The Port of Antwerp
A general introduction

Management models for seaports
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Antwerp Port Authority and the City

- Antwerp Port Authority
  - Board of Directors
    - Chief Executive Officer
    - Executive Committee
- City of Antwerp
  - City Council

100% shares
> 50% mandates

Participations Joint-ventures Subsidiaries
Antwerp Port Authority and private sector

Antwerp Port Authority
- Board of Directors
- Executive Committee

Consultative Council

Private sector
- Employers
- Employees
Organisation in the Port of Antwerp

The Antwerp Port Authority is an autonomous body that manages all infrastructure in the port:

- docks
- bridges
- locks
- quays
- land
Organisation in the Port of Antwerp

The private companies manage superstructure and operate the terminals:
- terminals
- cranes
- equipment
- warehouses
Pilotage and towage

North Sea

Scheldt

Locks

Docks

Flemish government
Seapilot

Riverpilot

Port Authority

(Towage)

Private companies

(Towage)

(Dock pilot)
Promotion

Joint action:

Public sector: Port of Antwerp

Private sector: Alfaport Antwerp
Collaboration between public and private sector

- Joint determination of policies
- Mutual inspiration
- Joint promotion for the port
Alfaport groups professional organisations

- **ABAS**: The professional association of Antwerp master stevedores and port operators
- **ASV**: The Antwerp Shipping Association
- **BRV**: The Belgian Shipowners’ association
- **VEA**: Antwerp freight forwarding and logistic association
- **KVBG**: Royal association of traffic flow controllers
Development of the port

- River Scheldt
- Road infrastructure
- Border
- Port area
- Before the 19th century: Old river port
- 1811 – 1930: Renovation of old port and expansion to the north as far as the Van Cauwelaert lock
- 1951 – 1965: Marshall Plan, construction of the petroleum port and expansion of docks as far as the Dutch border
- 1970 – 2000: expansions until the turn of the century
- 2000 - ....: Recent developments
Antwerp
16th century

- Largest European port
- Second-largest European city
Antwerp
17th and 18th century

- Religious wars
- 1585: fall of Antwerp
- River Scheldt blocked by the Netherlands
- Scheldt remains closed for 200 years
Antwerp
18th and 19th century

- French Revolution
- 1795: Napoleon reopens the Scheldt
- 1863: Scheldt toll finally bought off
Antwerp
1945-1965

- Marshall plan
- Major expansion project 1955-1965
  - Canal docks
  - Industry
  - Zandvliet lock
Antwerp
1990-

- “Back” to the river Scheldt
- River terminals
  - 1990 Europa terminal
  - 1996 Noordzee terminal
  - 2005 Deurganck dock
The Port of Antwerp today

- Total area: 13,057 ha
- Quay length: 151 km
- Railway: 1,055 km
- Roads: 352 km
- Covered storage space: 545 ha
Employment

64,870 direct + 118,236 indirect = 183,106 jobs

Economic engine

20,5 billion euros of added value

= 10,9% of Flemish GDP
= 6,3% of Belgian GDP

Multifunctional port

Industry

Logistics

Cargo handling

Port of Antwerp
Ranking of the world container ports

2. European container port

Top 20 world container ports (TEU 2009)

- Singapore
- Shanghai
- Hongkong
- Shenzhen
- Busan
- Los Angeles
- Guangzou
- Dubai
- Ningbo
- Qingdao
- Rotterdam
- Tianjin
- Kaosiung
- Port Kelang
- Antwerp
- Hamburg
- Tanjung Pelepas
- Xiamen
- Laem Chabang
- Dalian

Port of Antwerp
Breakbulk in the Port of Antwerp

- Steel
- Fruit
- Rolling stock
- Forest products
- Project cargo
- Coffee
Breakbulk: Steel

- Main European steel port
- 5.8 million tonnes (2009)
- Large diversity of products:
  - Coils
  - Sheets/plates
  - Long iron
  - Tubes
  - Wire rods
  - Other steel
- Steel Service Centers (cutting, packing, slitting and pickling)
- Direct transhipment into barge/rail
Breakbulk: Fruit

- Main European fruit port
- 1.2 million tonnes (excl. containers) in 2009
- Large diversity of products:
  - Bananas
  - Pineapples
  - Apples and pears
  - Citrus fruit
  - etc.
Breakbulk: Fruit

- Temperature-controlled warehouses
- Automated storage (unique in Europe)
- Added value services:
  - storage
  - (re)packaging
  - quality control
  - ripening
  - order picking
  - etc.
Breakbulk: Rolling stock

- 800,000 cars in 2009
- Added value services in the Vehicle Processing Centers:
  - installation of accessories
  - repair services
  - washing / dewaxing / painting etc.
  - second stage manufacturing
Breakbulk: 
Forest products

- Main European port for forest products
- 1.4 million tonnes (2009)
- Paper, pulp, wood, timber, plywood etc.
Breakbulk: Project cargo

- Main European port for project cargo
- 285,000 tonnes (2009)
- Outsize or heavy loads:
  - train carriages
  - wind turbines
  - machines
  - factory plant
  - cranes
  - etc.
Breakbulk: Coffee

- Main import port worldwide
- Origins: Brazil, Vietnam, Colombia
- Port services: stuffing, stripping, storage, bagging, blending, weighing, quality control
Breakbulk: Coffee

- Antwerp: certified for stock markets of London (LIFFE Robusta) and New York (NYBOT Arabica)
- 437,500 tonnes or 58.5 billion cups of coffee in 2009*
- Constant stocks: buffer for European coffee roasters

* Extrapolation based on semestrial figures 2009
Liquid bulk in the Port of Antwerp

- 40 million tonnes (2009)
- Largest chemical and petrochemical cluster in Europe
- Integrated model:
  - refineries
  - steam crackers
  - independent tank storage
  - waste treatment
  - logistics
- Extensive pipeline network
Largest chemical cluster in Europe

1. BASF
2. Air Liquide
3. Solvay
4. BRC (part of Petroplus)
5. Ineos
6. Monsanto
7. Evonik Degussa Antwerp
8. Bayer
9. Lanxess
10. Total (Refinery + Petrochemicals)
11. ExxonMobil (Refinery + Petrochemicals)
12. Fina Antwerp Olefins (JV Total and Exxon Mobil)
13. Borealis
14. Dow
15. Praxair

7 out of the 10 main international chemical companies have a production site in Antwerp
Liquid bulk: Tank storage

1. Vesta
2. Oiltanking Stolthaven Antwerp
3. LBC-Ertisa
4. Vopak
5. SeaTank Terminal
6. Noord Natie Terminal/A4S
7. LBC
8. ADPO
9. Antwerp Gas Terminal
10. ITC Rubis Terminal Antwerp (under construction)
11. ATPC

Biggest concentration of stainless steel tanks worldwide
Dry bulk

- 17.4 million tonnes (2009)
- Coal, ore, fertilisers, etc.
- Mainly imports from Russia, Algeria, North America
Success factors

1. Wide variety of regular services to all destinations
2. Location in the heart of Europe
3. Excellent hinterland connections
4. Appropriate storage solutions for each product
5. Collaboration with hinterland hubs
6. Free capacity
A seaport is more than a transit hub

- A seaport is partner in the total logistic chain
- Competition with other ports is about logistics and transport networks
- Customer wants a total supply chain solution
New Harbour House
Zaha Hadid Architects