

Port service evolution



LBC Tank Terminals is going for green in North Sea Port

Sustainability is a topic that is top of mind at LBC Tank Terminals right now. Amongst the numerous initiatives the business is currently pursuing in this direction is a new project in North Sea Port. Late last year, LBC took over Evolution Terminals, a green energy hub development in Vlissingen-Oost. Here, the company's new general manager for the location, Alexander Fokker, discusses LBC's commitment to a greener future.

All images courtesy of LBC Tank Terminals.



The drive for sustainability has stimulated a new project in North Sea Port for LBC Tank Terminals.



The Evolution Terminals project aims at the development of a green energy hub.



Alexander Fokker, general manager at LBC Vlissingen.

In recent years, LBC has driven significant growth by expanding capacity at its terminals, all located across two key regions: Antwerp-Rotterdam-Amsterdam (ARA) in Europe and the US Gulf Coast. This strategic focus enables the company to meet rising demand while advancing innovation and pushing forward with its sustainability initiatives.

Sustainability in focus

The company has set out a series of ambitions for the coming years. These involve operating best-in-class in terms of safety, service, efficiency and, crucially for this story, sustainability. Within this field, LBC has turned its attention to a number of markets including hydrogen, ammonia cracking, CO₂ and pyrolysis oil. It has also set itself some serious goals for its own performance; LBC aims to be CO₂ neutral for both scope 1 and scope 2 emissions by 2030.

That the company has enjoyed considerable successes in its work towards the transition is evidenced, for example, by its achievement of Platinum EcoVadis status two years running, and its GRESB (Global Real Estate Sustainability Benchmark) 5 Star rating and sector leadership.

Scope for expansion

While multiple expansion projects are currently underway, availability of land at LBC's existing locations is limited,

prompting the search for new opportunities for growth.

It was this, combined with its sustainability ambitions, that brought LBC's attention to North Sea Port and Evolution Terminals.

The Evolution Terminals project aims at the development of a green energy hub for the import, storage and handling of renewable energy products, hydrogen carriers and low carbon fuels. In order to realise the full potential of the project, its owners were on the lookout for a terminal operator to step in to further develop the site. In December 2024, LBC took over.

Facilitating cross-border cooperation

"The terminal is located in a prime position in the ARA region," Alexander Fokker, general manager for LBC Vlissingen, says.

"The site enjoys availability of land and direct access to the major shipping lanes of the Western Scheldt River and also benefits from its access to the European Hydrogen Backbone (EHB) pipeline network."

The EHB aims to accelerate European decarbonisation via cross-border collaboration in the supply and demand of hydrogen, based on existing and new pipelines. In the Netherlands, the plan is to convert the extensive network of gas pipelines and infrastructure already in place to the purpose of transporting hydrogen. The developments in Vlissingen will see the pipeline extended right up to the Evolution Terminal, enabling the transfer of hydrogen around the Netherlands, as well as to neighbouring states such as Belgium, France, and Germany.

Meeting demand

"In addition to this, the port boasts an impressive concentration of large industry – companies who are going to require access to clean energy and CO₂ reduction in the coming years."

It is expected that, in the coming years, demand for hydrogen will exceed the volume of renewable energy available to carry out sustainable electrolysis. Therefore, imports will be required.

New appointment

Alexander Fokker joined the company at the beginning of this year, after seventeen years at VOPAK. During the last few years, his work, which included responsibility for the company's

The infrastructure LBC is building in North Sea Port forms an essential part in the transition to cleaner energy sources.



The new terminal is scheduled to be operational by 2028.

Vlissingen operation, was focused on the transition to cleaner energies.

“I was keen to undertake a role that allowed me to focus all my energy on the transition. I wanted to be involved in something that contributes to society’s shift towards a more sustainable future, and this project at LBC is 100% aligned with that.”

Steps to preparation

Right now, LBC is busy with developing the terminal with the aim of being operational by 2028 with the cracker following shortly.

“Most ammonia production facilities are scheduled to come online around that time, so we will be ready for the first seaborne volumes,” Alexander Fokker says.

When LBC took over the development, work was already at a relatively advanced stage. The terminal is located on a former

industrial site, which required that soil sanitation be carried out. This is now completed. Additionally, the previous owners had already applied for the necessary permits.

“In the coming time, the first step will be to complete the permit applications, with the main uncertainty related to nitrogen, stemming from recent court rulings. In parallel we will be looking at the engineering and the design, and talking to clients to get commercial coverage. At the same time, the cracker is being developed for the conversion into hydrogen, which is a key part of the project.”

Independence movement

“Despite such challenges, however, I am confident that the energy transition will ultimately take place. We already see a lot of commitment to it from governments, and industry within Europe.

“There is still a big push from the European Commission for climate neutrality by 2050. This is combined with initiatives at the national level, for instance the Netherlands’ Hydrogen Strategy. This gives me great confidence that the transition is going to happen. Governments are being forced to make decisions. There may be delays along the way, but I firmly believe governments will find a way forward.

This will be backed up by the efforts to create a more energy independent Europe, which is very topical at present. Given the relative absence of fossil fuels here, if we want to be more independent, then we are going to have to move towards energy sources such as hydrogen, solar and wind power.

The infrastructure we are building here in North Sea Port is an essential part of that process. I am confident that, by 2030, this terminal will be up and running and we will be putting hydrogen into the backbone – a significant first step for the growth of this industry.”