

# The Ports of Flanders

KEY FACTS & FIGURES



Flanders  
State of  
the Art

# The Ports of Flanders

BERLIN

LONDON

ROTTERDAM

RUHR AREA

PARIS

PORT OF Ostend

PORT OF ZEEBRUGGE

PORT OF GHENT

PORT OF ANTWERP

BRUSSELS

**283**

MILLION TONNES  
GOODS TURNOVER

Antwerp

**214** mil.

Zeebrugge

**38** mil.

Ghent

**29** mil.

Ostend

**1,5** mil.

## Key figures 2016

ALL 4 FLEMISH PORTS

■ TEN-T  
Core network

SEAGOING VESSELS

➔ 29,237

CONSUMERS WITHIN  
A 500 KM RANGE

➔ More than  
100 million

CONTAINER THROUGHPUT

■ 11,4 million TEU

DESTINATIONS WORLDWIDE

➔ More than 500

COVERED WAREHOUSES

■ 600 hectares

MOTIVATED EMPLOYEES

➔ 226,427

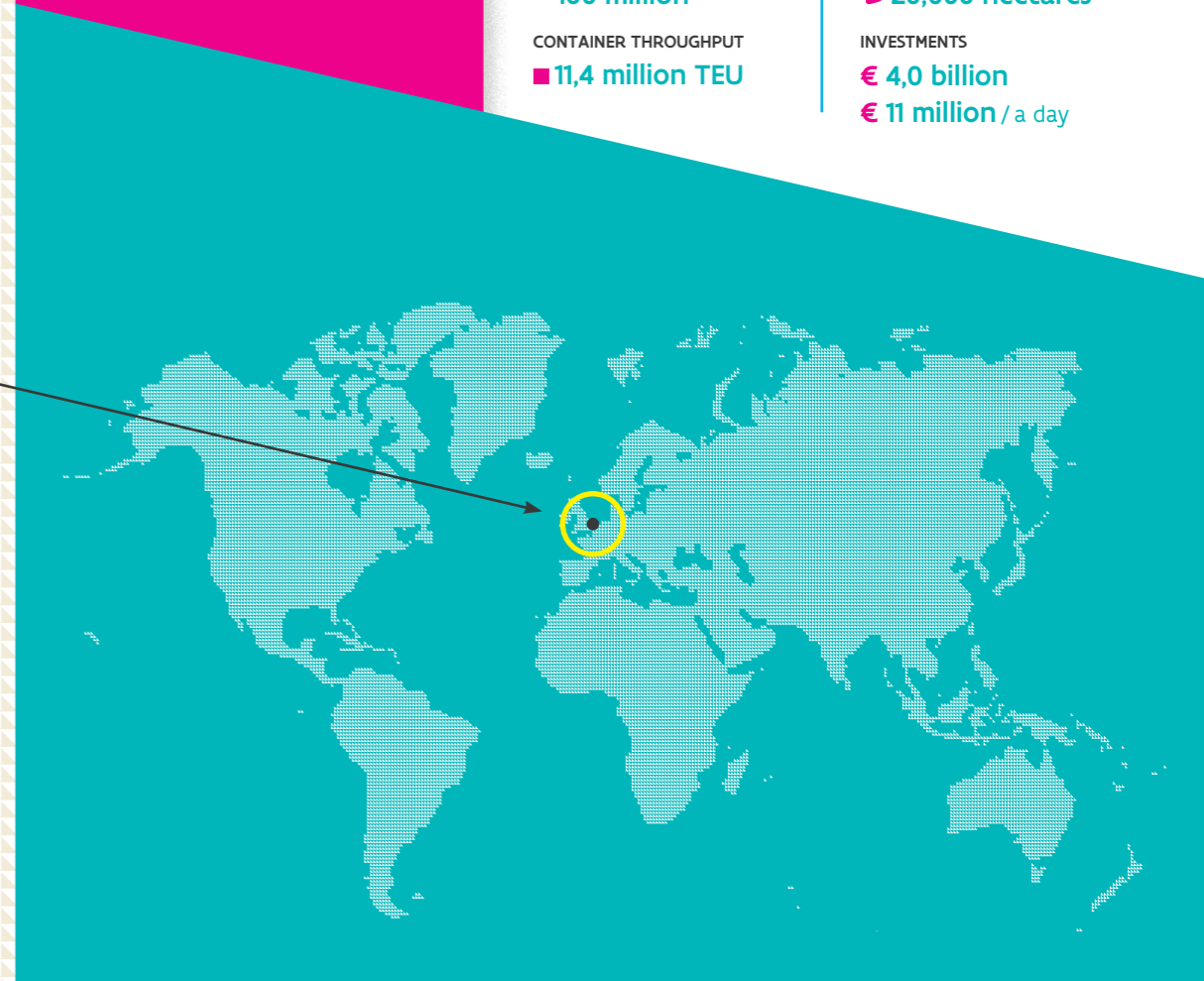
PORT SURFACES

➔ 20,000 hectares

INVESTMENTS

€ 4,0 billion

€ 11 million / a day



# Facts

4 Flemish ports.  
Different in size,  
location and  
specialization.



## Port of Antwerp

Largest mainport of Flanders,  
second port in Europe:  
**214 million tonnes maritime  
goods turnover**

- Deepsea container hub, market leader on 5 out of 6 sailing areas
- Covering all major traffic flows (e.g. fruit and perishables, forest products, project cargo, bulk liquids, containers, steel, roll-on roll-off, cars, coal, iron ore, bulk agricultural produce, fertilizers, energy gasses, conventional general cargo)
- World's most important coffee port
- Europe's leading integrated maritime and logistics platform
- Europe's largest oil and chemical cluster
- Excellent inland location: 80 km from the sea
- Accessible for the latest generation of container ships: even +18,000 teu container vessels
- Widely connected to the fore- and hinterland
- Appropriate storage solutions for each product (i.e. 560 hectares covered storage space)
- Extensive shortsea and feeder network

## Port of Zeebrugge

Deep draught coastal port:  
**38 million tonnes goods turnover**

- Deepsea container port, with frequent connections to Asia
- Shortsea: important roll-on roll-off destinations in Europe (Great Britain, Iberian peninsula, Scandinavia and Baltic)
- Number 1 car handling port in the world
- Important hub for liquefied natural gas (LNG)
- Important forest products distribution centre
- Cruise port
- Accessible at any time for the largest container ships
- Specialized in handling foodstuffs



## Port of Ghent

Multimodal port with good connections:  
**29 million tonnes goods turnover**

- Specialized in dry & liquid bulk: grain, vegetable oils, building materials, coal & iron ore, petroleum products, woodpellets, biofuels, ...
- Centre for production & logistics close to consumer markets: automotive, paper industry, bio-energy, ro-ro and containers
- Multimodal port with good connection to France, the Netherlands and Germany by inland navigation
- Space to invest: one of the biggest maritime sites in Europe (660 hectares) around the new Kluisendok
- Excellent inland location & nautical access: 64 km from the sea, accessible via the Ghent-Terneuzen canal, a new lock in 2022

## Port of Ostend

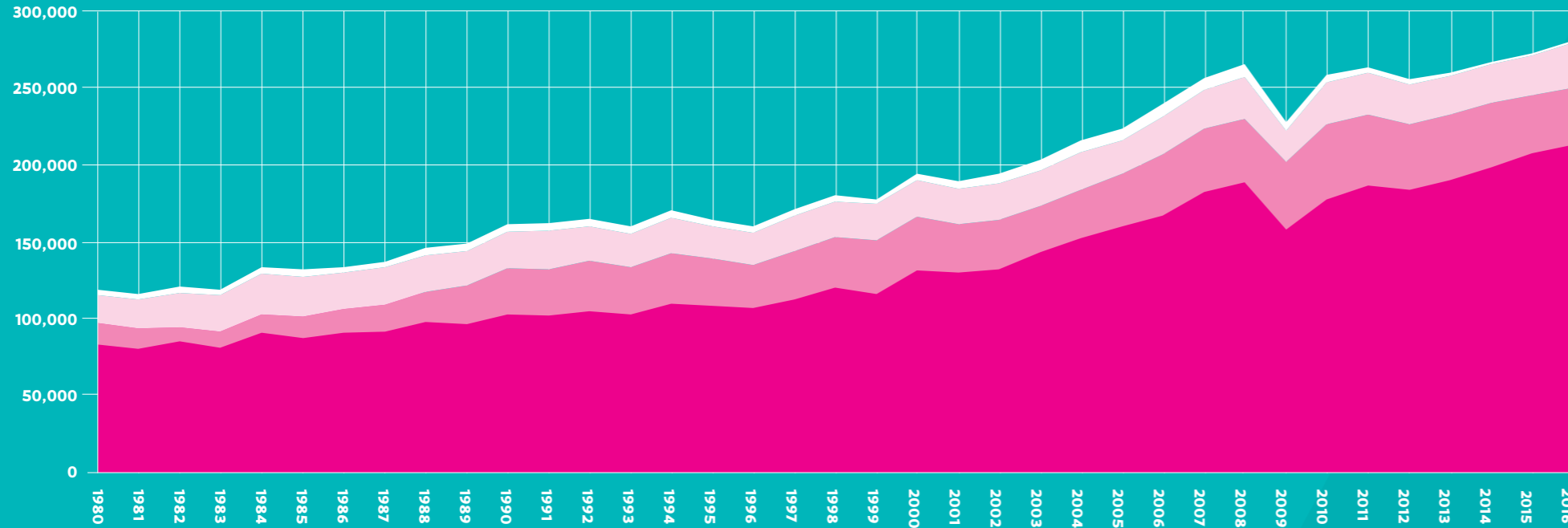
Small coastal port:  
**1.5 million tonnes goods turnover**

- Service port for the offshore wind business. Specialized port for the construction and Operations & Maintenance of the wind farms in the North Sea
- Specialized in project cargo and sand/gravel for the building industry
- Good connections to the motorways and rail network



# Goods total turnover

x1000 tonnes



	ANTWERP	ZEEBRUGGE	GHENT	OSTEND	TOTAL
1980	81,935	14,189	18,424	3,760	118,308
1990	102,009	30,349	24,439	4,552	161,349
2000	130,994	35,475	24,039	4,307	194,815
2010	178,170	49,600	27,258	4,935	259,963
2011	187,203	46,958	27,192	3,844	265,197
2012	184,129	43,544	26,303	3,196	257,172
2013	190,972	42,832	25,955	1,819	261,578
2014	199,012	42,548	25,889	1,431	268,880
2015	208,425	38,318	26,362	1,295	274,400
2016	214,167	37,813	29,110	1,464	282,554

### Legend

- ANTWERP
- ZEEBRUGGE
- GHENT
- OSTEND

# Figures

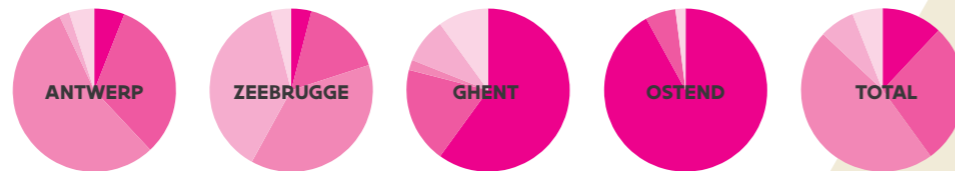
## Containers: number of Twenty foot Equivalent Units (TEU)

10,037,341	1,399,309	12,211	0
<b>Antwerp</b>	<b>Zeebrugge</b>	<b>Ghent</b>	<b>Ostend</b>

	ANTWERP	ZEEBRUGGE	GHENT	OSTEND	TOTAL
1980	724,247	181,010	9,950	0	915,207
1990	1,549,113	334,382	9,620	0	1,893,115
2000	4,097,247	965,345	9,900	0	5,072,492
2010	8,468,310	2,499,756	83,065	0	11,051,131
2011	8,662,034	2,206,681	80,093	0	10,948,808
2012	8,635,129	1,953,170	88,159	0	10,676,458
2013	8,578,281	2,026,270	70,288	0	10,674,839
2014	8,977,738	2,046,586	36,800	0	11,061,124
2015	9,653,511	1,568,938	20,195	0	11,242,644
2016	10,037,341	1,399,309	12,211	0	11,448,861

## Goods: Categories

x 1000 tonnes (2016)



	ANTWERP	ZEEBRUGGE	GHENT	OSTEND	TOTAL
<span style="color: #e91e63;">■</span> Dry Bulk	12,642	1,488	17,733	1,344	33,207
<span style="color: #f06292;">■</span> Liquid Bulk	69,242	6,032	5,429	91	80,794
<span style="color: #fce4ec;">■</span> Containers	117,910	14,445	133	0	132,488
<span style="color: #fff9c4;">■</span> Roll-on roll-off	4,569	14,352	2,114	0	21,035
<span style="color: #fff9c4;">■</span> Conventional cargo	9,804	1,496	3,701	29	15,030
<b>Total</b>	<b>214,167</b>	<b>37,813</b>	<b>29,110</b>	<b>1,464</b>	<b>282,554</b>

## Number of passengers

(2016)

3,529	1,073,308	1,229	4,287
<b>ANTWERP</b>	<b>ZEEBRUGGE</b>	<b>GHENT</b>	<b>OSTEND</b>

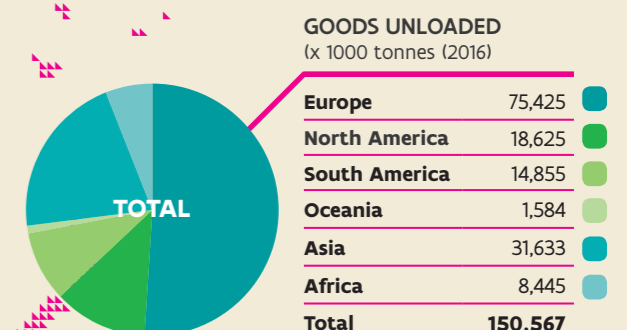
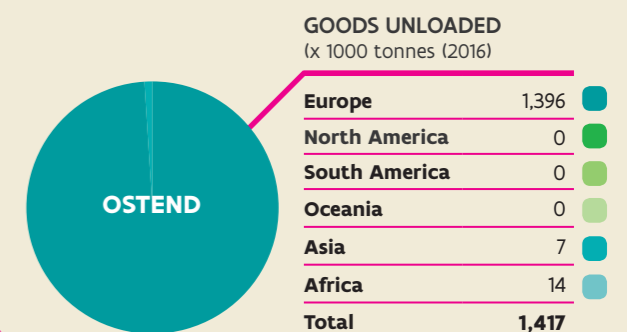
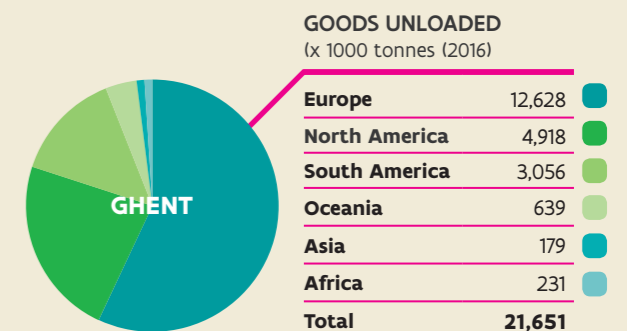
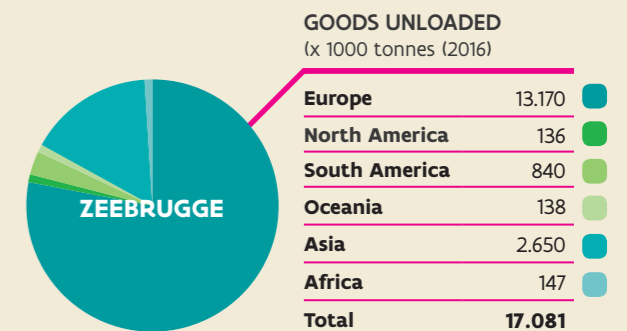
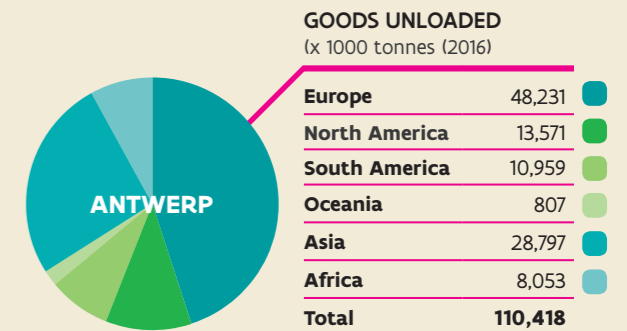
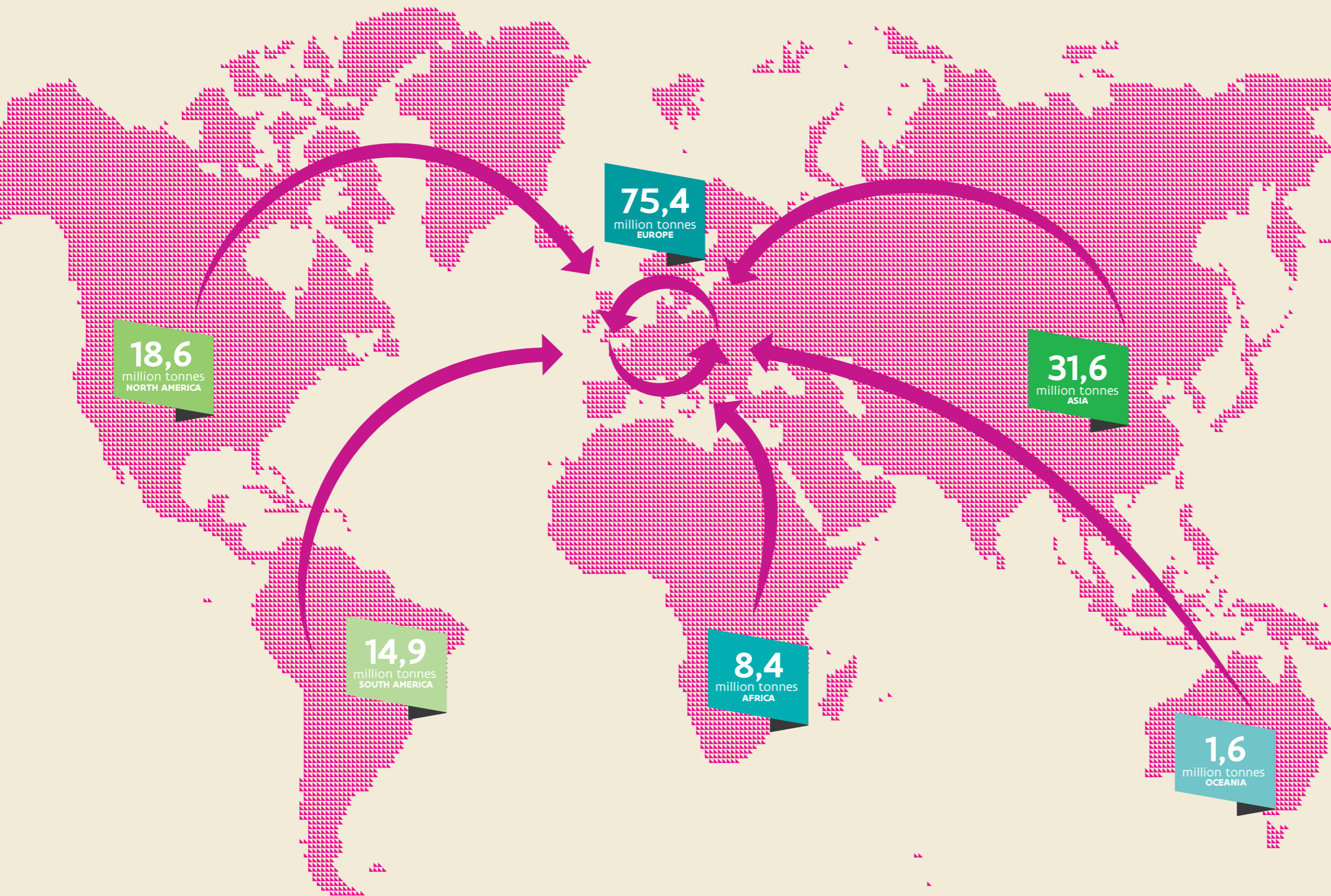
## Number of seagoing vessels

(2016)

14,473	8,467	2,891	3,406
<b>ANTWERP</b>	<b>ZEEBRUGGE</b>	<b>GHENT</b>	<b>OSTEND</b>

# Origin

## Goods unloaded in the ports of Flanders

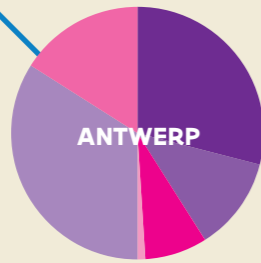


# Destination

Goods loaded in the ports of Flanders

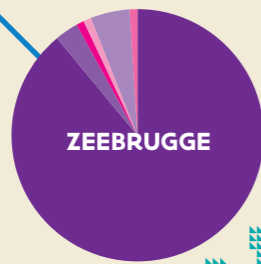
GOODS LOADED  
(x 1000 tonnes (2016))

Europe	29,141
North America	13,195
South America	8,930
Oceania	791
Asia	34,288
Africa	17,405
<b>Total</b>	<b>103,749</b>



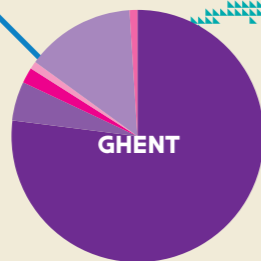
GOODS LOADED  
(x 1000 tonnes (2016))

Europe	18,041
North America	661
South America	361
Oceania	244
Asia	1,191
Africa	234
<b>Total</b>	<b>20,732</b>



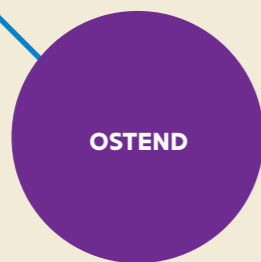
GOODS LOADED  
(x 1000 tonnes (2016))

Europe	5,731
North America	369
South America	228
Oceania	0
Asia	928
Africa	203
<b>Total</b>	<b>7,459</b>



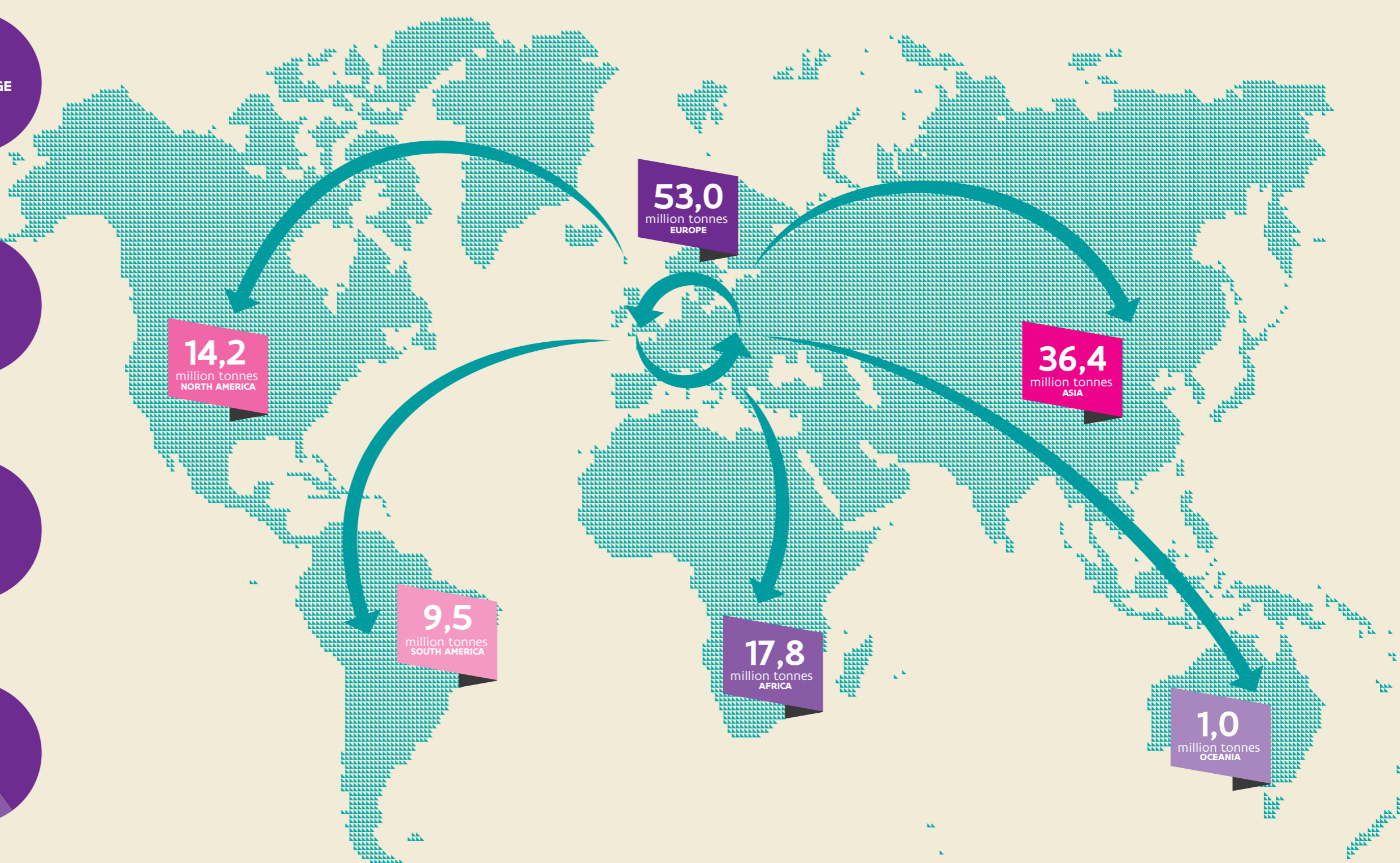
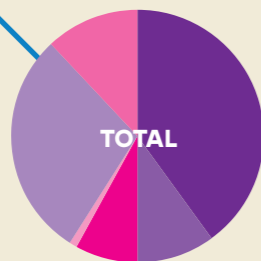
GOODS LOADED  
(x 1000 tonnes (2016))

Europe	46
North America	0
South America	0
Oceania	0
Asia	0
Africa	0
<b>Total</b>	<b>46</b>



GOODS LOADED  
(x 1000 tonnes (2016))

Europe	52,959
North America	14,225
South America	9,519
Oceania	1,035
Asia	36,407
Africa	17,842
<b>Total</b>	<b>131,986</b>

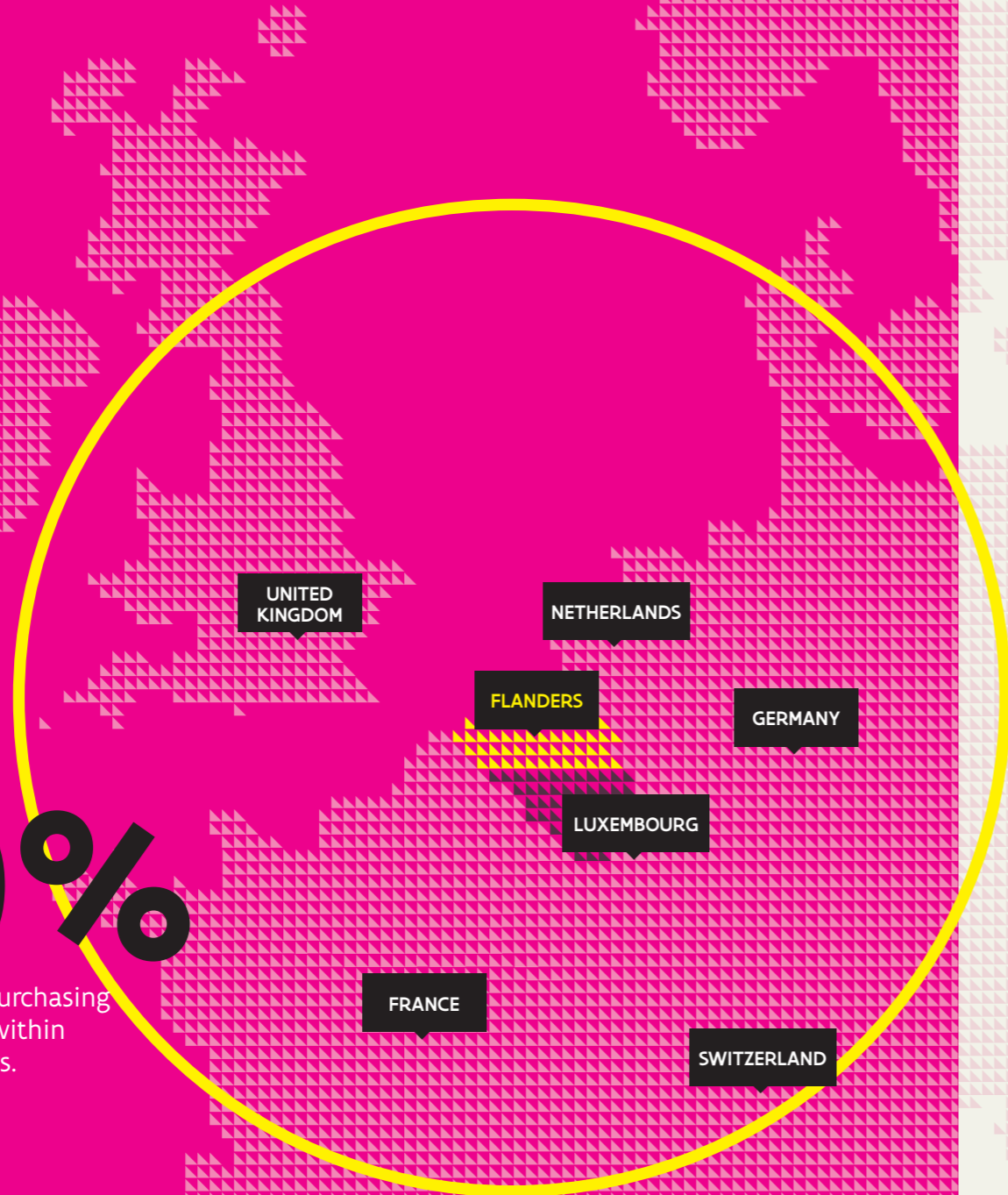


# Hinterland connections

In the center of Europe: thanks to excellent hinterland connections a lot of important consumption centers are just a few hours away from the ports of Flanders (500 km range)

# 60%

of the European purchasing power is located within 500 km of Flanders.



# More info

## CORPORATE AND SOCIAL RESPONSIBILITY

Each Flemish Port Authority (PA) fulfills all the criteria concerning corporate and social responsibility (criteria from ESPO Port Performance Dashboard):

- The Port Authority (PA) holds an Annual Meeting
- The Annual Report of the PA is publicly available
- The PA holds regular meetings with the port community and stakeholders
- The PA publishes reports on socially responsible initiatives
- The PA publishes financial reports
- The PA's specific mission statement is publicly available
- The PA maintains financial accounts audited by external auditor(s)
- The PA has internal analytical accounting processes
- The PA uses public selection procedures to contract land

## AUTONOMOUS MANAGEMENT

Each Flemish Port Authority (PA) is managed autonomously. They fulfill the following criteria from the ESPO Port Performance Dashboard:

- The PA has its own legal status
- The PA is directed by a daily management body (e.g. management board or management committee)
- The PA develops a port masterplan
- The PA is able to contract port land to third parties (e.g. terminal operators) in order to permit these parties to provide port services
- The PA is responsible to set the rules of agreements with third parties
- The PA issues safety regulations in addition to (obligatory) national/international regulations
- The PA issues security regulations in addition to (obligatory) national/international regulations
- The PA issues environmental regulations in addition to (obligatory) national/international regulations
- The PA is financially autonomous



## FLANDERS PORT AREA

### Investing in Flanders

Flanders is generally considered as the absolute European number one location for logistics operations. Thanks to its geographical location and its know-how it is a central link in world trade. It is ideally located to serve a large part of European and world consumers. Add to this an excellent port infrastructure and gigantic storage capacities as well as a highly skilled workforce and you will understand why Flanders is the perfect location for international companies.

Flanders Investment and Trade can support you all the way, from setting up to expanding your professional activities in Flanders. They provide confidential information, advice and guidance. Their experienced staff is happy to help you with all your questions regarding investment subsidies and recruitment, and can introduce you to the right decision-makers and to community life in Flanders. Interested? Contact Flanders Investment & Trade (FIT) at [www.investinlanders.be](http://www.investinlanders.be)

### Region of Ports

Flanders is a region of ports. Our four seaports, Antwerp, Zeebrugge, Ghent and Ostend, are gateways to the European hinterland. Geographically speaking, sixty percent of the European purchasing power is located within 500 kilometers of Flanders. Antwerp, Ghent, Ostend and Zeebrugge are situated a mere 100 kilometers apart. But what's more: Paris is at barely 300 kilometers, the Ruhr Area at 150 kilometers at most. Brussels, the centre of international networks and home to the headquarters of the European Commission, the European Council and the European Parliament is at the same time the capital of the Flemish Region and of Belgium itself.

In 2013 the ports of Antwerp, Zeebrugge, Ghent and Ostend together with the Flemish Port Community and the Flemish Government agreed to strengthen their international competitiveness in a bottom-up collaboration strategy called Flanders Port Area. The ports in Flanders are competitors but join forces whenever possible to guarantee their customers maximum added value. Flanders' ports are working together in economic and commercial domains, logistics, the development of operational tools and on policy themes. The Flemish Government plays a supporting and stimulating role.

Its assets and joint strategies turn Flanders Port Area into a valuable hub of the European transport network and make it the most efficient way to reach 500,000,000 European consumers.



## Colophon

### Composition of:

- The Flemish Port Commission
- The Ports of Antwerp, Ghent, Zeebrugge and Ostend
- The Department Mobility and Public Works (Government of Flanders)
- Flanders Investment and Trade (Government of Flanders)

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## Statistical Information



More statistical information concerning the Flemish ports can be found on: [www.flemishportcommission.be](http://www.flemishportcommission.be)

The Flemish Port Commission contributes to the preparation of port policy. It has an advisory and recommendatory mission as well as a research and informative mission.

A reliable and competitive infrastructure, excellent logistics and fast mobility are assets for any modern society. The experts of Mobility and Public Works in the Flanders region ensure this. They are part of the Government of Flanders: a workforce comprising over 4,000 skilled and dynamic employees define the policies, manage large investment projects, and provide groundbreaking technical support in a variety of areas.

[www.flanders.be/roadstotomorrow](http://www.flanders.be/roadstotomorrow)

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