



National Defense Transportation Association



Benelux Chapter Newsletter

Nov 2011



NDTA
The Association for Global Logistics
Benelux Chapter

NEWSLETTER

November 2011

In this issue

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Newsletter

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President's Note

Dear NDTA Members;

Dear Friends,

■ *Wout Schalk,
NDTA BENELUX
Chapter President*



In this November issue of the newsletter I would like to report to you what your NDTA Benelux Chapter Board has been trying to achieve for you.

I would also like to take a step back and comment on the fantastic event we all had in Zeebrugge, Belgium last September (*Pages 22/23*). It so happened that, without knowing this, the visit coincided with a visit of the Brotherhood of former (Belgian) Army Officers. This brought the number of participants to a lively 50 or so. We had a lot of fun with each other apart from the very instructive presentations and harbour trip. We cannot thank Colonel Dirk LaForce and his men enough for their hospitality!

As to the Chapters' plans for the immediate future; you have all, by now, received the invitation for the Benelux Chapter End-of-Year Gala (*Pages 24/25*) and I hope we will see all of you there. Bring your friends!

For next year we have scheduled a, yet to be confirmed, Benelux Chapter Event in The Netherlands during February (approx 23rd) and a luncheon with a keynote speaker at the Royal Yacht Club in Antwerp on the 19th of April and the bi-annual European Region Conference at Venlo, Netherlands.

For the NDTA Benelux Chapter Gala, the European Conference and for the Newsletter we are looking for sponsors and/or Advertisers. Step forward, help your Chapter!

I cannot report any new developments on the intended Move of HQs 598th Transportation Brigade (SDDC) to another location. So it appears to be a matter of "wait and see", which is especially of great concern to the employees of 598th. We wish them strength!

That's all for now, hope to see you all at the Gala!

Kind personal regards,

A handwritten signature in black ink, appearing to read "Wout Schalk".

Wout Schalk
NDTA BENELUX Chapter President

Interview with **Bart Fiegel** Traffic Manager **838th Trans BN**



■ *Bart Fiegel, Traffic Manager, 838th Trans BN*



By Bram de Jong, Editor

"I will be retiring soon (*Dec 2011 - Editor*) and I am glad that the NDTA Benelux Chapter Newsletter gives me the opportunity to look back at my career with the U.S. Government and NDTA," says Bart Fiegel, Traffic Manager of SDDC's 838th Transportation Battalion."

SDDC's 838th Trans BN is responsible for the planning, coordination, synchronization and execution of port operations to move U.S. Department of Defense equipment, anywhere within its area of responsibility which covers the Northern part of Europe and parts of Africa and, when necessary, globally. To accomplish its mission, the 838th has subordinate units all located in four countries in Europe: The Netherlands, Germany, the United Kingdom and Portugal. The Battalion's motto is "**Gateway to Victory.**"

History

"I joined the transportation world with the Halcyon Line Ship owners at the operational department in 1967 and, after military service, I started with Cornelder's Shipping Company as booking agent for cargo to the Middle East for companies ASOK, EAC, and later Scanaustral. In 1972, I applied for a job with the U.S. Government, U.S. Army Transportation Terminal Group, Europe (USATTGE), presently called 598th Transportation Brigade (SDDC)."

"I was hired back in 1972 to work with the Benelux Terminal, an organization under the umbrella of Military Traffic Management Command (MTMC). (*MTMC became SDDC = Military Surface Deployment and Distribution Command in 2004 - Editor*).

After three years, working in all aspects of the terminal, I started working for the 4th Trans Brigade located in Oberursel Germany, the equivalent to the present 21st Theater Sustainment Command. Gaining an exceptional experience in onward

movement, I was welcome to return to the MTMC and the 1318th Medium Port Command (Benelux Terminal) as the lead in the Contract Admin Division in 1989."

Terminal Manager

"In 1997, the 838th Transportation Battalion was born and the Benelux Terminal was integrated as a direct reporting unit. I was selected as Terminal Manager."

"I joined the NDTA in 1999, and remember the former president of the Benelux Chapter, Jean-Jacques Moyson who was succeeded by Lieutenant Colonel (Res.) Eddy Geudens. With their cooperation and expertise and the back-up of the powerful, often underestimated, members of the NDTA, we successfully planned and executed OIF operations."

"When I started working for the USATTGE in 1972, containerization was transforming port operations and global distribution. We were headquartered at the old Lloydhaven in Rotterdam where I had the opportunity to observe the loading and discharge of 20 foot containers with a floating crane! The shore cranes did not have the capacity yet. Containers were an innovation at the time and companies quickly realized the need for tracking their conveyances through the use of registration numbers. Companies like United States Lines did not have tracking systems for their containers and they lost many due to their inability to track them. SEALAND set up a tracking system by placing registration numbers on their containers and reaped the rewards. You may remember when you were on holidays and came across old USL containers as storage or housing. It was also at this time that cargo was secured on vessels with peck and hail, i.e. with D-rings on vessel's holds. A tremendous improvement was the ability to secure loads with straps instead of wire and chain. Also, we should not forget that RORO vessel operations started in the seventies. All these

innovative practices brought the port call time of a vessel from four or five days to one or two days."

"Unfortunately, after 9/11, security measures restricted a lot of communication between U.S. military and (Dutch) Host Nation employees and the commercial partners. This resulted in wild discussions about current and future operations, which I still regret up to today."

Commercial practice

"These two magic words represent the introduction of business enterprise and business best practices into SDDC operations. There are many good techniques, tactics and procedures that commercial industry follows that work well for SDDC and the U.S. military. In my opinion the SDDC commercial partnership is a strong relationship, as indicated by the robust and highly esteemed business and military membership in the BENELUX chapter of the National Defense Transportation Association. My fear is that the U.S. Military units in SDDC may cede too much to Commercial Industry and at the end of the day, SDDC must find the right "balance." In history, many innovative ideas started in the military or out of military necessity. We should never lose sight of the importance for the U.S. Army to maintain its edge in conducting port operations in austere environments or combat zones. We should not become the NCDTA; the National Commercial Defense Transportation Agency."

"Commercial business guarantees goods to be delivered on time and of course, with in-transit visibility to ensure tracking of shipments; but everything has a price, and not just in monetary terms. Destinations in Africa are hard to reach and commercial carriers will deliver from origin till destination, but all has a price. We must have the foresight to maintain balance so that the U.S. Military maintains the Knowledge, Skills and Abilities to operate ports; whether in Antwerp or the most underdeveloped port city in Africa. We can and should continue to leverage our commercial partners with their networks throughout Africa and Eastern Europe as Defense relationships alone will not build up relationships with local authorities, but we must ensure we balance SDDC's dependence on the commercial carrier."

"My fear is that the enormous experience of units in SDDC to operate during contingency operations will be lost. Our contacts with local authorities and host nation authorities have begun to atrophy with the adoption of a "Commercial First" or "Commercial Only" model." When I look at our units and detachments I think of the incredible work over the years in all deployments and redeployments. We truly enabled critical combat operations; peace keeping and humanitarian assistance."

"For my colleagues in the Netherlands, Germany, England and the Azores, and our brothers and sisters in the Mediterranean, I hope that SDDC will use their talent and unlimited experience in the future and strike the right balance between door to door and door to port bookings so that our units can maintain critical skills. I hope that you will maintain the high level of

■ *During Operation Iraq Freedom (OIF) in Antwerp. From left to right; Mario Smits, Bart Fiegel, both 838th Trans BN and Lt. Col. Eddy Geudens, Deputy Commander Antwerp Military Province Command.*



■ *From left to right: Lt.Col. Sharon Baker, Commander 838th Trans BN, Bart Fiegel and Col. Bernard Jacobs, Commander Antwerp Military Province Command, discussing port operations.*

expertise and professionalism that has made SDDC so relevant for USEUCOM and USAFRICOM and that you will continue to provide the highest level of support for U.S. and Coalition forces and their equipment!!!"

Retirement

"I will retire at the end of this year, and I am proud to be a part of SDDC and a member of the NDTA. Never forget the many REFORGER exercises, Operations Desert Shield & Desert Storm, IFOR, SFOR, KFOR, OIF and OEF operations and the exceptional level of expertise and support that we provided to the US and its coalition partners. I hope that our transportation units will continue to have the chance to make themselves valuable for future operations."

Successor

"I am proud to announce that, in the interim, my successor will be: Lisette Weteling as per 1 January 2012. I trust that she has all qualities to serve as the Traffic Manager of the Benelux Detachment." She has a wealth of experience in all facets of what the BENELUX detachment does from documentation to all aspects of ship loading and stowage."



What next?

"Playing golf is one of my new ambitions. I just finished my golf permit and they allow me to play elsewhere. My friends know that I am a soccer fanatic and fond of sport in general, so to watch the Olympics, Tour de France, Wimbledon etc, cannot wait."■

USAREUR's largest sustainment command welcomes new commanding general

Story and photos by Staff Sgt. Tramel S. Garrett, 21st TSC Public Affairs

KAISERSLAUTERN, Germany – The Army’s largest sustainment command in Europe held a change of command ceremony on NCO Field here, Aug. 25, to welcome a new commanding general and wish a fond farewell to the outgoing commander.

Maj. Gen. Patricia E. McQuiston relinquished command of the 21st Theater Sustainment Command to Brig. Gen. Aundre F. Piggee after two successful years as the 21st TSC commanding general. The presiding officer of the ceremony was Lt. Gen. Mark P. Hertling, the commanding general of the U.S. Army in Europe.



■ Brig. Gen. Aundre G. Piggee, Commanding General 21st Theater Sustainment Command

■ 21st TSC Archive Photo



■ Brig. Gen. Aundre F. Piggee (right), the incoming commander for the 21st Theater Sustainment Command, receives the colors from Lt. Gen. Mark P. Hertling, the commanding general of the U.S. Army in Europe, during a change of command ceremony Aug. 25 on NCO Field in Kaiserslautern, Germany. (Photos by Staff Sgt. Tramel S. Garrett, 21st TSC Public Affairs)

Hertling acknowledged the accomplishments of the command under the leadership of McQuiston and the dynamic role that the 21st TSC continues to play in support of the USAREUR mission.

“The 21st TSC makes up nearly half of the force of USA-REUR,” said Hertling during his remarks. “You are absolutely without a doubt the most unique and diverse theater sustainment command in the entire U.S. Army.”

Hertling also praised the partnership McQuiston built with the Kaiserslautern High School as he donned his KHS Raiders ball cap.

“I’ve written a lot of speeches but this one has been the toughest,” said McQuiston. “Leif and I want to thank every single person here by name and mention the ones who have passed through and left their mark on this community.”

“To the tremendous Soldiers, Civilians and Family members of the 21st TSC, thank you for what you do every day,” said McQuiston. “Please, just know I treasured the opportunity to command this organization and learn from each of you.”

McQuiston also expressed in an emotional dialogue, explaining the reason why she worked hard and treasured her time as the commander.

“If I was ever likely to forget the reason why we work so hard I would be sharply reminded by the sacrifices of those within our ranks who made the ultimate sacrifice in service to our nation,” she added.

McQuiston’s next assignment will be as the commanding general of the U.S. Army Sustainment Command in Rock Island,

III. The ASC is a global organization charged with providing front-line logistics support to combat units.

Piggee expressed his appreciation to McQuiston for helping him make a smooth transition. He also addressed the Soldiers of the 21st TSC with his plans as their new commander.

“You have a superb reputation earned through excellence against every standard,” said Piggee. “I look forward to serving with you and continuing the tradition of excellence.”

“You will continue to be well trained, well equipped and a ready force lead by leaders focused on the basics: discipline, standards, accountability and enforcing the Army values,” Piggee added. ■

■ *Maj. Gen. Patricia E. McQuiston, the outgoing commanding general of the 21st Theater Sustainment Command delivers farewell remarks as Brig. Gen. Aundre F. Piggee, the incoming commanding general of the 21st TSC, stands alongside during the change of command ceremony held on NCO field in Kaiserslautern, Germany, Aug. 25. During her speech, McQuiston expressed how thankful she was for all the support she received over the past two years while in command.*



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Container Transport via Northern Seaports into Central Europe is Efficient

Press Release
 Antwerp Port Authority
 24 October 2011



Research conducted by the independent transport research agency NEA indicates that the Northern seaports offer the most efficient route for container transport into a large part of the central European hinterland. Seaports located in the North of Europe have four times the container throughput of the principal ports competing along the Southern coastline of Europe. The analysis concludes that the distribution patterns underlying these shares is efficient, and is explained by a persistent combination of economic and geographical factors. The analysis was carried out on behalf of the Ports of Antwerp, Rotterdam and Hamburg.

Five main factors determine the efficiency of the current situation

1 Cargo generation and attraction rates are higher in the Northern Continent. The distribution of economic activity suggests a natural split of 70% for the Northern half.

2 Europe's physical geography strengthens the position of the Northern ports. The Alps and the Rhine waterways form a natural barrier and a natural corridor respectively, extending the catchment area of the Northern ports towards Switzerland and Austria.

These two factors, volume and terrain, have assisted in the development of high capacity, low cost intermodal corridors being developed from the Northern range.

3 Scale economies in the maritime networks linked to the Northern European ports are extending their competitive hinterlands further to the South. Deployment of large container vessels is lowering costs between Northern ports and the Far East. Clustering of activity, scale economies and deep water at the North European main ports permits the use of ships with the lowest unit costs available.

4 The ability of the Northern main ports to combine transshipment and hinterland functions contributes further to the scale effect.

5 From an environmental perspective, large container ships are less polluting in terms of CO2 per tonne kilometre. This advantage is applicable for the full 20,000 kilometre trajectory between China and Western Europe.

While it might be expected that current distribution patterns are efficient in terms of minimising internal costs, the study

shows that including external costs within the optimisation of traffic distribution does not radically change the picture. Both internal and external cost drivers are similar, for example distance, modal split, fuel economy, scale and load factors. Considering both internal costs and external costs for a container arriving from the Far East via Suez, the Northern European ports have an advantage that reaches as far as the Southern German border. The findings of the study indicate that on the maritime side, market forces already play an important role in creating incentives for low transport costs and lowering carbon emission rates per container unit. It shows that attention must focus on technology, fuels, and load factors as well as on port selection.

Largest volumes in the North, but fastest market growth in the South

Economic growth in Slovenia, Croatia, and Hungary, resulting from improved infrastructure and economic integration, will foster scale economies in the South. Furthermore, inland intermodal links towards Hungary will help Adriatic ports to gain more shares. In the North however, market growth, even under pessimistic growth assumptions, is likely to be still strongly positive in absolute terms. Thus there is a continuing need for high capacity multimodal links.

Future developments on Alpine routes: no extra capacity for maritime traffic

On the inland side, the study confirms and supports the direction of the TEN-T core network policy, with the development of long distance multimodal corridors concentrating the flows between the main gateway ports and the inland centres of population and industry. In future, engineering a significant North to South shift through intervention will be limited by the availability and cost of rail infrastructure in the Alpine region.

The additional rail capacity offered on Transalpine routes (the Mont Cenis, Lötschberg, Gotthard and Brenner) is likely to be needed for enabling road to rail shifts within intra-European flows rather than for reducing maritime traffic around the Atlantic coastline.

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M1/M2 Retrograde Operation in Antwerp, Belgium

By Major Tim Kirby,
838th Trans BN, Operations Officer.



Antwerp, Belgium -- The 838th Transportation Battalion (SDDC) conducted the retrograde of M1 and M2 tanks to Charleston, SC. Personnel of the Benelux Detachment conducted rail and barge download on 19 Sep 11 at the port of Antwerp receiving the M1 Tanks from the Rhine River Detachment via barge and M1 Tanks via rail from Kaiserslautern, GE.

On 22 September 2011, the stevedores, under the watchful eyes of the 838th marine cargo specialists, created a smooth symphony of steel while placing almost 40 pieces carefully on board ARC's MV Independence II.

Personnel of the 838th Battalion HQ, 950 Transportation Company, and the Benelux Detachment conducted STAMIS and Deployment Distribution Support Team (DDST) training in conjunction with the port operation. This is also the first time they deployed a Seaport Command Element (SCE) in support of an operation.

The Joint Task Force - Port Opening (JTF-PO) Seaport Command Element (SCE) set up the Mobile Port Operations Center (MPOC) for the operation. *"The combined effort of all parties involved in this multi model operation is a true example of the hard work, dedication to mission accomplishment and the quality of work here in the 838,"* concluded Major Tim Kirby, Operations Officer, 838th Trans BN. ■

Photos:

1. M1 Abrams Tanks staged at the Port of Antwerp
2. M2 Bradley pulled on board the MV ARC Independence II
3. M1 Abrams Tank and port tractor on its way to the MV ARC Independence II.
4. Close up of M1 Abrams Tank



■ Photos by Bram de Jong, 598th Trans BDE PAO

Pictures:

5. 838th Transportation Battalion personnel (Documentors) at their office in Antwerp.

6. & 7. The Mobile Port Operations Center in Antwerp.

9. The entire SDDC Team (838th Transportation Battalion and Benelux Detachment personnel) pose for a group photo.



■ Photos by Bram de Jong, 598th Trans BDE PAO and Sgt. 1st Class Jaime Ramos-Santiago

AS-51 at Eemshaven, The Netherlands



■ Photo by SGM Marvin L. Bonner, 598th Trans BDE (SDDC)

■ The MV Virginian

By Lisette Weteling,
Benelux Detachment.
Marine Cargo Specialist



Early in the evening of 18 April 2011, the *MV Virginian* arrived at the port of Eemshaven, the most northern tip of the Netherlands. It was there that 838th Transportation Battalion's Benelux Detachment coordinated the movement of Ammunition Shipment 51 (AS-51) from and to Military Ocean Terminal Sunny Point in the United States and Ammunition Center Europe in Miesau, Germany.

The actual port operations were conducted from 19-21 April and shifts ran from 0600 until 2200. During this timeframe 137 ammo containers were discharged from *The Virginian* and loaded onto railcars destined for Miesau, Germany. The operation continued with 216 ammo containers which arrived in the port by rail and then uploaded onto the *Virginian* in compliance with segregation rules and regulations.



One of the lessons learned from previous AS-missions was to avoid downloading CONUS-bound containers from the railcars and uploading the same railcars immediately with Germany-bound containers. After all import cargo had left the port, four trains loaded with ammo containers for Sunny Point arrived and were loaded on the *Virginian*. Michel van Marle, Benelux Detachment Marine Cargo Specialist, stated: *"Bringing in empty railcars first and upload them with import containers and then receive the loaded trains with export cargo ensured a smooth and stress-free operation."*

The factors of this operation ranged from an intense planning and executing phase, involving pre-planning meetings with many parties involved, as far as two months ahead. To avoid any possible segregation or stowage problems, ICODES planners from Sunny Point, 598th Transportation Brigade and the Benelux Detachment worked closely together and even deployed a team to Kuwait to assist the 1188th Transportation Battalion with the final stow plan during their portion of the AS-51 mission.

Bart Fiegel, Benelux Detachment, Acting Director said; *"During operations like these, never take anything for granted, stay alert, and always think safety!"*

At the end of the operation it was clear that all the planning, coordinating and hard work had paid off and the Detachment had met the challenge. ■

■ Major Timothy Kirby, 838th Transportation Battalion Operation Officer conducts a port operations meeting with his military and civilian personnel.

EU and Port of Rotterdam are in line

News Release:
Port of Rotterdam Authority.
Date 7 July 2011



The Port of Rotterdam Authority (PoRa) believes that the recently published EU White Paper on Transport is in line with the draft Port Vision 2030, the long-term vision announced by the Port of Rotterdam Authority.

In general, the PoRa agrees with the objectives and concrete measures announced by the European Commission (EC). Rotterdam does see some issues with the Paper, which argues for the distribution of import goods across more ports (so called “entry ports”) on the one hand and for bundling in favour of developing a multimodal core network on the other hand. Furthermore, the PoRa is of the opinion that the EC is too rigid in its approach to the modal split.

Rigid

For example, the Commission finds that the distance between the port and final destination must be at least 300 kilometres in order to develop initiatives for shifting freight transport from the road to inland waterways or the railways (the so-called “modal shift”). The PoRa is asking that the minimum distance be halved to 150 km. Currently, inland waterway transport is already competing with road transport by a distance of 50 km from the Port of Rotterdam, for example, to the inland port of Alphen aan den Rijn. In Rotterdam ‘the’ minimum distance for

railway transport is 200 kilometres. Cutting this official limit in half would mean that more initiatives would be eligible for support from the EU. The PoRa supports the goal of the EC to shift 30% of overland freight transport to the railways and inland waterways by 2030 and 50% of this traffic by 2050.

ECAs

The port authority is arguing for an even playing field for both economic and ecological reasons. It fully supports existing international agreements within the International Maritime Organization for sharpening the standard from 1% sulphur to 0.1% sulphur for ECAs (Emission Control Areas) in 2015. The Port of Rotterdam Authority believes that this should apply not only to the North Sea and Baltic Sea ECAs, but to all coastal waters.

Core topics

White Paper topics important to the Port of Rotterdam Authority:

- Multimodal network of main connections
- Market access and transparency
- Decarbonisation of transportation and environment
- Funding mechanism

For the full document:

www.portofrotterdam.com/en/News/Pages/white-paper-transport.aspx

www.portofrotterdam.com/nl/actueel/Pages/witboek-transport.aspx

Rush hour in the construction of Maasvlakte 2

The construction of Maasvlakte 2, the expansion of the Port of Rotterdam, is proceeding according to schedule. Currently work is focusing on building the hard seawall, dredging the quays for the first container terminals and the preparations for the construction of infrastructure like roads, intersections, railways and cables and pipelines.

Rail

The first few metres of track have already been laid for the first trains which should start running at the end of 2012. The 160-km Betuweroute can accommodate 480 trains with freight to the German border every day, ready to be transported deeper into Europe. In the meantime, contractor PUMA has sprayed more than 195 million of the 240 million cubic metres of sand needed for the first stage. APM Terminals and Rotterdam World Gateway will each have their own rail terminal for an optimum connection with the double track freight railway. The first seagoing ship will be able to moor on the quay in 2013. ■



■ Maasvlakte 2 overview.

Photo courtesy Rotterdam Port Authority

Light growth of throughput in the port of Rotterdam

News Release,
Port of Rotterdam Authority
17 August 2011



In the first half of 2011, 215 million tonnes of cargo were handled in the Port of Rotterdam, 1% more than in the first half of 2010. Incoming cargo increased by 2% to 153 million tonnes, and outgoing cargo decreased by 1% to 61 million tonnes. The throughput of bulk cargo fell by 4% to 140 million tonnes. General cargo came out 12% higher at 75 million tonnes. Throughput of iron ore and scrap metal (-7%), crude oil (-8%) and mineral oil products (-9%) decreased. The other cargo categories were in the black: agribulk (+26%), coal (+6%), other dry bulk (+21%), other liquid bulk (+1%), roll on/roll off (+6%), other general cargo (+28%) and containers (+12%). In numbers, container throughput increased by 10% to 6 million TEU (20 foot equivalent units).

Hans Smits, CEO of the Port of Rotterdam Authority; "On the whole, throughput has maintained the high level of 2010. This also applies to investments from both the Port of Rotterdam Authority and companies. The growth in total throughput was hindered mainly by the loss in handling of oil products, which was very strong in the first quarter of 2010. Maintenance work to refineries was also relatively high. The 7 million tonnes decrease in the oil sector was almost entirely compensated by the more than double digit growth of containers. Just in the first half year, for the first time in decades, an entirely new cargo category was conveyed. LNG will not only contribute to transfers but especially to the structural strengthening of the industrial sector in the port and in the strategic energy position of the Netherlands and Western Europe. The Port of Rotterdam's positive development is connected strongly to world trade, especially that related to China and Germany. The significant unrest on the financial markets and its influence on the trust of consumers and producers can have a negative influence on world trade and thus on our throughput. There is a significant need for quicker and clearer political decision-making to sway negative sentiments. I expect that throughput in the third quarter will stay on target. July was a good month and the cargo for August and September is already in the pipeline. In spite of insecurity about the fourth quarter, I expect throughput for the entire year to show a light growth."

Dry bulk

The total quantity of dry bulk rose by 3% to 43 million tonnes. The handling of agribulk (grain, seeds, animal feedstock) increased by more than a quarter to 4.6 million tonnes. The yield of wheat and rape seed in France and Germany was disappointing because of drought, and the export of Russian grain suffered because of an embargo. Imports from the United States compensated for this. A temporary reduction of the EU import tax on feed grains also had a positive effect on transfers.

12.7 million tonnes of coal (+5.5%) were handled. In the first quarter, imports were disrupted by the heavy rainfall in Australia and Columbia and thick ice in the Baltic Sea. Imports improved in the second quarter but the inland transport by water stagnated because of low water levels on the Rhine. Trains took up part of it. On balance, stock increased because demand for energy coal from Germany remained lukewarm. Stocks remained high in power stations as hot weather reduced energy demand, a lot of solar and wind energy was generated and electricity was imported from the Czech Republic and France. In the third quarter, coal throughput probably remains level because of stock-piling for the winter. Further increase is dependent on winter temperatures in Germany.

The throughput of ore and scrap metal fell by 6.9% to 19.4 million tonnes. The German production of crude steel increased significantly in 2010, but as good as stabilised in the last half year. In the second half of the year, an increase in ore imports is expected. Continued strong demand from the Turkish steel industry stimulated the export of scrap metal rise in the first half year. The handling of other dry bulk (especially minerals for glass, paper, steel and chemical production) increased by a fifth to 6.4 million tonnes. The metal-related industry, cars and machinery, in Germany and the Netherlands continued to intensify production. In the Netherlands, growth is now decreasing. The chemical industry is performing well and remains stable. Demand from the construction industry continues to lag behind and will also not recover this year.

Liquid bulk

The total volume of liquid bulk decreased by 7% to 97 million tonnes. Imports of crude oil decreased by 8.3% to 46.2 million tonnes and approaches the low end of the historical spread. The refinery margins in North West Europe remain moderate to poor. However, there was also a decreased demand from Europe, the United States (petrol) and China (heavy fuel oil) this half year. Finally, there was a major overhaul in four of the larger refineries, in total ten, which purchase crude oil via Rotterdam.

The transfer of mineral oil products fell by 8.6% to 35 million. At the start of 2010, large quantities of cargo were brought in because of the decreasing price differences of products. In the last year, little was to be earned on futures or on regional price differences (arbitrage). Traders became less active because of this and the intermediate traders, for example in domestic fuel oil in Germany, purchased only what was needed immediately. In general there was no large demand for products such as gas oil/diesel, kerosene and fuel oil. The exception was naphtha, +20%, a feedstock for the chemical industry.

The other liquid bulk (chemical basic products, vegetable oils and fats, fruit juices) increased by 1.1% to 15.9 million tonnes. This is mainly thanks to chemical production through which the transfer of methanol and benzene increased. The transfer

of vegetable oils remained stable. There was a plus for rape seed oil, which compensated for the German decrease in production resulting from the drought. Less palm oil was actually imported because of its high price. The transfer of bio-fuel decreased, especially because Brazilian producers currently earn more producing sugar than bio-ethanol.

General cargo

The general cargo sector had a good first half year with an increase in throughput of 12.2% to 74.7 million tonnes. Handling of containers increased incoming and outgoing by, respectively, 15.8% and 9%. In weight, the total throughput increased by 12.3% to 61.8 million, and in numbers by 9.7% to almost 6 million TEU (+528,000). Container throughput remains above expectations. This is thanks to new services especially to and from the Far East and South America, significant increases in transshipment, especially in Russia, and a steady recovery of

intra European traffic (short-sea). In this, the United Kingdom and Ireland are the most important markets. The North America trade has declined because of cuts in the number of services calling at Rotterdam.

Roll-on/roll-off transport gained 5.6% and carried 8.8 million tonnes, almost exclusively to and from England. Two of the four ro-ro companies in the port have brought larger vessels into service. This has stimulated the total throughput and competition.

The handling of other general cargo increased significantly by 27.7% to 4.1 million tonnes. This is especially thanks to the import of slabs from Brazil to the Maasvlakte terminal. The handling of steel plates and coils, paper products and cellulose is also growing. ■

Summa Group and VTTI to Build a Major Oil Terminal



*News Release:
Port of Rotterdam Authority ©
Date 10/20/2011*

On October 20, 2011 the President of Russia Dmitry Medvedev and the Prime Minister of the Netherlands Mark Rutte attended the signing ceremony for a major long-term agreement between the Port of Rotterdam and Shtandart TT B.V. Shareholders of Shtandart TT B.V. are Summa Group (75%) and the Dutch company VTTI (25%).

The agreement, which was signed by the Summa Group Chairman Ziyavudin Magomedov and the President of the Port of Rotterdam Hans Smits, covers the building and operation of a new major crude and products oil terminal (Tank Terminal Europoort West, TEW) in thePort. The CEO of VTTI Rob Nijst was present at the signing ceremony.

Late in 2010 the Port of Rotterdam announced an open assessment procedure to select a company to construct and operate a new terminal at a site with a total area exceeding 55 hectares. The new terminal will operate as an ‘open hub terminal’ creating a trading platform for Urals crude oil.

Oil will be supplied mainly from Primorsk to Rotterdam by ice-class shuttle tankers. It's envisaged that new terminal may in the future accommodate crude oil from other ports in the Baltic. Regional and local refineries, as well as other market participants, will be able to purchase Urals crude oil ex-tank or FOB Rotterdam. This new development reinforces the im-

portance of Port of Rotterdam as a major logistics centre in the international oil trade.

After the initial permitting and design process, the construction work for the new terminal is expected to commence in 2013 resulting in an operational start-up in 2015.

The Port of Rotterdam is the largest port in Europe and one of the largest ports of the world with a 2010 turnover of 430 mln. tons.

Summa Group is a diversified private holding with significant investments in port logistics, engineering, construction, telecommunications, and in the oil and gas sectors. Its companies employ more than 10,000 people in almost 40 regions of Russia and abroad. Mr. Ziyavudin Magomedov is the founder and shareholder of the Group. The NCSP Group, where Summa Group is a shareholder, is the third largest port operator in Europe in terms of cargo turnover.

VTTI is a 50/50 joint venture between the Vitol Group and MISC Berhad. VTTI manages a network of oil storage terminals with a gross combined capacity of 6 million m3. ■

Port of Antwerp achieves strong performance in first half year

News Release,
Antwerp Port Authority



Containers and liquid bulk power ahead as engines of growth Antwerp, 19 July 2011 – During the first six months of this year the port of Antwerp handled 96 million tonnes of freight (95,869,516 tonnes). This represents an increase of 10.4% compared with the first half of 2010, when the volume came to 87 million tonnes.

The container volume in Antwerp was up by 3.4%, in comparison with the period January-June 2010, from 51.3 to 53 million tonnes. In terms of standard containers (twenty-foot equivalent units) the volume amounted to 4.4 million TEU, representing an increase of 4.3%.

The container trade recovered particularly well after the recession, having last year already exceeded the record level (in tonnes) previously achieved in 2008. Indeed, in 2010 Antwerp experienced the strongest growth on the Hamburg – Le Havre range.

Conventional/breakbulk freight also experienced growth, with 16.9% more being loaded and unloaded from January to June than in the same period last year. The total amount for the first six months was 6.4 million tonnes. Steel (4.4 million tonnes), the traditional mainstay of this segment, experienced particularly strong growth of 48%. In fact steel imports more than doubled. For the rest, however, the results for conventional/breakbulk were mixed: the volume of paper and cellulose (0.4 million tonnes) was down by 44.5%, while the fruit volume (0.7 million tonnes) was up by 3.2%. The fruit trade in any case remained stable during the recession.

In the ro/ro sector the port of Antwerp experienced an expansion of 15.8%, to 2.1 million tonnes. The number of cars handled rose by 19.1%, with 526,841 cars being loaded or unloaded during the past six months.

The volume of bulk freight rose by 21.5% in the first half of 2011, to 34.3 million tonnes. The increase was mainly due to the strong growth in liquid bulk, which was up by 31.8% to 24.2 million tonnes. The volume of oil derivatives (15.7 million tonnes) expanded by 42.2%. Crude oil (2.5 million tonnes) and chemicals (5.8 million tonnes) also expanded, by 17.1% and 16.8% respectively.

The excellent figures reflect Antwerp's position as the largest integrated petrochemical cluster in Europe. The sector continues to develop rapidly, with companies investing in infrastructure and in sustainable energy solutions. In 2011 there was significant expansion of storage facilities for oil derivatives, thanks to investments by among others Sea-invest, Oiltanking and ATPC. ITC Rubis and NoordNatie Terminals for their part built large new amounts of tank storage for the chemical industry, which coincided with the general revival of the sector. The volume of dry bulk for its part rose by 2.3% to 10 million tonnes. Growth was experienced by among others coal (up 8.4% to 2.8 million tonnes), fertilisers (up 7.4% to 2.5 million tonnes) and sand and gravel (up 0.8% to 0.8 million tonnes). On the other hand there was contraction in the volumes of ore (down 3.7% to 1.6 million tonnes) and scrap metal (down 11.3% to 0.6 million tonnes).

The number of seagoing ships calling at the port rose by 7.3%, to 7,745. The gross tonnage for its part rose by 13.4% to 158,678,748 GT.

The number of freight handling jobs expanded in the first half of 2011 by 4.8%, to 794,232.

By way of comparison, the number at the end of the first half of 2010 was 757,674. ■

Important NDTA Websites:

www.ndta-benelux.org

www.ndta.de

www.ndtahq.com

Port of Antwerp Starts Building the Largest Lock in the World



Copyright Antwerp Port Authority

■ The Deurgancklock seen from South to North. Right in front of the picture, the location for the new lock.

Press Release
 Antwerp Port Authority
 15 September 2011



In a few weeks from now the first ground will be broken in Antwerp for a unique port construction project, namely the largest lock in the world. This massive structure will be built at the head of the Deurganckdock on the left bank of the Scheldt. The port of Antwerp already has the biggest lock in the world, the Berendrecht lock.

The new Deurganckdock lock will take over this distinction as it will be even deeper than the Berendrecht, in response to the trend towards ever-larger ships. The new lock represents an estimated investment of 340 million euros and is due to become operational in 2016.

Significance for the port

The second lock is of crucial importance for access to the port area on the left bank, assuring its further development. Because it is very deep, ships with even greater draught will be able to reach the docks behind it, for any given level of water in the Scheldt. Larger, deeper-laden ships will permit further development of economic activities on the left bank.

“The importance of the new lock cannot be overemphasised,” says Eddy Bruyninckx, CEO of Antwerp Port Authority. “Our sea access has already been considerably improved thanks to the deepening of the Scheldt, and now with the second lock we will be able to further develop our port on the left bank.”

Location of the second lock on the left bank

The new lock will lie at the end of the Deurganckdock, giving access to the docks in the port area on the left bank. On the landward side, facing the dock complex, the lock will lead into the Waasland canal. From there the ships will have easy access to all the other docks on the left bank: the Doel dock, the Verrebroek dock, the Vrasene dock and the North and South mooring docks.

EIB finances

The capital cost of the new lock is estimated at 340 million euros. The European Investment Bank (EIB) has undertaken to finance 50% of the construction work, up to a maximum of 160,5 million euros. The remaining amount is being put up by the Flemish Region and the Port Authority.

The creation of the Trans-European Network for Transport (TEN-T) and the development of sustainable transport modes form part of the objectives of the EIB, which is why the latter has decided to support the project. Its chairman Philippe Maystadt explained: “Maximum use has to be made of water transport, both seagoing and barge, as well as rail transport.”

“This is an important objective for the European Union, and is all the more urgent because of the challenges facing us in the field of climate and energy. Sustainable transport with a lower ecological footprint will play a crucial role in the European economy, as well as contributing to integration within the EU and the creation of the internal market.”



■ Copyright Antwerp Port Authority

■ Aerial view of the back of the The Deurgangckdock, seen from North to South. This is the new location for the Deurgangcklock. On the other side of the port is the ICO car terminal.

Investing in port infrastructure

An additional lock on the left bank is essential in order to ensure better sea access for the port of Antwerp.

Flemish minister of Transport & Public Works Hilde Crevits declared; “At the moment the only access from the sea to the dock complex is via the Kallo lock. The new investment offers a response not only to the growing volume of shipping traffic on the left bank but also the greater size of ships. Furthermore, a second lock will afford greater security of operation for what is the second largest port in Europe, helping it to maintain its competitive position.”

The investment confirms the recent report by the World Economic Forum, “The Global Competitiveness Report 2011-2012,” according to which the port infrastructure in Belgium is among the best in the world. “This has been made possible by the investments that the Flemish government has made in its ports,” concluded minister Crevits.

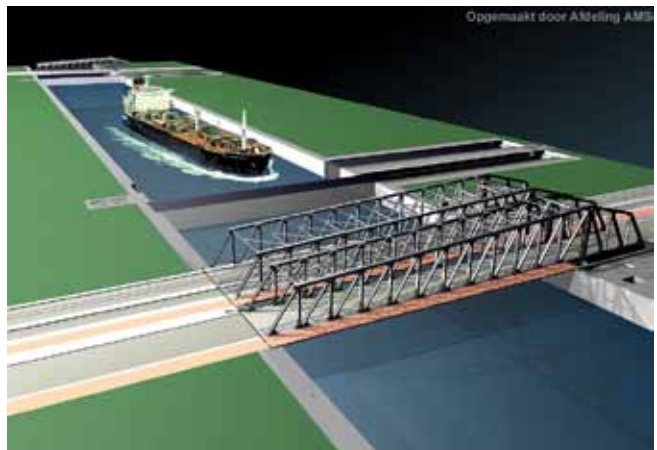
Biggest lock in the world

The new sea lock will be built on a similar design to the Berendrecht lock, with a width of 68 metres and length between gates of 500 metres. Or to put it another way, it will be as wide as a 19-lane highway and four times as long as the Cathedral of Our Lady in Antwerp is high.

Three times as much steel will be used in its construction as in the Eiffel tower. However, the Deurganckdock lock will be deeper than the Berendrecht, at 17.80 metres below the local

datum level. The amount of concrete used for its construction will be enough for a building 35 floors high and covering an area the size of a football field.

In other words, the new lock will be gigantic in all its dimensions. And yet the job of building it will demand precision engineering. For example the lock gates must close perfectly. The mechanism for the bridges that open must also be exact to the millimetre, as the rail tracks on the bridges and on either side must line up perfectly when the bridge opens and closes. ■



■ Copyright Vlaamse Regering

■ Artist Impression of the new Deurganckdock lock.



Five stars for Port of Rotterdam

News Release,
Port of Rotterdam Authority ©
Date 10/19/2011

Zeeland Seaports in consultation with ministry about future of WCT

News Release , 27 June 2011

Zeeland Seaports (ZSP) has taken note of the decision in principle by the Cabinet to use the Schorerpolder and Welzinpolder, owned by Zeeland Seaports, as ecological compensation for the third deepening of the Western Scheldt. This means that the Hedwigerpolder can be spared.

ZSP is positive regarding the Cabinet's intention to actively support the development of the Westerschelde Container Terminal (WCT).

As a result of the decision, ZSP would no longer be able to use the polders, to compensate for the construction of the WCT. The port authority is not unsympathetic towards the Cabinet's plan, but does make the unconditional demand that the realization of the WCT is not endangered. CEO Hans van der Hart: "You can't expect an independent port to cooperate in jeopardising its own future."

ZSP will judge the Cabinet's proposal on its merits and then make agreements with the ministries involved.

What remains true for the port authority is that the arrival of the WCT is very important for the further development of the Zeelandports and the Dutch economy. "The port is in sight," according to secretary of state Bleker during the press conference that was held this afternoon in connection with the Cabinet decision. In the recently concluded council agreement, the Provincial Executive of Zeeland also chose, in no uncertain terms, in favour of developing container facilities in the Zeelandport, spearheaded by the WCT. ■

Today – Wednesday 19 October – TÜVIT officially awarded five stars to the new software that the Port of Rotterdam Authority has developed for handling shipping traffic. No more than five percent of all the software tested and certified by this German institute receives this maximum score. The Port Authority is very pleased with this result as it proves the high-quality construction of the newly delivered information system, which ensures that it will be easy to maintain and adapt.

The Port Authority is working on a new information system, called HaMIS (Harbour Master Management Information System), for the supervision of shipping traffic. The new 'dynamic port map' delivered early this year includes a 'live' overview of all ships in the entire port area from the Van Brienoord bridge to 57 kilometres off the coast. Now it also supports the inspection of dangerous substances – both administratively and graphically – by showing where ships

with dangerous cargo are located and which dangerous substances they have on board. Currently the Port Authority is working on new functionality for vessel traffic services and planning.

The information system is being constructed in phases. Each phase is developed according to the Agile Scrum method, whereby working software is delivered to the user in short cycles of three weeks. This gives the project the opportunity to use advancing knowledge in the development and thus deliver an even better software product.

TÜVIT is a German provider of trust for IT security and IT quality. TÜVIT focus on assessing, testing and certifying the IT infrastructure as well as any kind of IT products, IT systems and IT processes which have to be compliant to specific requirements. TÜVIT is accredited by organisations and official bodies for the areas of IT security and IT quality.

NDTA European Workshop in Venlo, NL 1 & 2 July 2012

Interesting Workshop and Spouse Program





Upcoming
Joint EUCOM/AFRICOM
Deployment and Distribution Conference
in Garmisch-Partenkirchen, Germany
from 5-8 December 2011

The *United States African Command*, the *United States European Command* and the *598th U.S. Army Transportation Brigade (SDDC)* will host the 2011 Joint EUCOM/AFRICOM Deployment and Distribution Conference at the Edelweiss Lodge and Resort, Garmisch-Partenkirchen, Germany, 5 thru 8 December 2011.

“Adapting to Challenge and Change” is this year’s theme for the conference. USAFRICOM and USEUCOM together with SDDC are engaged in a constant changing environment where an adaptive mode is needed 24/7. New challenges occur almost daily and need to be addressed and anticipated upon.

Last year’s event, with well over 400 attendees and valuable discussion centered on “Optimizing the Enterprise”, was a huge success.

The expectation is that this year’s event will be equally successful and set the bar higher in tackling challenges.

There will be a keynote speaker and senior leader panels, along with an exhibit area consisting of industry and U.S. Government presentations.

A variety of working groups, breakout sessions and other fascinating events will take place during this conference. Topics will include, but are not limited to Adaptive Logistics, Logistics Information Systems and Integrated Distribution on the European and African continents.

More information on the conference, including registration and hotel information, can be found on the conference website:

<http://www.jeaddc.com>



■ The group of former and present 598th/SDDC employees posing for a picture at the SDDC building lobby. Several of them were or still are NDTA Benelux Chapter members.



Article and Photo
by
Bram de Jong,
598th
Trans BDE
(SDDC)
PAO

Former 598th/SDDC employees conduct a Reunion at HQ 598th Trans BDE

598th Trans BDE (SDDC), Capelle aan den IJssel, NL -- Colonel William L. Moseley, Commander 598th Transportation Brigade (SDDC), welcomed a group of twenty former SDDC employees. Attendance was by invitation for the social held at the 598th lounge on Friday afternoon, October 14th.

During his welcoming comments Colonel Moseley said he was glad to grant this request and to host this get-together for this group of retirees and former SDDC employees. This event was initiated by Jan de Ruijter, former 598th Traffic Manager who took the lead and put together a list of retired and former SDDC colleagues. He was able to compile a list of 38 names but it was not easy to track all the addresses listed and he continues to look for those still not contacted. However, the idea itself was so successful that a group of 20 former SDDC workers answered the invitation and attended the spontaneous get-together.

Jan de Ruijter e-mailed after the event: "The large number of attendees thoroughly enjoyed the re-acquaintance along with the MWR sponsored drinks and buffet. Amongst the retirees were several of the 'founding fathers' of the U.S. military community in Rotterdam. Some starting employment in the early 1960s and completing 40 years of faithful and proud service, e.g. Lou Woutersen and Jan de Ruijter 598th, Fred Zweere MSCEUR and Aad van der Giessen 838th (Benelux Terminal). This event,

reuniting the SDDC family, was considered a great success by all and well worth pursuit of a next time in the near future."

Gerry de Visser, former 598th Command Secretary, e-mailed: "Everyone present enjoyed the gathering immensely. To have spent so many years in a position with MTMC/SDDC, it really feels like coming home for the invitees. A lot of retirees spent more than 20 - 30 even 40 years in their position with MTMC. No wonder that this really fills a gap of great memories from the past, which are also part of life. I received a lot of response from people who regretted not having been present. In other words, it was definitely an event worthy of repetition in the future --- this was expressed by everyone present."

Colonel Moseley was pleased to see so many former SDDC workers answer the invitation. "I am surprised how young and fit you all look and can only pray I look as good as you all do when I am retired," was the opening comments he made to the former employees. He praised them for their contributions and loyalty to SDDC and presented all the former employees with a 598th Transportation Brigade Commanders Coin of Excellence. He also gave them an overview of the current 598th mission and geographic areas of responsibilities supporting AFRICOM, EUCOM, and Afghanistan along the Northern Distribution Network. ■



NDTA Benelux Chapter Members Visit Naval Base Zeebrugge



Zeebrugge, Belgium, 15 Sep 2011 -- Members of the NDTA Benelux Chapter and the Belgian Brotherhood of Active and Retires Officers of the Movement Control Group from Peutie, Belgium, in total a group of 50, paid a visit to Naval Base Zeebrugge,

Lieutenant Colonel Dirk LaForce (Photo left), Commander of the Movement Control Group in Peutie, hosted this visit. After a warm welcome with coffee/tea in the Canteen, he briefed the group in the auditorium of the Base. The presentation explained the important mission of the MCG as the manager of the Belgian defence terminal operations and control of lines of communications. To perform their global mission they rely on the three components; Sealift, Movement Control and Air Transshipment Units.

Captain De Ruwe, Commander, Sealift Unit Zeebrugge-Oostende, (Photo next page, top left) explained the Sealift Activities of the MCG.





Personnel of Navy Base Zeebrugge escorted the group to one of the small Navy Vessels and organized a boat tour showing the port of Zeebrugge.

This tour was followed by a tour ashore where we were informed about the tools and equipment used by the Navy Mine Service. In a huge hall we also noticed how Mine Sweepers received their maintenance.

A beautiful day with great networking possibilities was closed with an excellent Luncheon. Thanks to Lt.Col. LaForce, Capt. DeRuwe and personnel of the MCG and Navy Base Zeebrugge for this well organized and executed NDTA Benelux Chapter Event. ■

Bram de Jong, Editor/Photographer



- Invitation -



NDTA BENELUX CHAPTER Annual Gala Dinner

on Thursday 1st December 2011, 1900-2400 hours

at the Royal Netherlands Marine Corps, Van Ghentkazerne
Johan de Witt Hall, Toepad 120, 3063 NJ Rotterdam.

With a Concert of the
Reunion Band of the Royal Netherlands' Artillery
Conducted by Captain (Ret.) Henk van 't Veer



Program

1900 - 2000 Reception,
2000 - 2030 Concert Part 1

2030 - 2200 Buffet Dinner
2200 - 2230 Concert Part 2
2230 - 2400 Social Meeting

Dress

U.S. Military: Dress Blues/Mess Blues or Class A with bowtie

Civilian: Dinner Jacket/Tuxedo*

NL Military: AT2 or service equivalent

Civilian: Smoking (Black tie)*

BE Military: Gala/Spencer -

Civilian: Smoking (Black tie)*

* Wearing of miniature medals is appropriate

Cost per Person

Gala Dinner 35 Euro per person. This is inclusive 2 coins for drinks at the dinner. Extra coins can be purchased from the Treasurer at 1.50 Euro each. Payable at the entrance to Treasurer Major (Ret.) Simon Feikema but preferably paid in advance to the bank: ABN/AMRO 50.03.17.364, BIC: ABNANL2A, IBAN: NL69ABNA0500317364

Reservations

Contact NDTA BENELUX Chapter Secretary Fiona Slabbekoorn no later than **14 November 2011**. Tel. (0031) 010 459 2381, Fax 010 459 2324, E-mail: fiona.m.slabbekoorn2.ln@mail.mil
For entrance at VGK: **Please forward the names of all who are attending and remember to bring valid ID!**

**NDTA
Gala Dinner**

**See the Menu
on the
next page!**



NDTA BENELUX CHAPTER Annual Gala Dinner

1 December 2011



Buffet Menu

Cold

- Roseval potato salad with rosemary and aceto dressing
- Variety of hams with melon marinated in mint and peppers
- Selection of Dutch fish with mackerel, shrimp and herring
- Free range chicken salad with celeriac and walnuts
- Strips of turkey with fennel, fresh pineapple and curry mayonaise on a green salad.
- Greek farmers' salad with cucumber, feta cheese, tomato, black olives, pepper and olive oil
- Selection of rustic and Burgundian breads
- Herb butter

Warm

- Belgian Limousine beef stew with mushrooms, bacon and onions
- Soft cooked fillet of tilapia with herbed mini prawns accompanied by a Dijon mustard sauce
- Light potato mousseline with truffle and green herbs
- Winter seasonable vegetable garnish

Dessert

- Raspberry and white chocolate mousse in a glass
- Peach mousse in a glass
- Profiterolles filled with ice cream
- Christmas ice cream
- Mini bavaroises
- Whipped cream





NDTA Benelux Chapter Program 2011-2012

Thursday
1 December 2011
1900-2400 hrs
35 Euro p.p.

Annual Benelux Chapter Gala

The Commander Van Ghentkazerne invites you to the Van Ghentkazerne in Rotterdam, home of the Royal Netherlands Marine Corps. (See invitation and Menu on pages 24 & 25)

Thursday
23 February 2012

NDTA Event in Eindhoven

(More info to follow)

Thursday
19 April 2012

NDTA Key Note Speaker in Antwerp

*Speaker: Dirk De Paepe, Chief of the Antwerp Seaport Police.
Subject: Force Protection by the Antwerp Harbor Police during Military Operations (e.g. Operation Fort to Port).
Location: Royal Belgian Yacht Club, Antwerp.
Speech will be followed by a Luncheon!*

Sunday & Monday
1 & 2 July 2012

NDTA European Region Workshop

*Workshop in Venlo with Motto: 'The International Perspective'
Note the Interesting Spouse Program: Floriade Venlo 2012
(More info to follow!)*

Thursday
18 October 2012

NDTA Key Note Speaker in Rotterdam

(More info to follow!)

22-26 September 2012

Annual NDTA Forum & Expo

In Anchorage, Alaska

30 November 2012

Annual NDTA Benelux Chapter Gala

at the Royal Yacht Club in Antwerp, Belgium

How do you become a member

of the NDTA Benelux Chapter?

Very simple!

Contact NDTA Benelux Chapter Secretary

Fiona Slabbekoorn: Fiona.Slabbekoorn@EUR.ARMY.MIL

