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The port of Ghent

... the friendly port

Kluizendok

on schedule

The Kluizendok will become a reality, no doubt about that.

Developments are going completely according to plan. Of the planned quay walls having a length of 4.3 km, today 3.6 km are completed, 1,040 m of which parallel with the canal, 250 m slantwise and 500 m at the southern side of the dock. There, some 640 m of additional quay wall is being built, a job that should be ready by the middle of 2006. At the northern side, 1,620 m of quay wall are already completed along the dock itself and 120 m along the canal. Today, the final 80 m are being completed.

The dredgings are used to heighten the adjacent industrial estate by 2.50 m. The polluted former 'La Floridienne' factory site has been cleaned up, so that after the control measurings required this part can be dredged too. In that part of the Kluizendok complex that was already dredged, a sand company is extracting sand against payment so that Ghent Port Company is able to recover part of its costs.

As far as road infrastructure is concerned as well, the road-building company rolled up its sleeves. For the northern side, we need to wait for the termination of all expropriations. However, 1,200 m of road has already been built and today, this road is being extended to the Hoogstraat in Evergem. The roads at the southern side are equally under construction. In addition to a primary road, secondary roads too are being built in this area.

On the other hand, the Aelterman and Zoutman plants on the sites already conceded make good progress. The latest development is the construction of a wind park along the Kluizendok (for further information, see page 4).



The construction of the quay walls is in full blast

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Port of Ghent becomes centre of bio fuel projects

According to a European directive bio fuel should account for 5.75% of the overall fuel consumption by 2010. In order to comply with this standard, Alco Bio Fuel intends to build a bio ethanol plant at the Rodenuizedok in the port of Ghent next year, where 300,000 tonnes of cereals will be processed into 100,000 m³ of ethanol and 80,000 tonnes of cereal pellets annually.

Charles-Albert Peers of the Alco group gives a full explanation regarding this project. "The choice in favour of Ghent was an easy one. It is the second largest port in Europe as far as grain storage is concerned. Bio ethanol is mainly made of sugar beets and grain. And in the latter respect, we are ideally situated with Euro-Silo in the neighbourhood.

We will build three production lines, the first of which - representing a fifty million investment - will become operational in the course of 2007. This line should be sufficient to comply with the entire Belgian demand for 'green' fuel and will provide some fifty jobs." But according to Peers, the effect on employment will be much larger. Each year, the plant will process 600,000 tonnes of goods and no doubt this traffic will have an indirect positive influence on the number of jobs. And as soon as the two other production lines - the production of which is intended for abroad - will be taken into use, the number of jobs will further increase.

The production of bio ethanol is completely safe and there is no risk of explosion at all. For Belgium this plant is a firstling, but in the United States they have already existed for twenty years without any problem. The bio ethanol is meant to reduce the CO₂ content of car exhaust fumes by 75%, without having to adapt the engines. A principle that has been generally adopted in Asia, North and South America for quite some time already.

And the Bioro company too announced that it decided in favour of the port of Ghent to establish its Belgian biodiesel plant. The company will produce biodiesel and for that purpose, it earmarks EUR 30 million in a first stage in view of the construction of a plant with a capacity of some 75 million litres or some 65,000 tonnes of bio fuel. Target date in this respect is 2007. In a second stage (by 2010), production would be increased to 150 million litres (biodiesel is a fuel made of renewable agricultural produce).

According to Managing Director Lode Speleers, Bioro will supply rapeseed and rapeseed oil from the Belgian and European hinterlands making use to a large extent of inland navigation. Besides by inland navigation vessels, outgoing traffic will be shipped by rail and by road. Apart from biodiesel, rapeseed flour and glycerin will be produced too. Together with the outgoing traffic this will account for a transshipment of some 500,000 tonnes. As far as employment is concerned, the project will create 45 jobs in the long turn and for the dockers as well it will generate additional tasks. Regarding the place of business, no final decision has been taken yet and in this respect the Kluizendok is only one of the possibilities.

However, the investment in the Ghent port will only become reality provided a suitable legislative framework for the introduction of bio fuel is created in Belgium, especially the introduction of an excise exemption for bio fuel. Unlike most other European countries Belgium has not developed a bio fuel policy yet. If the Government does not outline a long-term strategy for this green fuel, the planned investments will be dropped. In this event, in the short run our country will be forced to import bio fuel from countries where such installations are already operational.

Quality Award for Brose Gent

On February 17, 2005, during an official ceremony, Volvo granted the Q1 Award to the Brose Gent company.

The Q1 Award is the highest quality award that can be obtained by a supply company of the Ford concern - the Volvo mark is a part of - and that rewards the performance in the field of product quality and supplier reliability.

This means that only two years after the foundation of the Ghent-based company, the top qualification as a Ford supplier was obtained. At the same time, Brose Gent is the third Volvo supply company that carries off this award.



Copyright: Brose, Gent

Presentation of the Q1 plaque. F.l.t.r.: Luc Donckers, Director Quality, Brose Gent; Emin Mihrem, Manager European Operations - STA Chassis Fuel - Tyres & Wheels systems, Volvo Car Corporation, Gothenburg, Sweden and Paul Rijs, General Manager, Brose Gent

Volvo Cars Gent largest Belgian car manufacturer in 2004

VOLVO

At the yearly VCG press conference, Managing Director Peter Leyman had more than enough reason to be "fairly proud" - to use an understatement - of the performance of his plant during the previous year. From March 2004, when the fixed night shift got to work and after some drastic adaptations, Volvo Cars Gent started running at a higher speed. No sinecure as the new investments and engagements and the production of two new models had to be carried out without interrupting the existing activities. But the entire project directly resulted in record figures: compared to 2003, production rose by almost 50% and Ghent accounted for more than half of Volvo Cars' overall production, that increased by 10% to 466,000 cars.

In this way, VCG became the biggest car manufacturer in Belgium, as both at Opel (Antwerp) and Ford (Genk) production decreased considerably, whereas VW (Forest) progressed only slightly. This trend will continue in 2005 as well as the assembly of Volvo cars in Born (the Netherlands) was stopped permanently and these production volumes are transferred to Ghent. Consequently, at VCG, the target figure amounts to 270,000 units and from the end of 2006 onwards, the range will be extended by a fifth model, the C30 requiring another EUR 40 million investment.

However, awaiting the removal of the Sidoco wood company - scheduled for the end of 2005 - VCG will have to continue to use the space available very sparingly.

Kronos Europe: a stayer in the port of Ghent

Kronos Europe in Langerbrugge, part of the world-wide Kronos Group with headquarters in Houston, Texas - the world's fifth largest producer of titanium dioxide dyes with several subsidiaries in North America and Europe that with 450,000 tonnes of titanium dioxide per year accounts for 12% of the annual world production - has already been operational in the Ghent canal area for almost 50 years and offers employment to some 300 people, many of them from the surrounding area. The company grounds cover some 4.5 ha.

The Ghent branch was founded in 1957 by the name of Société Chimique des Dérivés du Titane and the company was repeatedly renamed: into Kronos in 1971, into NL Chemicals in 1976 and finally into Kronos Europe in 1993.

Its production and production process too passed through a whole evolution. Thirty years ago, daily production amounted to no more than 10 tonnes; today, the same production increased to 200 tonnes or about 65,000 tonnes on an annual basis. A strong growth that is chiefly due to the numerous technical improvements, new investments and adaptations of the production apparatus. But also to the professionalism and dedication of the experienced personnel. 90% of production is intended for export and in this respect, China and Argentina are the main markets.

Titanium dioxide is a dye that is added to a number of products to make them more white, to obtain bright pastel colours or to add more gloss. In this respect, its main trump is its enormous coating force. A small amount of the white dye can cover a large surface. Consequently, it is the whitener par excellence and it has superseded toxic lead, antimony and zinc compounds for quite some time now. Titanium dioxide is easily absorbed by water, rubber, plastics and thickeners, among other things for paint. Owing to its large chemical stability, it is resistant against heat and almost all chemicals. The substance is completely non-toxic and harmless.

Specific to titanium dioxide is its high external sustainability so that a coat of paint becomes more weather-resistant and durable materials such as car bodies and industrial pipe-lines remain rust-proof for a longer period of time. Titanium dioxide is used for the production of packaging sheets and bottles and receptacles for foodstuffs, cosmetics, toothpaste and drugs, as well as for the production of numerous plastics, quality wallpaper, enamel, building materials and floor covering. Finally, titanium dioxide is equally present in textiles and in the world of fashion.

"Stagnation means decline". Also at Kronos Europe. From 1998 to 2000, some EUR 1.6 million was invested in a fully automatic packaging installation. In this way, the rather heavy manual labour was banned without any negative effects on employment.

Between 1999 and 2000, Kronos Europe constructed its own dumping ground with a price tag of EUR 9.4 million to dispose of the waste - mainly iron hydroxide - that is released during the production of titanium dioxide. In the soil around the dumping ground a vertical natural bentonite wall was constructed having a thickness of 1 metre up to the natural clay layer at a depth of 22 metres. The actual dumping ground that will last for 25 years was built according to the Vlare prescriptions and is composed of a synthetic sheet on top of a clay layer. Consequently, the risk of soil pollution is virtually nonexistent.

From the year 2000 onwards, after the building of a new warehouse for finished products Kronos Europe has a state-of-the-art and well-organized storage space at its disposal offering sufficient capacity. The overall investment amounted to some EUR 4.6 million.

The construction of the new dry dust separation facility for reducing dust nuisance when grinding the final dye representing a EUR 4.6 million investment has a positive impact on both production capacity and energy consumption and therefore on the environment as well. By means of the building of a water treatment plant and cooling towers, the waste water discharged complies to a large extent with the increasingly severe environmental standards.



9th Maritime Symposium

Enlargement of the EU: one year later?

Wednesday, May 18, 2005 in 'Het Pand' in Ghent

In the estuary of the river Scheldt, some six ports are located at a short distance one from the other serving the same hinterland and operating in the same market sectors. For years and years, the Maritime Institute has been trying to unite the various parties within this strongly competing, cross-border port scene around a central theme through the annual organization of a maritime symposium. This symposium aims at both the Belgian and Dutch parties concerned.

On May 1, 2004 owing to the entry of ten new member states, the European Union experienced its biggest enlargement since its coming into existence. This certainly has an impact on all ports within the area. One year later, this workshop is looking for the possible implications of this enlargement on ports and transport companies.

The subject matter of the enlargement of the European Union is discussed from a community legal, a transport-economic and a policy point of view. Furthermore, the seminar pursues the actual bottlenecks in greater depth. The various points of view are tested against reality during a closing panel discussion where the contribution by the public can equally offer some added value.

Among the new member states there are a number of important maritime nations such as Cyprus and Malta. Both countries range among the world top ten of registered vessels. Therefore, the implications of the enlargement on the European ship's register will be scrutinized too. In this respect, we should not lose track of the recent developments regarding the Belgian reregistering.

For more information, please contact
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New peak year for Volvo Europa Truck



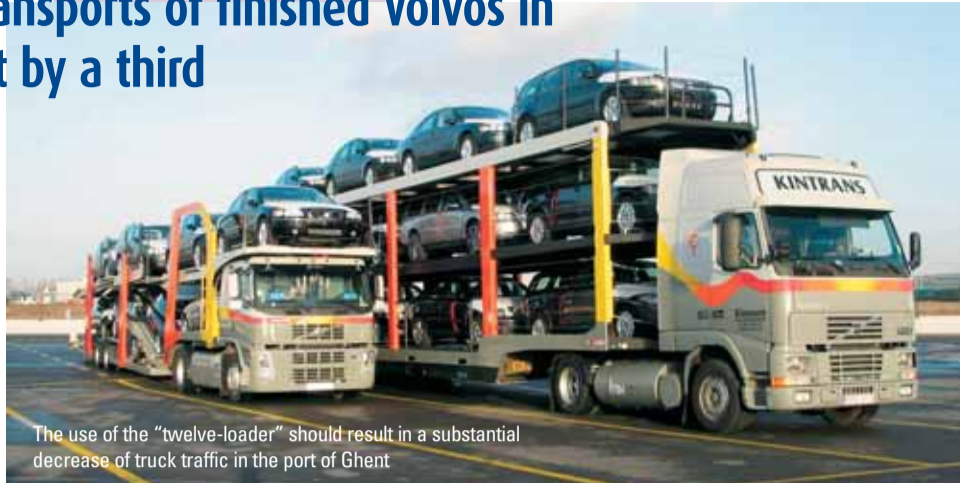
The figures are really not bad. With a production figure of 29,819 trucks, last year the Ghent-based truck factory accounted for 30% of the overall Volvo truck production. At the same time the best annual performance ever but one and a consolidation of its position within the European Volvo group as a 'volume factory'. With 90% of all vehicles manufactured the European Union is the largest market.

Noteworthy is the fact that for the first time since 1964, in the person of Patrick Collignon originating from Antwerp a Fleming is at the head of Volvo Europa Truck in Belgium in the capacity of general manager. Him awaits the difficult task of equalling at least the performance of his illustrious Swedish predecessor Bengt Calén. But owing to the positive 2004 figures, the future of the Oostakker plant is expected to be bright since after Mercedes, Volvo is the second largest heavy truck manufacturer and on the world market the demand for heavy vehicles is extremely important. Next year, a EUR 15 million investment in the improvement of production machinery is planned. Other good news is that the Ghent truck factory will be able to extend before long.



"Twelve-loader"

reduces transports of finished Volvos in Ghent port by a third



Copyright: De Lloyd

The use of the "twelve-loader" should result in a substantial decrease of truck traffic in the port of Ghent

Since January 11 last, Volvo Cars Gent is using extra large trucks to transport its passenger cars in the port area. The trailers are composed of three decks offering space to twelve cars in all, compared to eight in case of a conventional trailer. The twelve-loader has a length of 22.7 m, a width of 3 m and a height of 5.5 m. By piling cars three high Volvo Cars Gent achieves an innovation in car transport.

Between factory and Mercatordok

The special trailers are loaded at the factory's car park and moved to the ro/ro terminal, the car park at the Mercatordok or the Esdic distribution car park by means of trucks, from where the cars are further distributed to their European destinations. 60% of Volvo Cars Gent's production (i.e. 160,000 cars per year) is going to these three locations. The remaining 40%, intended for Portugal, England, North America and other overseas destinations is transported directly to the loading port.

Owing to their exceptional length and width, the special trailers are only allowed in the port area. To cross the Kennedylaan in order to transport the cars to the Esdic distribution car park a special authorization has been applied for.

Less noxious exhaust fumes

Each year, the 'twelve-loaders' will carry out some 13,300 transports; by using conventional trailers this number would have amounted to 21,330. Consequently, CO₂ emission reduces by one third or 55 tonnes on an annual basis.

Today, Volvo Cars Gent is the only car manufacturer using this type of trailer. Since January 11 last, Volvo Cars Gent put three of these trailers into use and in the future, this number could be increased by four additional trailers.

Company transport plan

Last year, production capacity of Volvo Cars Gent increased from 160,000 cars to 270,000 units, annually. This represents not only a rise of the amount of local truck movements to supply the factory, but an important increase of the amount of cars to be transported as well. Volvo Cars Gent developed a company transport plan to limit traffic hinder. The use of these outside trailers is only one of the measures to reduce local truck movements.

Provisional fair agenda for 2005

In the following table we mention all fairs Ghent Port Company considers to participate in. Depending on the interest from the port companies a joint participation will be taken into consideration.

For more information and/or suggestions please contact the Commercial Department of Ghent Port Company (m.vanhollebeke@havengent.be).

Dry bulk (Sandra De Mey - e-mail: s.demey@havengent.be)

Name	Place	Period	Website
Bio-energy seminar	Ghent (Belgium)	May 19	
Intermodal	São Paulo (Brazil)	June 1 - 3	www.intermodal.com.br
Commodities Fair 2005	Vienna (Austria)	October 20 - 22	
Coaltrans 2005	Paris (France)	October 24 - 26	www.coaltrans.com
Industrial Minerals	?	October or November	www.indmin.com
FMB Fertilizers	Cannes (France)	October 5 - 7	www.fmb-group.co.uk

Liquid bulk (Hannes Vral - e-mail: h.vral@havengent.be)

Name	Place	Period	Website
World Biofuels	Sevilla (Spain)	May 17 - 19	
EPCA Logistics Meeting	Berlin (Germany)	October 22 - 26	
Eurolipids	Frankfurt (Germany)	November 2 - 4	

Conventional general cargo (Liesbeth Van Herreweghe - e-mail: l.vanherreweghe@havengent.be)

Name	Place	Period	Website
PPI Transport Symposium 2005	Antwerp (Belgium)	September 26 - 28	
Adam Smith Conference for Paper & Pulp	Vienna (Austria)	November 28 - 30	

Logistics & distribution (Stijn Devolder - e-mail: s.devolder@havengent.be)

Name	Place	Period	Website
Transport Logistic	München (Germany)	May 31 - June 3	
Transport & Logistics	Antwerp (Belgium)	October 18 - 20	
ITL	Bilbao (Spain)	November 8 - 10	

RoRo & containers (Stijn Devolder - e-mail: s.devolder@havengent.be)

Name	Place	Period	Website
TOC Europe 2005	Antwerp (Belgium)	June 14 - 16	
ECG Conference	Barcelona (Spain)	October 7	
RoRo 2006	Ghent (Belgium)	May 16 - 18, 2006	www.oroex.com

Past participations in fairs



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Autologistics Europe Conference: f.l.t.r. Gani Fetnaci (DFDS Tor Line); Jiri Willems (Katoen Natie); Ray Runza (Honda Logistics UK); Hans De Jaeger (Honda Europe NV); Stijn Devolder (Ghent Port Company AMC) and Wim Wigerinck (Mosolf Benelux)

Autologistics Europe Conference

The annual Autologistics Europe Conference took place in the Montreux Palace in Montreux from March 1 to 3 last. This year, this conference was organized on the familiar location for the third time. During this edition, Flanders Foreign Investment Office (FFIO) was one of the Gold Sponsors and it mapped the Flemish seaports by means of Belgian chocolate! Thank you FFIO! In addition to Stijn Devolder, the conference was attended by a lot of people from the Ghent port area.



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ShortSea Conference 2005: f.l.t.r. Joris Nauwelaerts (DFDS Tor Line), Soren Jung (DFDS Tor Line), Stijn Devolder and Kate Verslype (both from Ghent Port Company AMC)

ShortSea Conference 2005

Ghent Port Company had a booth at the second international ShortSea Conference that took place in Bilbao (in the Basque Country) on March 9 and 10. Some 300 delegates attending this conference exchanged ideas on the latest developments in the sector. The port booth itself was manned by Soren Jung, Joris Nauwelaerts, Stijn Devolder and Kate Verslype.

CRU World Steel Conference

From Sunday March 6 through Tuesday March 8 last, the CRU World Steel Conference took place in Luxembourg. Ghent Port Company was represented by Dirk Houttekier, Commercial Manager, and Liesbeth Van Herreweghe, business development manager and together with Stukwerkers Havenbedrijf N.V. they manned a booth. Stukwerkers Havenbedrijf N.V. sponsored this conference and was represented by Johan De Raeve, Managing Director, and Frank Vanoutryve, commercial department.

Stocexpo 2005

From March 1 through 3 last, Stocexpo 2005 took place in Rotterdam. Stocexpo stands for "European Bulk Liquid Storage Terminal Operations Conference And Exhibition". It is the first European forum uniting the important players of the liquid bulk storage sector.

On this occasion, speakers from the largest terminal operators such as Nordic Storage, Vopak, BP and Odjell sketched the market, innovations and tendencies and Ghent Port Company was able to make a lot of interesting contacts with leading terminal operators such as Baltic Tank and Solventas on the one hand and information providers such as Tank Bank Info and Hazardous Cargo on the other.

continued on p. 4



Past participations in fairs

continuation



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BTO 2005 - f.l.t.r.: René Van Damme (Sidmar), Rik Rammant (Lalemant), Gustaaf De Monie (Policy Research) and Pierre Thielemans (Lalemant)



Copyright: Ghent Port Company AMC

BTO 2005 - f.l.t.r.: Sandra De Mey (Ghent Port Company AMC) and Aloyzas Kuzmarskis (General Director of BEGA Stevedoring Company - Klaipeda/Lithuania)



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BTO 2005 - Working visit to Euro-Silo with Daniël Matthys (in the middle) as guide

Bulk Terminal Operation 2005

On March 22 and 23 last, BTO Associates together with Ghent Port Company AMC as main sponsor organized for the 4th time a BTO Conference and Exhibition, a two-day international conference and adjoining fair at the Ghent-based Sofitel. Some 16 exhibitors participated in the fair, including SEA-Invest and Ghent Port Company. At the conference offering the opportunity to meet with executives from the maritime industry, lectures were given by speakers from Sidmar, Policy Research, ILO, ESPO and others.

Volvo Cars Gent plans to build sports coupé

From the end of 2006, the new C30 will be assembled at the Ghent-based Volvo plant. Whereas the present Volvo cars are especially intended for families with children, this sports three-door coupé targets a younger public and female buyers. With the C30, Volvo has its eyes in particular on the Audi A3. The Swedish wish to display themselves even more explicitly as premium brand and in this respect a sports compact car in the medium-size range is a must. Owing to this decision, the Swedish car manufacturer offers its Belgian daughter security of employment for the years to come. This summer holiday, the adaptation of the production line will be started and in autumn, Volvo will start the running tests regarding the new four-seater. The engine range includes both four- and five-cylinders.

The extension of the model range will not immediately entail new recruitments. "We are now building the S40, V50, S60 and V70 models, but the production of the V70 will be re-transferred to Sweden", according to Volvo Cars Gent spokesman Marc De Mey. "Provided some adaptations are made, the C30 can be built on the same assembly line. It has the same platform as the S40 and V50".



Copyright: Autweek

Especially at the back, the new Volvo C30 will show much resemblance to the Safety Concept Car (SCC), already commercialized by the Swedish in 2001

Wind park along Kluizendok



Copyright: Ghent Port Company AMC

The construction of the wind park around the Kluizendok is at full blast

By the end of April, two rows of wind turbines, 11 in all, will be built along the access roads north and south to the Kluizendok. They have a height of almost 100 m - 130 m including the wings. These wind turbines should provide energy to 12,500 families. Until now, this is the largest authorized wind park in Belgium. As soon as they will be operational, in a normal wind year these constructions together will provide 44 million kilowatt-hours.

The wind park is a joint achievement of SPE/Citypower participating for 80% and of Ecopower, a co-operative company investing in projects in the field of renewable energy that contributes the remaining 20%. Each turbine costs some EUR two million.

The wind turbines are equipped with wings of a new profile so that noise nuisance for the people living in the neighbourhood in Rieme and Doornzele remains limited. Moreover, they provide a larger electricity production.



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In co-operation with the Flemish Economic Representative of Export Flanders in Istanbul and the Turkish-Belgian Business Association, a number of Turkish managers visited the port of Ghent



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In January 2005, a delegation from the Norwegian port of Drammen favoured the port of Ghent with a visit

Ghent port complaints desk

In case you should have certain suggestions, remarks or complaints regarding our port and you don't know exactly where you can get rid of them or in case you have a port-related problem and you really don't know how to cope with it, you can always contact the following e-mail address: opmerkingen@havengent.be. We guarantee that you receive an answer!

