


RIVER/SEAPORT OF GHENT

HUB FOR AGRIBULK LOGISTICS IN EUROPE

ESALQLOG – 5TH INTERNATIONAL SEMINAR IN AGRICULTURE LOGISTICS – UNIVERSITY OF PIACACIRABA – 19.3.2008

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What will we talk about

Introduction to the European inland waterway network

- The network from North Sea to Black Sea
- The classification system of waterways in Flanders
- The different vessel types operating on the rivers and canals
 - Barges
 - Estuary/SSS

Port of Ghent

- A quick overview of the location and activities
- Port of Ghent as agri-logistics hub
 - Maritime flows
 - Inland shipping flows
 - Storage infrastructure
 - Biofuel production

Some thoughts about shipping of agribulk

- Size and availability of inland vessels
- Transit vs direct
- Barges versus rail and road
- Developments (Seine Nord canal, Evergem Lock, inland river terminals PPI, development of biofuels)



Flanders is a central hub for European inland shipping



The European inland waterway network



Flanders waterways according to classification



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Types of inland barges



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Different types of barges - technical

- ▶ **Class I**
 - Spits: 38,70 X 5,05 X 2,20 m / 364 ton / 433 m3.
- ▶ **Class II**
 - Kempenaar: 50 X 6,60 X 2,50 m / 600 ton / 700 m3
 - New Kempenaar: 55 X 7,20 X 2,50 m / 683 ton / 950 m3
 - Canal du Nord barge: 60 X 5,75 X 3,20 m / 800 ton / 880 m3.
- ▶ **Class III**
 - D.E.K. (Dortmund-Ems-Kanaal): 67-80 X 8,20 X 2,50 m / 968 ton /1413 m3.
- ▶ **Class IV**
 - R.H.K. (Rijn-Herne-Kanaal): 80-85 X 9,50 X 2,50 m / 1378 ton / 1937 m3.
- ▶ **Class V**
 - Large Rhi nebarge: 95 X 11,40 X 2,70 till 110 X 11,40 X 3,50 m / 2160 ton / 2708 m3.
 - Large Containerbarge: 135,00 x 17,00 x 3,00 m / 470 teu.
- ▶ **Class V and VI**
 - Pushbarge: till 190 x 11,40 m (single) or 22,80 m (dubble) / 800 till 12.000 ton.



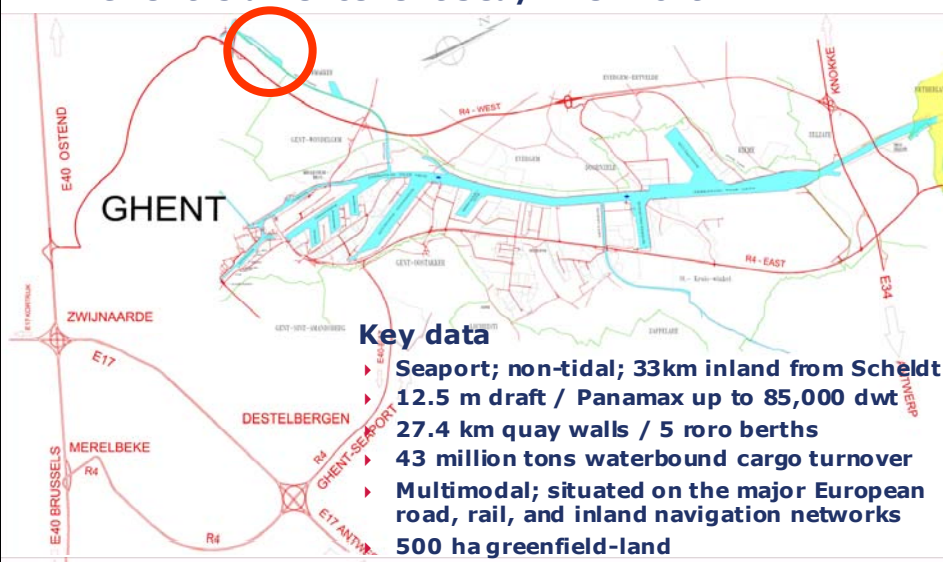
Estuary- and SSS vessels



Port of Ghent – A quick introduction



Ghent is an excellent Sea/River Port



Waterbound traffic in 2007

Total:	42,8 Mton
Seagoing:	25.1 Mton / 3.174 vessels handled
Rivergoing:	17.7 Mton / 15.127 barges handled
Import:	30.8 Mton
Export:	12.0 Mton

33.800 barges in transit through the Port of Ghent

Main activities: Steel, agriproducts, automotive, forest products, building materials, coal, chemicals, fertilizers, biofuels.



Agribulk traffic in 2007

Maritime import/export with 36 countries

Total handled maritime tonnage = 5.1 Mtons

Main imports from : Brasil, Canada, USA, Argentina

Main exports to : UK, Poland , Norway, Sweden

Inland shipping import/export with 6 countries

Total handled inland shipping tonnage = 3.3 Mtons

Countries : Netherlands, France, Germany, Swiss, Hungary, Slovakia

Main products:

soybean, corn, linseed, soybeanmeal, soybeanpellets, fruit juice, wheat, ethanol, soybeanoil, fishoil,...



Agri industry operating in the port

Producers

- Cargill
- Citrosuco
- Louis Dreyfus
- United Petfoods
- Fuji Oil

Biofuel producers

- Bioro
- Alco Biofuel
- Oleon
- ADPO

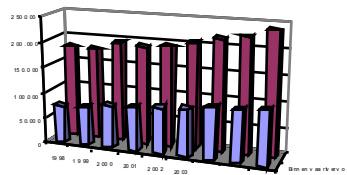
Warehouses

- Eurosilos
- SMEG
- GTS
- SST
- Stukwerkers
- ADPO
- Sea Invest



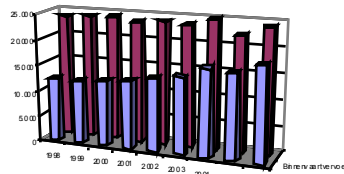
High barging ratio in Port of Ghent vs all Flemish ports

Mattiem goederenvervoer en binnenvaartvervoer in de Vlaamse zeehavens in 1000 ton



Year	Goederenvervoer (1000 ton)	Binnenvaartvervoer (1000 ton)
1998	190.0	75.0
1999	195.0	75.0
2000	195.0	75.0
2001	195.0	75.0
2002	195.0	75.0
2003	195.0	75.0
2004	195.0	75.0
2005	195.0	75.0
2006	195.0	75.0

Mattiem goederenvervoer en binnenvaartvervoer in de Gentsche haven in 1000 ton



Year	Goederenvervoer (1000 ton)	Binnenvaartvervoer (1000 ton)
1998	190.0	75.0
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Largest storage capacity for cereals in Europe: 1,3 million ton



Dedicated tankfarms for liquid agribulk



Some agri-customers of the Port of Ghent



Vanden Avenne, trade and distribution of compound feed raw materials, Izegem



NV Dumoulin, Animal Feed, Kortrijk



NV Versele Laga, Petfood, Deinze



Biofuelproduction



Some thoughts about the shipping of agribulk.

- Size and availability of inland vessels
- Transit vs direct
- Barges versus rail and road
- Special projects : AGRISHIP

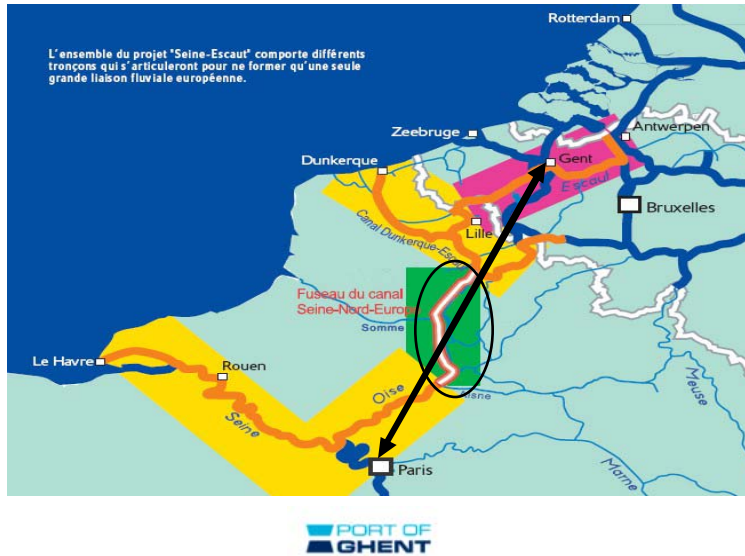


Improvements for the future of inland shipping.

- 36,000 barges, good for 16 mln ton passed through the Evergem lockcomplex in 2007 (= 99 per day)
- A new lock, double the size of (230 x 25m), will be opened in 2008
- Important improvements are done (WENZ) to bridges and dikes of the rivers Lys and Scheldt to upgrade them to the Seine Nord-canal size.
- The Seine Nord-kanaal will be ready by 2015, and connects the Port of Ghent directly with Paris for barges up to 4400 ton.



Seine-Nord Canal: the barging highway between Ghent and Paris



A container terminal for SSS and inland barging



Conclusion

Europe has an extended waterways network for inland barging of agribulk

Inland shipping is a good, cheap and ecological alternative on longer distances

Restrictions are availability, size and draft of waterways

Port of Ghent is constantly increasing storage capacity for agribulk and bio fuels

The Seine-Nord connection and multimodal containerterminal will give an extra boost to Ghent as agri-distri-port

Find all info back on WWW.PORTOFGHENT.BE

