheduled to be adopted in May and could then take effect as early as May 1, 2016. But the WSC claims that the Commission's efforts to find a short-cut way of obtaining the identity of the 'buyer' and 'seller' of the imported goods before vessel loading could lead to the disclosure of sensitive business information.

"Instead of getting it from the importer, like the US does, the Commission's proposed regulation would require that this information be provided to the carrier or NVOCC, or in the alternative, to the 'consignee', to be filed in an ENS [entry summary declaration] as a condition of vessel loading", said the WSC.

"Based on our understanding and experience with shippers, WSC has consistently advised the Commission that 'buyer' and 'seller' data may be business-confidential information, and that it is not appropriate to require its disclosure to ocean carriers/NVOCCs or to these parties' consignees, who may not be parties to the goods' sales contract".

WSC also noted that carriers' current documentation systems had no data fields to capture this information. The Council has been joined by the European Shippers' Council, the European freight forwarders' association (CLECAT) and the European Community Shipowners Association (ECSA) in opposing the Commission's proposals.

"European Commission amendments to EU advance cargo data reporting requirements scheduled for adoption later this year need further clarification."

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