

Port of Antwerp

The Intermodal Companion

December 2005 - 2000 Antwerp X

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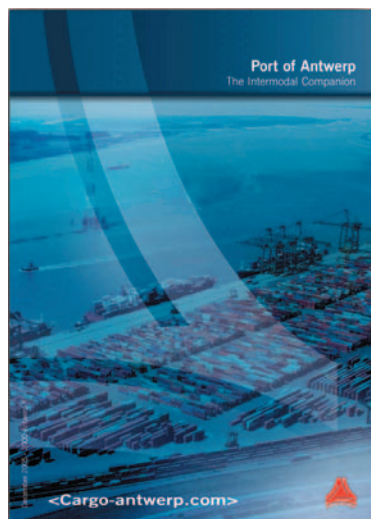




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Port of Antwerp — The Cargo Companion

Have a look at what's best for you.

As one of the world's largest and most innovative ports, Antwerp proves its powerful place on the international chart of commerce. Hundreds of worldwide operating companies have selected Antwerp as a flexible & reliable partner for handling, storing and distributing their cargo.

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The Port of Antwerp: a safe haven for all trade.



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Preface

The volume of cargo handled by the port of Antwerp is growing steadily year by year, with more than 150 million tonnes handled in 2004. Container cargo in particular is expanding strongly, and with the opening of the Deurganck dock this trend will certainly continue. A container volume of more than 6 million TEU was handled in 2004, equivalent to nearly 70 million tonnes. The Antwerp Port Authority's policy is to ensure a smooth, efficient flow of goods, so that the merchandise reaches its final destination quickly, safely and economically.

Containers are carried to and from the hinterland by truck, rail and barge. Barge transport accounts for 29 percent of the containers carried, rail for 6.5 percent. Trucks transport 64 percent of the containers. The high proportion carried by road is the result of the fact that a large number of containers have a destination within a 50 km radius of the port.

The Port Authority is putting great efforts into achieving a substantial modal shift, with the objective of gradually reducing the proportion of road transport to 40 percent by

2015. In seeking to achieve a more balanced modal split the Port Authority attaches great importance to intermodal transport.

The Antwerp Intermodal Network is an excellent example of the efforts. In collaboration with rail and barge operators the Port Authority is developing a project aimed at stimulating intermodal transport over short and very short distances. The port is also reaping the benefits of NARCON, the engine of container transport by rail.

The hinterland of the port covers the entire European continent. The port of Antwerp is situated in the Scheldt-Maas-Rhine delta, and so is connected not only to the Belgian but also to the entire European waterway network. Moreover, Antwerp is located at the intersection of major roads and railways leading in all directions.

The rail and barge operators for their part offer frequent, reliable transport to all parts of Europe. At the back of this brochure you will find a handy summary of the range on offer.



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Eighteen partners join forces in Antwerp Intermodal Network

- Initiative from Antwerp Port Authority
- International collaboration generates volume growth of 63 percent in the first year

The Antwerp Port Authority has set up a project in collaboration with barge and rail operators in Belgium and other countries, aimed at expanding and promoting the short-to very short-distance multimodal transport network. The initiative has been granted a subsidy of 1.72 million euros by the EU Commission under the latter's Marco Polo Programme.

Eighteen partners have joined forces in the scheme known as 'Antwerp Intermodal Network' (AIN): ten Belgian companies, one German, three French and four Dutch. As the initiator of the scheme, the Antwerp Port Authority is also acting as project coordinator.

The objective is to shift transport from road to rail and barge over distances less than 250 km. This can be done by one or more AIN members introducing new services, or

expanding existing services. One result of this will be to strengthen the network of inland terminals.

In Belgium, all the inland terminals are taking part: Avelgem Container Terminal, River Terminal Wielsbeke, Intermodal Platform Ghent, the Port of Brussels, Independent Barge Operators (Grimbergen), TCT Belgium (Willebroek), Transport Fluvial de Conteneurs (Liège), the Port of Genk, Watercontainertransport (Meerhout) and Gosselin Container Terminal (Deurne). France is represented by the Port of Lille, Conteneurs Combinés Escaut/Terminal de Prouvy and Conteneurs Combinés Escaut/Terminal de Béthune. The Dutch operators are KTN Westerschelde/Zeeland Container Terminal (Terneuzen), Barge Terminal (Born), the Port of Moerdijk and

Oosterhout Container Terminal. Finally, the German partner is the CTS container terminal in Cologne.

The terminals are grouped into four sections. The southern section covers the rivers Scheldt and Leie/Lys, and includes the Lille, Béthune and Prouvy-Valenciennes terminals in France, the Wielsbeke, Avelgem, Ghent, Brussels, Grimbergen and Willebroek terminals in Belgium, and Terneuzen in the Netherlands.

The section east of Antwerp comprises the Born terminal in the Netherlands and the Liège, Genk, Meerhout and Deurne terminals in Belgium. This means that freight can be carried on the Albert Canal, the Meuse and the Juliana Canal.

The northern section extends from the Moerdijk terminal to Rotterdam and the Rhine terminals, with freight travelling via the Hollands Diep and the Scheldt-Rhine link.

Finally there is the rail shuttle between Antwerp and Cologne.

All the terminals are situated within a 250-km radius of Antwerp. Some 80% of the container transport to and from Antwerp has its origin or destination within this radius.

Each AIN partner has drawn up its own plans for development as part of this project. Together, the various measures will result in higher frequencies and/or greater capacity, with more and larger barges. Between them, the 18 partners generated 91 additional departures in the first year, and this figure will rise gradually to 113 in 2006. The growth in volume generated by the new services amounted to 129,436 TEU in 2004. This represents a 63% increase on 2003, when the partners handled a total of 210,000 TEU. An increase in volume of 200,010 TEU is expected in 2005, 249,761 TEU in 2006, rising to as much as 288,620 TEU in 2007.



Short distance intermodal transport: the Atlas Copco success story



The TCT Belgium inland terminal in Willebroek.

© Foto Coolens & Deleuil

The Atlas Copco compressor and generator plant in Wilrijk exports 15 to 20 containers every day through the port of Antwerp. Atlas Copco used to send all its export containers to the port by truck, but since the summer of 2003 they are shifted via the TCT Belgium inland terminal in Willebroek, some 15 km from Wilrijk and 45 km from the port.

As soon as each container is full, it is taken to Willebroek, from where an empty container is sent back. The containers can be fumigated in the inland terminal. A barge travels from Willebroek to Antwerp twice a day. There the containers are

unloaded at the export terminals, and the barge takes the empty containers back to TCT Belgium where they are stored on the quay.

The new logistics system is part of a programme to restructure the entire logistics chain, saving costs and cutting out a transshipment operation. By fumigating the containers at the inland terminal, the average transit time per container is halved. This modal shift also ensures more efficient collection and delivery of the containers to suit the rate of production, and the containers are now much more likely to arrive punctually at the export terminals. Altogether, some 150,000

tonne/km of road transport is avoided annually.

The entire route from production plant to port is managed by an interactive website that enables the forwarder, road haulier, fumigation company and inland terminal to follow the transport chain online. The flow of exports to the port of Rotterdam is also organised from Willebroek.

This is Atlas Copco's first experience of barge transportation, but the company intends to carry on sending all its export containers to Antwerp by barge even after the major road-works on the Antwerp ring-road have been completed.

EU greenlights support for NARCON

The European Commission has greenlighted Belgian government support for domestic container transport by rail, an activity which has already been heavily subsidized in other EU countries and in Switzerland.

A year after Inter Ferry Boats officially launched the NARCON system (National Rail Container Network), the EC has approved the Belgian federal government's decision to grant financial support until 2007. That support could be as much as 30 million EUR per year. The money will not go direct to the NMBS but to the transport organizers IFB and TRW (both subsidiaries of the NMBS which recently agreed on a joint venture). The Commission admits that the move will put pres-

sure on container transportation by truck and thus affect rail/road competitiveness. It believes however that its impact will not be strong enough to justify withholding government support. Moreover the decision encourages a modal shift from road transport to a different mode, which is a major objective of European Commission policy.

The NARCON system actually strengthens national container transport, an activity which incurs heavy losses because of the storage

costs and the very short distances involved in domestic transport. IFB was even planning to stop the activity. But it was the overhaul of the Antwerp ring-road (and the ban on trucks through the Kennedy Tunnel) which finally prompted the proposal to expand the system and seek financial support. The terminals in Kortrijk (LAR), Moeskroen, Charleroi and Athus are linked by means of shuttle trains to the Main Hub in Antwerp and the main container terminals in the port. Despite a number of IT problems, it has proved a success. The shuttle to the LAR operates at near capacity (making cooperation with the nearby terminal in Moeskroen imperative) and in September an additional train will probably travel to Athus.



NARCON is aiming at 420,000 TEU this year.

ICBO focuses on container barges



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The International Container Barge Operators, or ICBO, was set up as a subcommittee of the Antwerp barge committee organised by VOKA. It has become the contact point for everyone involved in container barge handling in the port of Antwerp.

Since the problems facing container barge transport vary from region to region, different representatives have been appointed within ICBO for Rhine navigation, Antwerp-Rotterdam shuttle transport, barge work and inland terminals. In its pursuit of ever more

efficient container barge transportation, ICBO is an active partner of Antwerp Port Authority and the cargo handlers.

Contact:
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tel. +32-3-540.05.77

EIA publishes Intermodal Manual

The European Intermodal Association, which recently celebrated its tenth anniversary, has about 90 members, drawn from every area of the transport industry, as well as from the academic world and port authorities.

Another EIA initiative is the 'Intermodal Handbook'. It contains chapters on the typology of the intermodal transport market, the various actors, systems, cost structures, intermodal transport as a logistical solution, intermodal

infrastructures, terminals and techniques, the modal shift, national and European policies relating to intermodal conveyance, etc.

info@eia.ngo.com

Maintaining a balance between security and uninterrupted traffic flows



The customs authorities too want to maintain a balance between security-linked screening and uninterrupted supply chains.

- European Commission advocates holistic and multimodal approach
- Antwerp offers crossroad database for tracing and tracking cargo

Based on the principle that transport security does not stop at port terminals or air cargo loading facilities, the European Commission has issued a consultation paper, inviting comments and/or amendments from the various partners. In the introduction the EC acknowledges that practical security measures have been put forward for aviation and maritime transport.

Transport is by its very nature intermodal. As the EC says in its introductory remarks, the transport chain is only as secure as its weakest link, so the existing measures should be complemented by measures for the other modes of transport so as to secure the entire transport

chain. This holistic approach by the EC was immediately endorsed by the European Intermodal Association.

Especially vulnerable in the eyes of the Commission is the road transport sector. The main reason for adopting an intermodal approach is that it is a means of avoiding distorted competition between the various modes. "Otherwise, the modes implementing security measures will bear costs which may jeopardise their competitiveness vis-à-vis the other modes. For similar reasons, an internationally accepted approach must be found", says the Commission.

Clecat (which represents European freight forwarders

and customs agents) does not share the Commission's view about the creation of a level playing field in the field of security. The freight forwarders admit that certain parts of the supply chain may be more vulnerable than others and should therefore be subjected to a thorough risk assessment. On the other hand, the forwarders prefer to keep their options open as far as the various modes of transport are concerned, as they want to offer their customers the best possible and most cost-efficient solution.

Clecat proposes drawing up an inventory of all the existing global, national and European security measures so as to avoid duplication and to encourage transparency. The organisation fully understands the EC's fears of a risk of duplication of regional measures, which are sub-optimal for security and may disrupt international trade.

One of the greatest challenges the EC will have to face in translating the proposal into a directive is to reconcile a system of data monitoring and additional screening with the principles of the Single Market, which is supposed to be unhindered by barriers.

For the shippers, whose views are represented by the European Shippers' Council, the worst scenario would be to have different standards for the different modes. Any mode-specific measure should therefore be complementary to a common framework. Swift and real-time data interchange and a very early risk analysis are

crucial for any watertight transport security system, says the World Customs Organisation. The customs authorities also want to maintain a balance between security-linked screening and undisrupted supply chains.

It is important to safeguard and guarantee security in the port of Antwerp without interfering with the cargo flow. One way to achieve this is to automate the information flows and make them more secure. Consequently, Antwerp Port Authority has launched Port Community Service Portal (PCSP), a crossroad database for tracing and tracking cargo.

By linking shipment and loading information, just one crossroad loading database is created. This database gives the goods a single reference throughout the transport chain and all the parties involved use this reference in their communications about the goods.

This makes it possible to track the goods on-line, reduces the margin of error and optimizes the working procedures. PCSP aims to offer private and public players a neutral vendor platform with open interfaces. The Flemish Government supports the project.

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TRW is fourth-largest operator in Europe

In the space of just one year the Belgian combined transport operator TRW has climbed to fourth place among UIRR members, right behind the heavyweights Kombiverkehr, Hupac and Cemat. 2005, when TRW celebrated its fourth birthday, will undoubtedly go down in the company's history as a momentous year.

This spectacular development has been achieved thanks not only to organic but also to external growth, thanks to collaboration with InterFerryBoats. The disappearance of the ICF services to and from the Belgian ports has also played a role.

In less than 12 months TRW has managed to double its number of trains, from 91 to 182 as of 11 December. At the end of October the 37-person team was expanded with another seven people to cope with the growth in volume and to develop a new activity, namely repair of wagons "in situ."

In 2004 the company carried 124,700 ITU and made a turnover of more than EUR 71 million, netting a profit of EUR 929,158. On 13 July this year a project was announced for close collaboration between TRW and InterFerryBoats, both of them profitable subsidiaries of NMBS/SNCB. InterFerryBoats is now responsible for managing the terminals and for the landward transport of the shipping freight to and from the ports not only by road but also by rail, now that the new rail link has opened between the Antwerp Gateway terminal in the Deurganck dock and the Main Hub on the right bank of the Scheldt, as part of the Narcon system for inland container transport from the terminals in Athus, Charleroi, Mouscron and Kortrijk.

TRW for its part concentrates on organising the international trains and takes care of the traction. On 18 July the number of trains per week was expanded from 91 to 141 in collaboration with the partners and shareholders in TRW, namely Novatrans in France and Cemat in Italy.

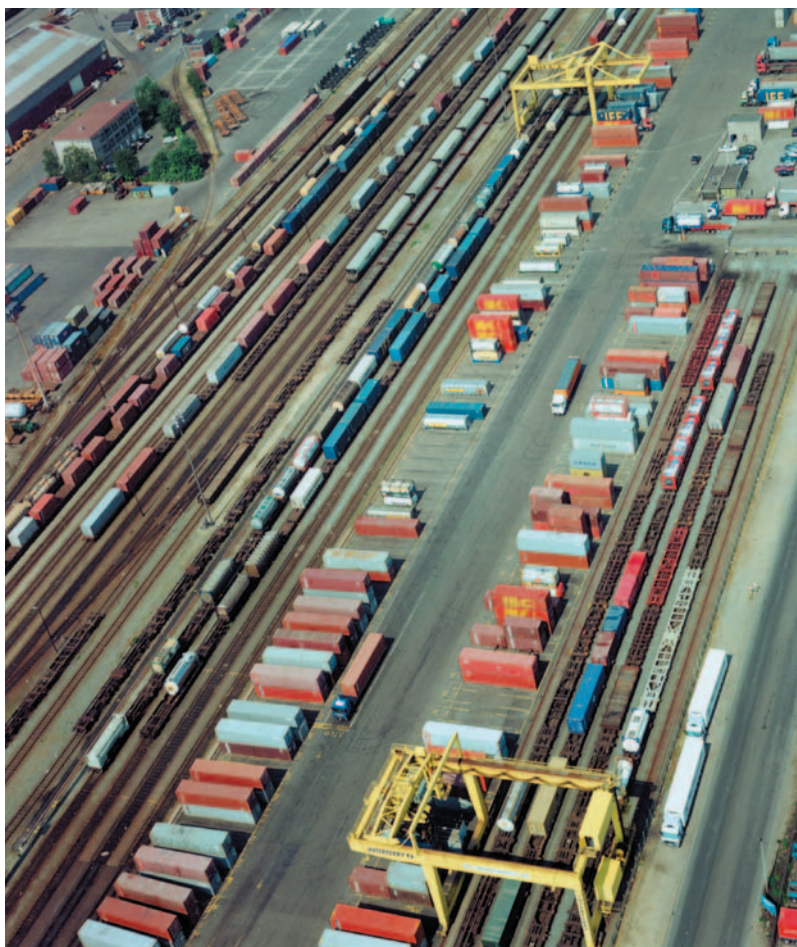
One factor that led TRW to carry out this expansion was that its financial organisation had recovered during the past five years, enabling the company to take on more work. On 18 July it effectively increased its number of services by more than 50%. This involved not only increasing the frequency on existing routes but also starting up new routes. One of these is from Antwerp to Novara, Frosinone (near Rome) and Padua, from where the Mediterranean seaports such as La Spezia and Gioia Tauro can easily be reached. Others are from Antwerp to Perpignan and Port Bou (with extensions to Constanti and

Barcelona and transit from Zaragoza), and from Oudendijk quay 869 to Mâcon. Last year TRW carried a total of 124,700 ITU.

In September this year the number of trains was increased by a further 25%, to 177 per week. This was done by once more increasing frequencies but above all by putting on new trains. TRW has now extended its services to the East and Scandinavia via the Kombiverkehr network, with among others a train from Antwerp to Duisburg and beyond. Since the introduction of the winter timetable in December, TRW has 182 trains running per week.

In the coming year TRW aims to double its number of trains once more and to diversify further. This will include a service to Spain via Paris and Limoges so as to offer an alternative to the Rhône route with its notoriously unstable conditions. As part of this diversification Italy's proportion will be reduced from 85% to 68%.

In the port of Antwerp TRW operates from the Zomerweg Terminal.
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becomes



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Sailing schedules

WWW.INLANDDEPARTURELIST.BE

from ANTWERP to Belgium

<i>Place</i>	<i>Operator</i>	<i>Agent</i>	<i>Frequency</i>
Antwerp	Adigo n.v.	Adigo n.v.	7/w
	C.E.M. a div. of Rhinecontainer n.v.	C.E.M. a div. of Rhinecontainer n.v.	6/w
	De Grave -Antverpia n.v.	De Grave -Antverpia n.v.	6/w
	Eurobarge B.V.	Eurobarge B.V.	7/w
Avelgem	AVCT N.V.	AVCT N.V.	2/w
Brussel	CFNR, Antwerp	CFNR, Antwerp	4/w
Deurne	GCT	GCT	5/w
Genk	Haven Genk n.v.	Haven Genk n.v.	6/w
Gent	Intermodal Platform Gent	Intermodal Platform Gent	5/w
Grimbergen	Cargovil Container Terminal - I.B.O. N.V.	Cargovil Container Terminal - I.B.O. N.V.	5/w
Herent	Batop n.v.	Benerijn b.v.b.a.	5/w
Luik	TFC	TFC	6/w
Meerhout	WCT	WCT	8/w
Wielsbeke	Adigo n.v.	Adigo n.v.	3/w
	River Terminal Wielsbeke	River Terminal Wielsbeke	5/w
Willebroek	Danser Container Line B.V.	Danser Container Line B.V.	5/w
	TCT Belgium	TCT Belgium	5/w
Zeebrugge	Portconnect (FCA n.v.)	Van Ommeren Logistics n.v.	7/w

France

<i>Place</i>	<i>Operator</i>	<i>Agent</i>	<i>Frequency</i>
Halluin	Port de Lille	CFNR	5/w
Lille	Port de Lille	CFNR	5/w
Neuf Brisach	Portconnect	Van Ommeren Logistics	1/w
	Unikai	Van Ommeren Logistics	6/w
Ottmarsheim	Alcotrans Container Line GmbH	Alcotrans Container Line	5/w
	CFNR, Antwerp	CFNR, Antwerp	3/w
	Danser Container Line B.V.	Danser Container Line B.V.	n/a
	Haeger & Schmidt Int. GmbH	Haeger & Schmidt Int. GmbH	2/w
	Rhinecontainer B.V.	Rhinecontainer B.V.	3/w
	Portconnect (FCA n.v.)	Van Ommeren Logistics n.v.	1/w
	Penta Rhenus	Rhenus Agencies	4/w
	Unikai	Van Ommeren Logistics n.v.	6/w

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Strasbourg	Alcotrans Containerline GmbH	Alcotrans Containerline	4/w
	CFNR, Antwerp	CFNR, Antwerp	3/w
	Danser Container Line B.V.	Danser Container Line B.V.	3/w
	Haeger & Schmidt Int. GmbH	Haeger & Schmidt Int. GmbH	2/w
	Penta Rhenus	Rhenus Agencies	4/w
	Rhinecontainer b.v.	Rhinecontainer b.v.	3/w
	Portconnect	Van Ommeren Logistics	1/w
	Unikai	Van Ommeren Logistics	6/w

Germany

<i>Place</i>	<i>Operator</i>	<i>Agent</i>	<i>Frequency</i>
Andernach	Haeger & Schmidt Int. GmbH	Haeger & Schmidt Int. GmbH	3/w
	Rhinecontainer b.v.	Rhinecontainer b.v.	3/w
Aschaffenburg	Combined Container Services	Rhenus Agencies N.V.	3/w
Bonn	Rhenus Intermodal	Rhenus Agencies N.V.	3/w
	Rhinecontainer b.v.	Rhinecontainer b.v.	3/w
Dormagen	Alcotrans Containerline	Alcotrans Containerline	3/w
Dortmund	Rhein-Westfalen Shuttle	Rhenus Agencies N.V.	2/w
Duisburg	Alcotrans Containerline	Alcotrans Containerline	3/w
	Haeger & Schmidt Int. GmbH	Haeger & Schmidt Int. GmbH	2/w
	Combined Container Services	Rhenus Agencies N.V.	3/w
	Rhinecontainer b.v.	Rhinecontainer b.v.	2/w
Dusseldorf	Alcotrans Containerline	Alcotrans Containerline	3/w
	Rhenus Intermodal	Rhenus Agencies N.V.	3/w
Emmelsum	Haeger & Schmidt Int. GmbH	Haeger & Schmidt Int. GmbH	3/w
Emmerich	Rhenus Intermodal	Rhenus Agencies N.V.	2/w
Frankfurt	Haeger & Schmidt Int. GmbH	Haeger & Schmidt Int. GmbH	3/w
	Combined Container Services	Rhenus Agencies N.V.	3/w
	Rhinecontainer b.v.	Rhinecontainer b.v.	3/w
Germersheim	CSX World Terminals Germersheim	CSX World Terminals Germersheim	3/w
	Rhenus Intermodal	Rhenus Agencies N.V.	3/w
Gernsheim	Alcotrans Containerline	Alcotrans Containerline	3/w
Karlsruhe	Kalag-Rhenania Intermodal	Rhinecontainer b.v.	4/w
Kehl	Alcotrans Containerline	Alcotrans Containerline	4/w
	Haeger & Schmidt Int. GmbH	Haeger & Schmidt Int. GmbH	2/w
	Danser Container Line B.V.	Danser Container Line B.V.	n/a
	Rhenus Agencies	Rhenus Agencies N.V.	4/w
	Rhinecontainer b.v.	Rhinecontainer b.v.	3/w
Koblenz	Combined Container Services	Rhenus Agencies N.V.	4/w
Köln	Alcotrans Containerline	Alcotrans Containerline	3/w
	Rhenus Intermodal	Rhenus Agencies N.V.	3/w
Leverkusen	Alcotrans Containerline	Alcotrans Containerline	3/w
Ludwigshafen	Combined Container Services	Rhenus Agencies N.V.	4/w
Mainz	Haeger & Schmidt Int. GmbH	Haeger & Schmidt Int. GmbH	3/w
	Rhenus Intermodal	Rhenus Agencies N.V.	3/w
	Rhinecontainer b.v.	Rhinecontainer b.v.	3/w

Mannheim	Danser Container Line B.V.	Danser Container Line B.V.	2/w
	Reederei Götz	Rhenus Agencies N.V.	2/w
	Rhinecontainer b.v.	Rhinecontainer b.v.	4/w
Neuss	Haeger & Schmidt Int. GmbH	Haeger & Schmidt Int. GmbH	3/w
	Rhenus Intermodal	Rhenus Agencies N.V.	3/w
	Rhinecontainer b.v.	Rhinecontainer b.v.	4/w
Stuttgart	Danser Container Line B.V.	Danser Container Line B.V.	2/w
	Reederei Götz	Rhenus Agencies N.V.	2/w
	Rhinecontainer b.v.	Rhinecontainer b.v.	4/w
Weil am Rhein	Alcotrans Containerline	Alcotrans Containerline	4/w
	Danser Container Line B.V.	Danser Container Line B.V.	3/w
	Haeger & Schmidt Int. GmbH	Haeger & Schmidt Int. GmbH	2/w
	Penta / Rhenus	Rhenus Agencies N.V.	4/w
	Rhinecontainer b.v.	Rhinecontainer b.v.	3/w
	Portconnect (FCA n.v.)	Van Ommeren Logistics	1/w
	Unikai	Van Ommeren Logistics	6/w
Wörth	Alcotrans Containerline	Alcotrans Containerline	4/w
	Haeger & Schmidt Int. GmbH	Haeger & Schmidt Int. GmbH	2/w
	Combined Container Services	Rhenus Agencies N.V.	4/w
	Portconnect (FCA n.v.)	Van Ommeren Logistics	1/w
	Unikai	Van Ommeren Logistics	6/w

Netherlands

<i>Place</i>	<i>Operator</i>	<i>Agent</i>	<i>Frequency</i>
Amsterdam	Lucassen Amsterdam	Lucassen Amsterdam	2/w
Beverwijk	CTB	CTB	1/w
Born	Barge Terminal Born	Barge Terminal Born	3/w
's Hertogenbosch	Bossche Container Terminal	Bossche Container Terminal	4/w
Nijmegen	Container Terminal Nijmegen	Container Terminal Nijmegen	3/w
Oss	Osse Overslagcentrale b.v.	Osse Overslagcentrale b.v.	2/w
Rotterdam	Danser Container Line B.V.	Danser Container Line B.V.	7/w
	Eurobarge B.V.	Eurobarge B.V.	7/w
	Lucassen Amsterdam	Lucassen Amsterdam	6/w
Terneuzen	Adigo	Adigo	7/w
Veghel	ROC Veghel	ROC Veghel	5/w
Zaandam	Lucassen Amsterdam	Lucassen Amsterdam	2/w

Switzerland

<i>Place</i>	<i>Operator</i>	<i>Agent</i>	<i>Frequency</i>
Basle	Alcotrans Containerline	Alcotrans Containerline	4/w
	CFNR	CFNR	3/w
	Danser Container Line B.V.	Danser Container Line B.V.	3/w
	Haeger & Schmidt Int. GmbH	Haeger & Schmidt Int. GmbH	2/w
	Rhinecontainer b.v.	Rhinecontainer b.v.	3/w
	Portconnect (FCA n.v.)	Van Ommeren Logistics	1/w
	Unikai	Van Ommeren Logistics	6/w
Birsfelden	Alcotrans Containerline	Alcotrans Containerline	3/w
	Haeger & Schmidt Int. GmbH	Haeger & Schmidt Int. GmbH	2/w

from AVELGEM to

Belgium

<i>Place</i>	<i>Operator</i>	<i>Agent</i>	<i>Frequency</i>
Antwerp	Avelgem Container Terminal n.v.	Avelgem Container Terminal n.v.	4/w

Netherlands

<i>Place</i>	<i>Operator</i>	<i>Agent</i>	<i>Frequency</i>
Rotterdam	Avelgem Container Terminal n.v.	Avelgem Container Terminal n.v.	6/w
Westdorpe	Avelgem Container Terminal n.v.	Avelgem Container Terminal n.v.	6/w

from BRUSSELS to

Belgium

<i>Place</i>	<i>Operator</i>	<i>Agent</i>	<i>Frequency</i>
Antwerp	CFNR	CFNR	4/w

from DEURNE to

Belgium

<i>Place</i>	<i>Operator</i>	<i>Agent</i>	<i>Frequency</i>
Antwerp	GCT	GCT	5/w

from GENK to

Belgium

<i>Place</i>	<i>Operator</i>	<i>Agent</i>	<i>Frequency</i>
Antwerp	Haven Genk n.v.	Haven Genk n.v.	6/w

Netherlands

<i>Place</i>	<i>Operator</i>	<i>Agent</i>	<i>Frequency</i>
Rotterdam	Haven Genk n.v.	Haven Genk n.v.	2/w

from GHENT to

Belgium

<i>Place</i>	<i>Operator</i>	<i>Agent</i>	<i>Frequency</i>
Antwerp	Intermodal Platform Gent	Intermodal Platform Gent	5/w
Wielsbeke	River Terminal Wielsbeke	River Terminal Wielsbeke	5/w

France

<i>Place</i>	<i>Operator</i>	<i>Agent</i>	<i>Frequency</i>
Strasbourg	Intermodal Platform Gent	Intermodal Platform Gent	n/a

Germany

<i>Place</i>	<i>Operator</i>	<i>Agent</i>	<i>Frequency</i>
Aschaffenburg	Intermodal Platform Gent	Intermodal Platform Gent	n/a
Bonn	Intermodal Platform Gent	Intermodal Platform Gent	n/a
Duisburg	Intermodal Platform Gent	Intermodal Platform Gent	n/a
Emmerich	Intermodal Platform Gent	Intermodal Platform Gent	n/a
Frankfurt	Intermodal Platform Gent	Intermodal Platform Gent	n/a
Germersheim	CSX World Terminals Germersheim Intermodal Platform Gent	CSX World Terminals Rotterdam Intermodal Platform Gent	n/a n/a
Karlsruhe	Intermodal Platform Gent	Intermodal Platform Gent	n/a
Kehl	Intermodal Platform Gent	Intermodal Platform Gent	n/a
Köln	Intermodal Platform Gent	Intermodal Platform Gent	n/a
Krefeld	Intermodal Platform Gent	Intermodal Platform Gent	n/a
Ludwigshafen	Intermodal Platform Gent	Intermodal Platform Gent	n/a
Mainz	Intermodal Platform Gent	Intermodal Platform Gent	n/a
Mannheim	Intermodal Platform Gent	Intermodal Platform Gent	n/a
Neuss	Intermodal Platform Gent	Intermodal Platform Gent	n/a
Worms	Intermodal Platform Gent	Intermodal Platform Gent	n/a
Wörth	Intermodal Platform Gent	Intermodal Platform Gent	n/a

Netherlands

<i>Place</i>	<i>Operator</i>	<i>Agent</i>	<i>Frequency</i>
Harderwijk	Intermodal Platform Gent	Intermodal Platform Gent	n/a
Oosterhout	Intermodal Platform Gent	Intermodal Platform Gent	n/a

From GRIMBERGEN to

Belgium

<i>Place</i>	<i>Operator</i>	<i>Agent</i>	<i>Frequency</i>
Antwerp	Cargovil Container Terminal - I.B.O. N.V.	Cargovil Container Terminal - I.B.O. N.V.	5/w

Netherlands

<i>Place</i>	<i>Operator</i>	<i>Agent</i>	<i>Frequency</i>
Rotterdam	Cargovil Container Terminal - I.B.O. N.V.	Cargovil Container Terminal - I.B.O. N.V.	2/w

From HERENT to

Belgium

<i>Place</i>	<i>Operator</i>	<i>Agent</i>	<i>Frequency</i>
Antwerp	Batop, Antwerp	Benerijn	5/w

From LUIK to

Belgium

<i>Place</i>	<i>Operator</i>	<i>Agent</i>	<i>Frequency</i>
Antwerp	TFC	TFC	6/w

From MEERHOUT to

Belgium

<i>Place</i>	<i>Operator</i>	<i>Agent</i>	<i>Frequency</i>
Antwerp	WCT	WCT	8/w

Germany

<i>Place</i>	<i>Operator</i>	<i>Agent</i>	<i>Frequency</i>
Germersheim	CSX World Terminals Germersheim	CSX World Terminals Rotterdam	n/a

Netherlands

<i>Place</i>	<i>Operator</i>	<i>Agent</i>	<i>Frequency</i>
Rotterdam	WCT	WCT	4/w

From WIELSBEKE to

Belgium

<i>Place</i>	<i>Operator</i>	<i>Agent</i>	<i>Frequency</i>
Antwerp	Adigo	Adigo	3/w
	River Terminal Wielsbeke	River Terminal Wielsbeke	5/w
Gent	River Terminal Wielsbeke	River Terminal Wielsbeke	5/w

Netherlands

<i>Place</i>	<i>Operator</i>	<i>Agent</i>	<i>Frequency</i>
Rotterdam	River Terminal Wielsbeke	River Terminal Wielsbeke	5/w
Terneuzen	River Terminal Wielsbeke	River Terminal Wielsbeke	5/w

From WILLEBROEK to

Belgium

<i>Place</i>	<i>Operator</i>	<i>Agent</i>	<i>Frequency</i>
Antwerp	Danser Container Line B.V.	Danser Container Line B.V.	5/w
	TCT Belgium	TCT Belgium	5/w
Zeebrugge	TCT Belgium	TCT Belgium	n/a

Germany

<i>Place</i>	<i>Operator</i>	<i>Agent</i>	<i>Frequency</i>
Germersheim	CSX World Terminals Germersheim	CSX World Terminals Rotterdam	n/a

Netherlands

<i>Place</i>	<i>Operator</i>	<i>Agent</i>	<i>Frequency</i>
Rotterdam	Danser Container Line B.V.	Danser Container Line B.V.	5/w
	TCT Belgium	TCT Belgium	5/w

From ZEEBRUGGE to

Belgium

<i>Place</i>	<i>Operator</i>	<i>Agent</i>	<i>Frequency</i>
Antwerp	Portconnect (FCA n.v.)	Van Ommeren Logistics	7/w
Gent	Portconnect (FCA n.v.)	Van Ommeren Logistics	n/a
Oostende	Portconnect (FCA n.v.)	Van Ommeren Logistics	n/a
Willebroek	TCT Belgium Portconnect (FCA n.v.)	TCT Belgium Van Ommeren Logistics	n/a n/a

France

<i>Place</i>	<i>Operator</i>	<i>Agent</i>	<i>Frequency</i>
Lille	Port de Lille	Port de Lille	2/w
Ottmarsheim	Portconnect (FCA n.v.)	Van Ommeren Logistics	1/w
Strasbourg	Portconnect (FCA n.v.)	Van Ommeren Logistics	1/w

Germany

<i>Place</i>	<i>Operator</i>	<i>Agent</i>	<i>Frequency</i>
Weil am Rhein	Portconnect (FCA n.v.)	Van Ommeren Logistics	1/w
Woerth	Portconnect (FCA n.v.)	Van Ommeren Logistics	1/w

Switzerland

<i>Place</i>	<i>Operator</i>	<i>Agent</i>	<i>Frequency</i>
Basle	Portconnect (FCA n.v.)	Van Ommeren Logistics	1/w

Shipping operators

Adigo n.v.

Haandorpweg 1, Haven 1227, 9130 Kallo-Beveren, Belgium
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Container Terminal Nijmegen

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Gosselin-GCT

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Rhinecontainer n.v.

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River Terminal Wielsbeke

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Tel. ++32/56-66.26.85 Fax ++32/56-66.21.68

ROC Veghel

Marconiweg 3-5, PO Box 242, 5466 AS Veghel, The Netherlands
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TCT Belgium - Trimodale Container Terminal

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TFC

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WCT

Nikelaan 1, 2450 Meerhout, Belgium
Tel. ++32/13-67.01.30 Fax ++32/13-67.01.39

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WWW.RAILCONTAINER.BE

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More information:
www.railcontainer.be

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