

The Waterslag project (ECSWA) has the following goals:

- to make optimum use of the existing capacity of small waterways;
- to stimulate a modal shift to inland shipping;
- to upgrade small waterways, as a location for establishing industry;
- to strengthen connections between mainports and the hinterland;;
- to promote innovation in transport and logistics.

ecswa waterslag



January 2007

Project newsletter

2

Preparations for test run in full flow!

As you can read in this second newsletter, the planned actions went smoothly! The Waterways Inventory (action 1) has been rounded off and the Market Potential research (action 2) resulted in a comprehensive report comprising results and actions to be undertaken. So far the project is very successful.

The preparations for the test run are already in full flow.

Sibelco - that transports 1.9 million tons of quartz sand every year - will participate in the test run. An interview with Mr Marc der Weduwe of Sibelco, about the reasons for participating can be found on this page.

In this Newsletter attention is paid to the results until now and the intermediate position. A short report is also given of the participation in the Inland Terminals conference in Duisburg on 27 and 28 September 2006.

Innovative project Waterslag very important to Sibelco

Sibelco is a major player on the market of industrial minerals. Every year the company transports 1.9 million tons of quartz sand on inland waterways and thus is one of the largest shippers on the canals in the Waterslag shipping area with branches in Mol, Dessel, Lommel, Maastricht, Maasmechelen and a quay terminal in Antwerp. Sibelco will participate in the Waterslag test run, that will start in the next few months.

Marc der Weduwe of Sibelco sees the Waterslag concept as an alternative for the future:

“Our plants lie along inland waterways, which naturally is an enormously strong winning card. As a result, for Sibelco inland shipping is the means of transport par excellence for supplying canal-bound clients. As a good logistics company we naturally have to innovate and closely follow every market trend to also be able to guarantee our clients smooth delivery in the future. Waterslag is such an innovative project that could be very important to secure our deliveries by canal. Together we are looking for renewal, so that it is a learning process for all the parties involved. In this way, the use of the inland waterways can be optimized. We greatly encourage initiatives such as Waterslag. A successful test run would give us a possible alternative for the future. The initiative will only be successful if the work is done step by step. That is why the test run will provide more clarity about Waterslag’s chances of success.”



This project has received European Regional Development Funding through the INTERREG III B Community Initiative



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Photo: Marc der Weduwe





Project in phases

1 | Inventory of the waterways:

Chart canals and waterways in the south of the Netherlands and Flanders, including technical characteristics, bridges and locks.

2 | Research market potential:

Determine the volume, nature and modal shift potential of (new) cargo flows on the waterways in the south of the Netherlands and Flanders.

3 | Development of inland shipping concept::

The point of departure is a new shipping concept, in which by connecting a tug-pushed dumb barge to an existing ship, more cargo can be shipped via small waterways.

4 | Research regional economic added value:

Take stock of the advantages of the logistic inland shipping concept for the regional economic development.

5 | Adjustment of tow:

Adjust existing dumb barges with a bow propeller and automatic cable drums, so that the barge is safe and can be moved and individually locked with as few actions as possible. A campine barge can also be used as an alternative for a dumb barge.

6 | Test run:

Show that the concept is ripe for the market with test runs.

7 | Set-up business plan:

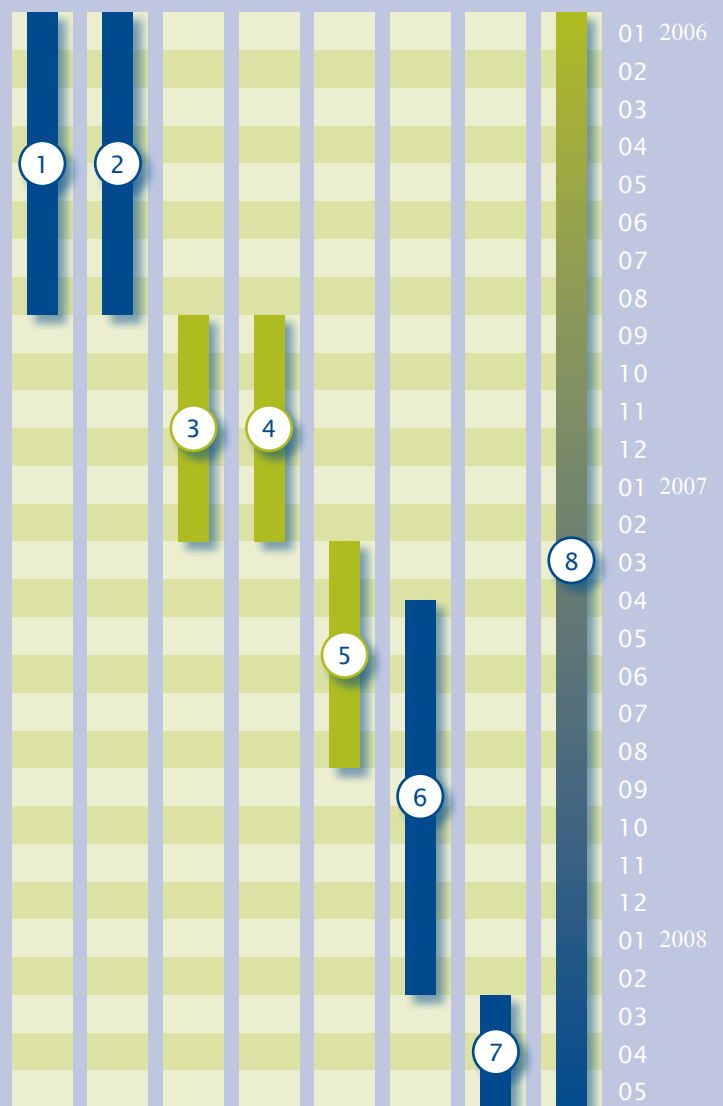
Draw up a business plan on the basis of the results of the test runs and previous phases.

8 | Communication and distribution of the results.

Press conference spring 2007

In the spring of 2007, the Waterslag project group will organize a press conference. It will also be the launch event of the test run. You are very welcome and will receive the necessary information in time. Naturally you will also be kept informed via www.waterslag.org

Planning



- 1 | Inventory of the waterways
- 2 | Research market potential
- 3 | Development of an inland shipping concept
- 4 | Research added value
- 5 | Adjustment of tow
- 6 | Test run
- 7 | Set-up business plan
- 8 | Communication of the results

Results

Action 1: Inventory of the waterways

The waterways in the Waterslag area have been taken stock of to determine the size of the Waterslag dumb barge. In view of the results, the project will further focus on a campine barge and a dumb barge, each approximately 50 m. This scenario is the most attractive since it provides the greatest sailing reach and at the same time offers the largest cargo capacity.

Action 2: Research market potential

Calculations of possible goods flows were made by the project team and supplemented with interviews with companies that are located along the smaller canals in the Waterslag area. There is great interest in the Waterslag concept and sufficient cargo potential present to also make it operational. In the south of the Netherlands and Flanders together there is a cargo potential of over 2,500,000 tons of dry bulk, 2,500,000 m³ of sand and 14,000 TEU. This cargo is equal every year to about 185,000 runs by lorries!

The extensive report of the results of actions 1 and 2 can be downloaded on the website (www.waterslag.org).

In the meantime

Action 3: Development of an inland shipping concept

Interested shippers were contacted again. It was checked whether they still want to participate in the test run and which goods flows they are prepared to contribute for this. In this context some twenty goods flows were identified and chartered. The following step is to develop a logistics concept.

Action 4: Research regional economic added value

This research is already in the rounding-off phase. Various scenarios are being worked with. The current situation around the smaller canals (without Waterslag) is being compared with a future scenario in which the Waterslag concept is applied in practice. It is clear that the implementation in various areas leads to positive effect:

- more jobs;
- improved accessibility;
- fewer emissions of hazardous substances;
- rising demand for water-bound industrial estates and transshipment locations.

This all leads to a general improvement in the investment climate in the project area. The report with the results of action 4 will soon be available on the Waterslag website.

Action 5: Adjustment of the tow

Action 5 started earlier than originally planned due to the successful course of the project. That is why preparation of the test run is already underway. It will presumably be able to start in April or May 2007. The fact that the Waterslag barge sails autonomously through the locks or even for a short way outside the locks naturally has consequences for the crew. Both in Flanders and in the Netherlands permission will in all probability be obtained from the proper authorities to sail with only 2 crew members per ship combination (dumb barge + barge) during the test runs.



Successful participation in the Inland Terminals conference!

On 27 and 28 September 2006 the Waterslag partners participated in the Inland Terminals conference and fair in Duisburg, Germany.

Willy Robijns gave an enjoyable presentation as a speaker during the conference. At the fair a stand was set up where all the information about Waterslag and the project partners was available. The stand received a lot of interested visitors from amongst other things ports, private companies and the press. It was a successful event!

Parties

The Waterslag project (ECSWA) is being elaborated via a joint venture between the South Dutch Incodelta, the two Flemish waterway managers Waterwegen en Zeekanaal NV and NV De Scheepvaart and a number of private partners in Flanders and the Netherlands. Buck Consultants International is the project coordinator. The project is being financially supported by Interreg IIIB North-West Europe. The project partners are.

Incodelta Zuid-Nederland	www.incodelta.nl
Waterwegen en Zeekanaal NV	www.wenz.be
NV De Scheepvaart	www.descheepvaart.be
Barge Terminal Tilburg	www.bttilburg.nl
Maxx Thiébaud	www.maxx.be
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Mercurius Scheepvaart	www.mercurius-group.nl
Pro-Log	www.pro-log.nl
Interreg IIIB Noord-West Europa	www.nweurope.org

Contact

Want to know more about the Waterslag project (ECSWA)? Then look on www.waterslag.org or contact us without obligation.

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