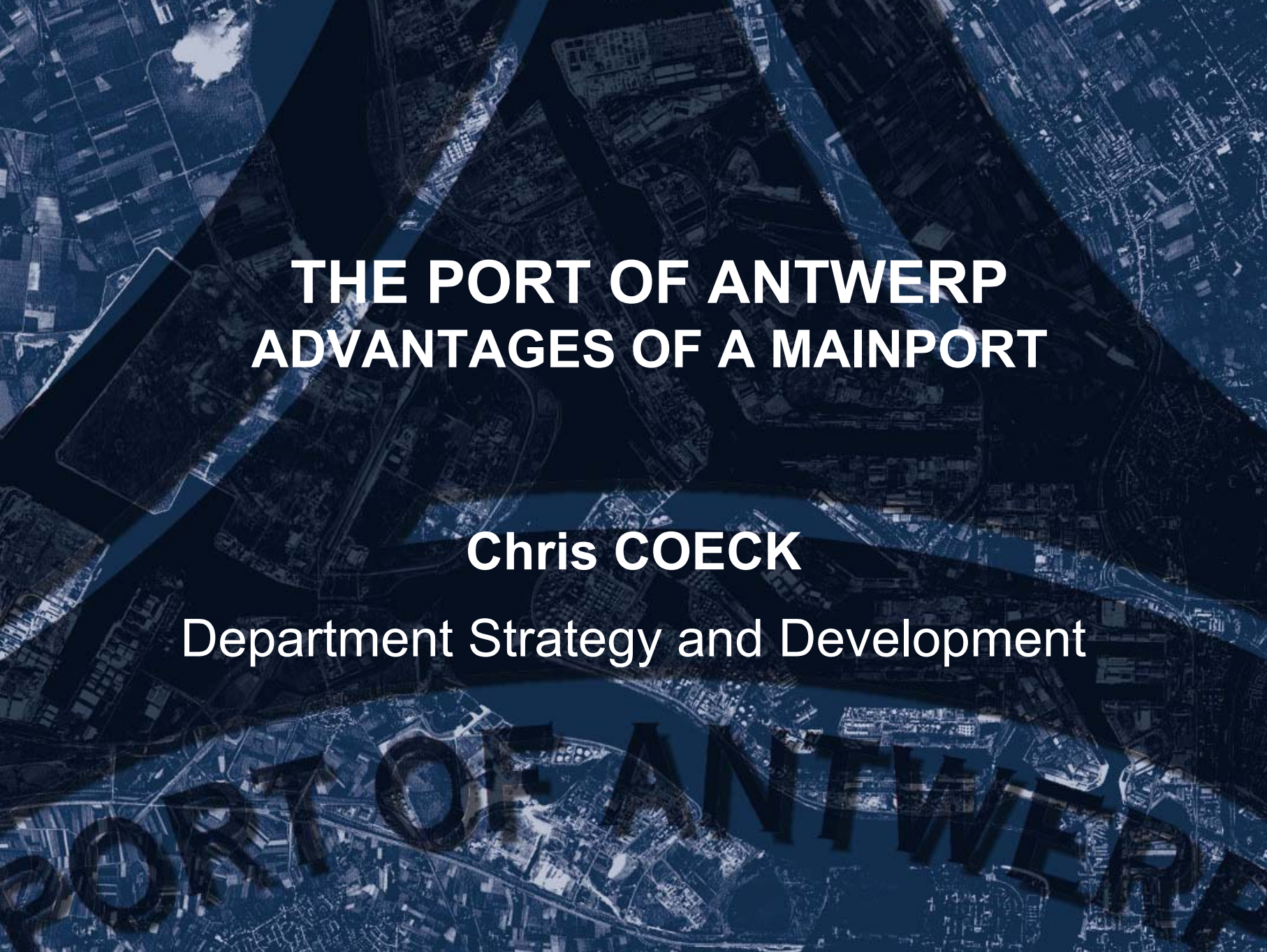




THE PORT OF ANTWERP ADVANTAGES OF A MAINPORT

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The Port of Antwerp



History : 16th century

First European port and second European city



The Antwerp port in figures

Total surface : 13.345 ha

Total quay length : 150 km

Total rail : 1.113 km

Total road : 400 km

Leased surface

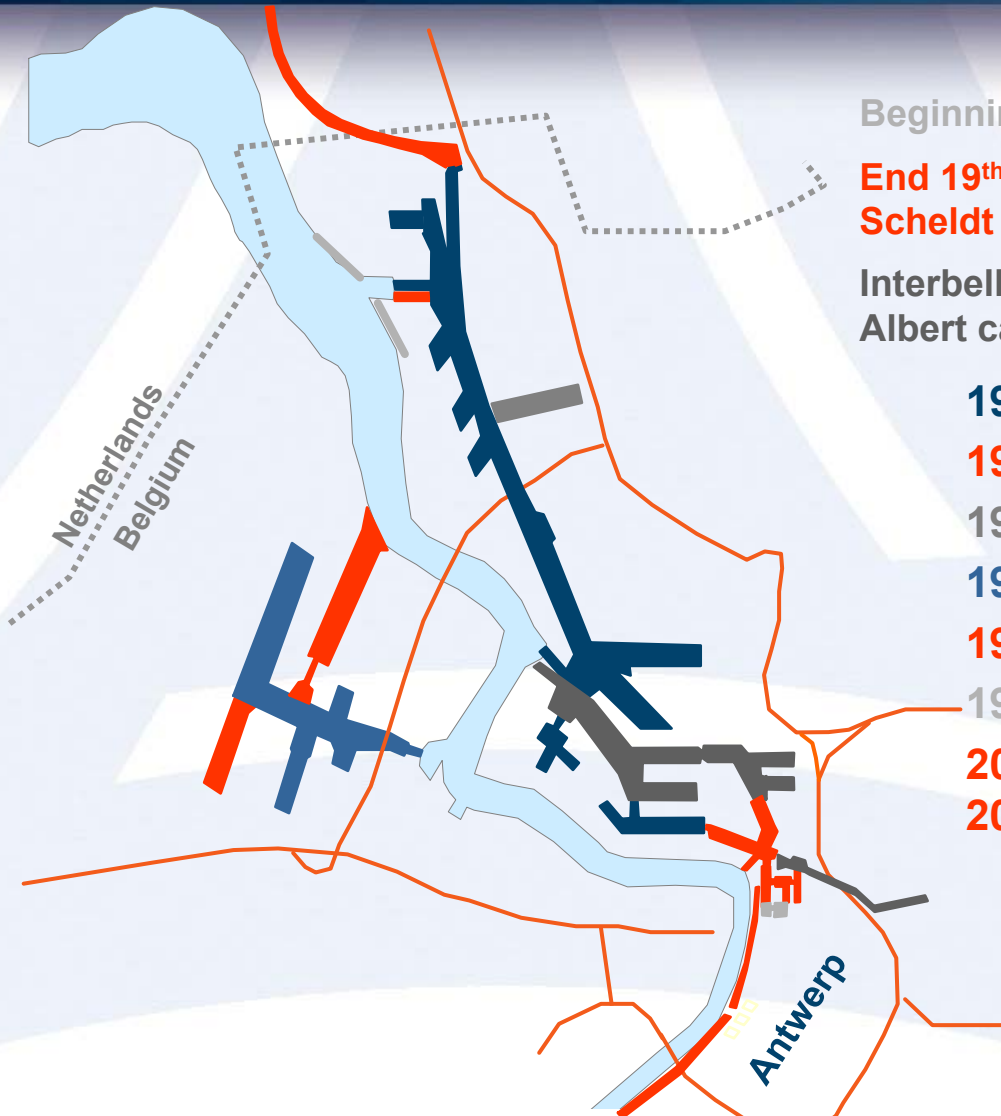
5.388 ha

industry : 3.239 ha (60%)

services : 2.149 ha (40%)



Growth of the port of Antwerp



Beginning 19th century: Bonapartedock & Willemdock

End 19th century & beginning 20th century:
Scheldt quays + first docks

Interbellum: docks until Van Cauwelaert lock -
Albert canal

1956-1966: docks until Zandvliet lock

1975: Scheldt-Rhine connection

1982: Delwaide dock

1987: opening Left bank

1989: Berendrecht lock

1990-1997: North sea- & Europeterminal

2000: Verrebroek dock

2005: Deurganck dock

Maritime cargo traffic in 2005

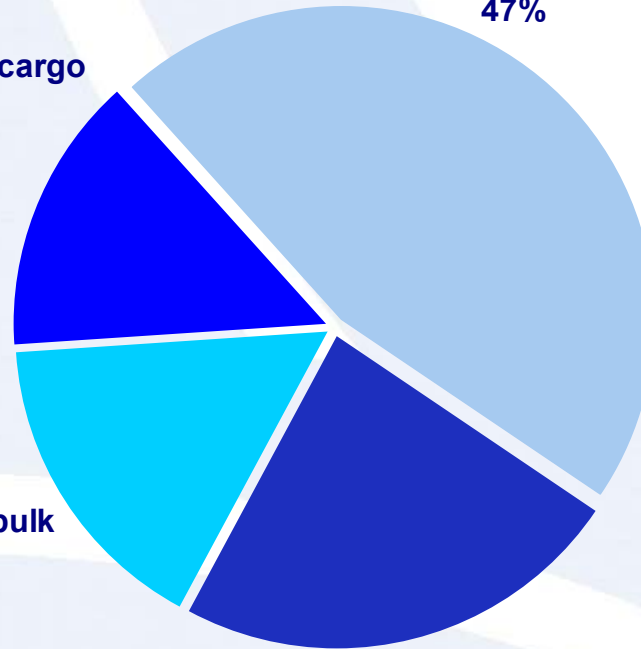
160 million tonnes



general cargo
14%



dry bulk
16%

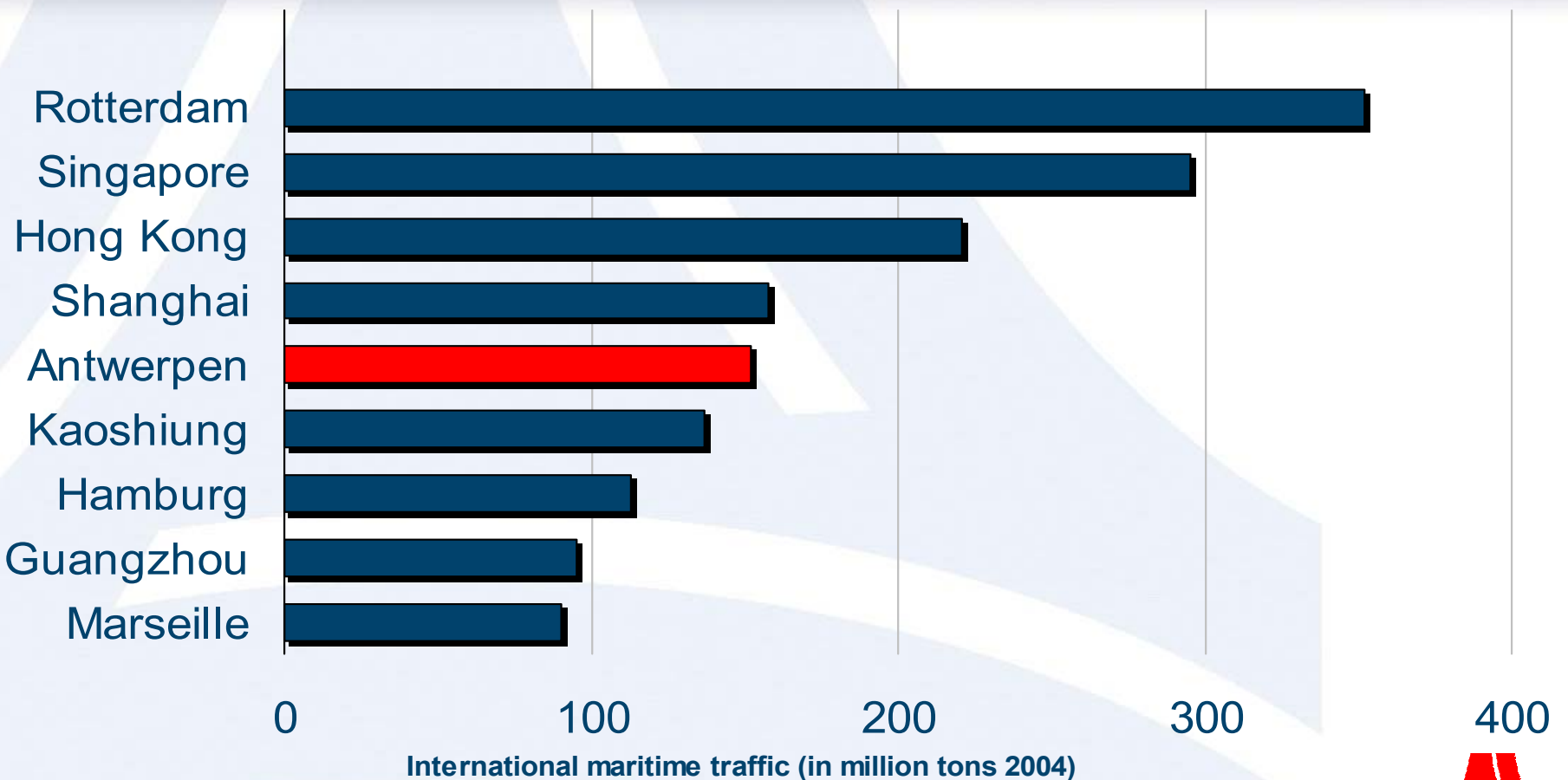


liquid bulk
23%



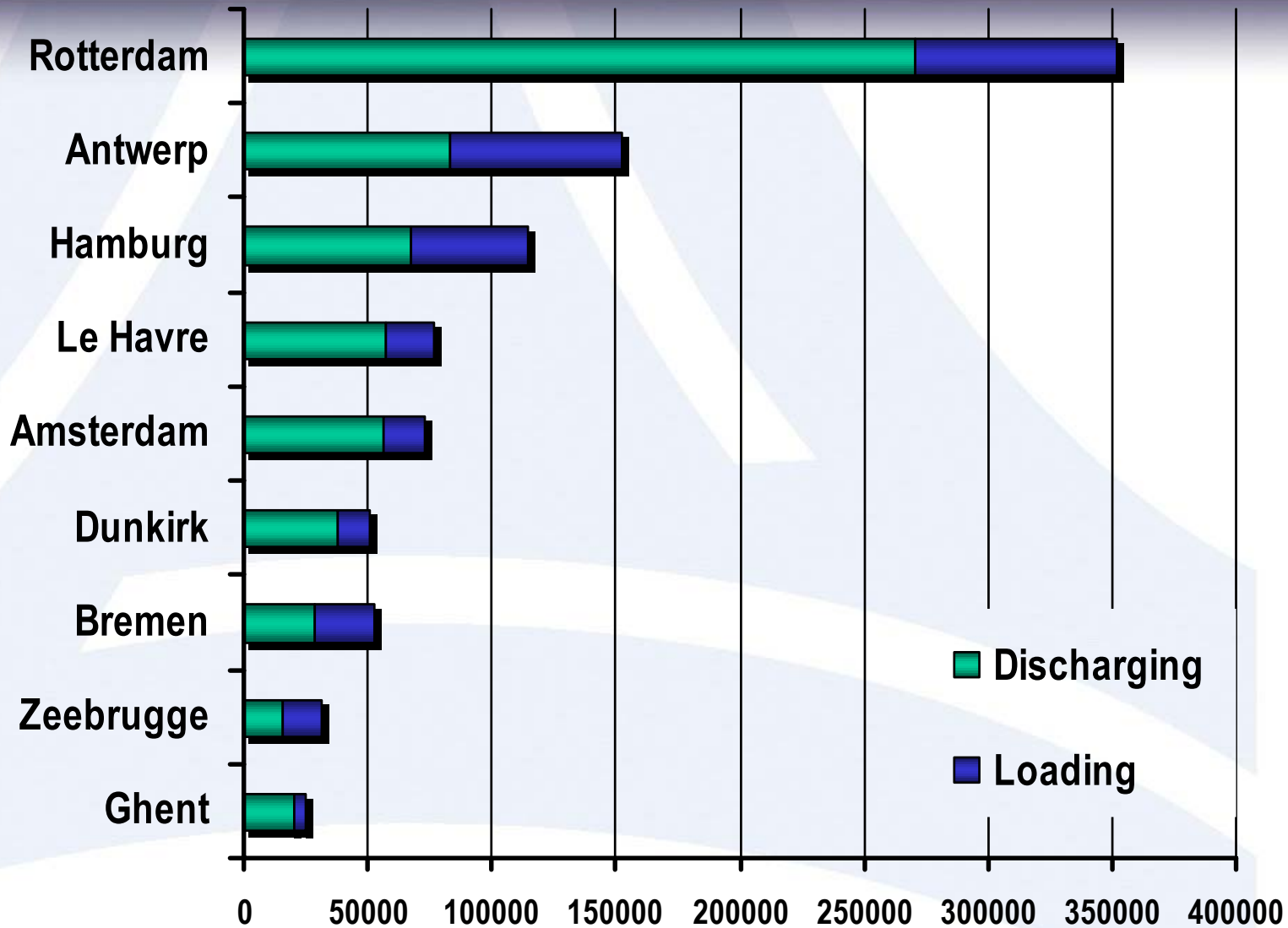
Port of Antwerp

5th world port, 2nd port of Europe



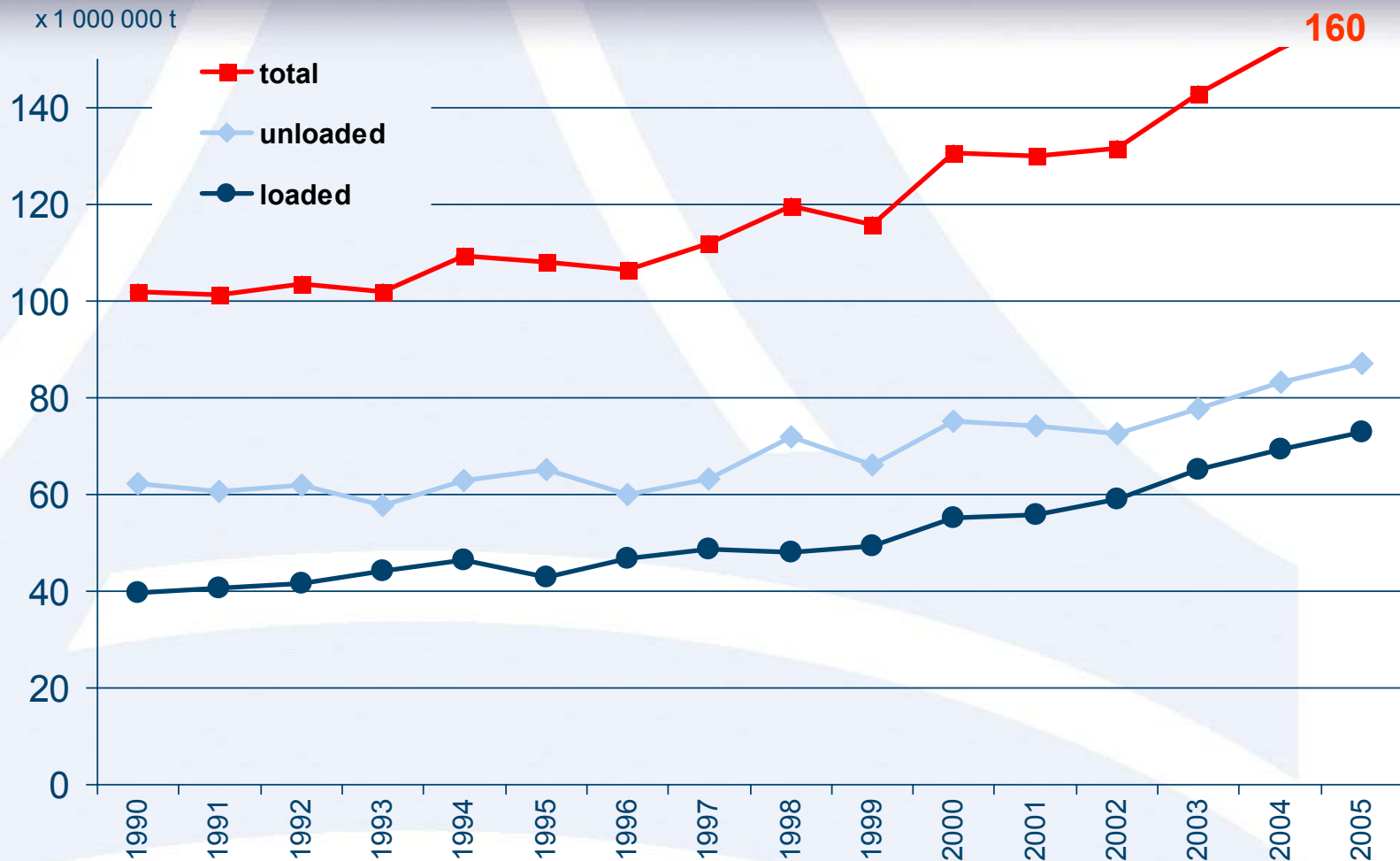
Antwerp in the Le Havre-Hamburg range

(2004 maritime cargo turnover in 1000 tonnes)



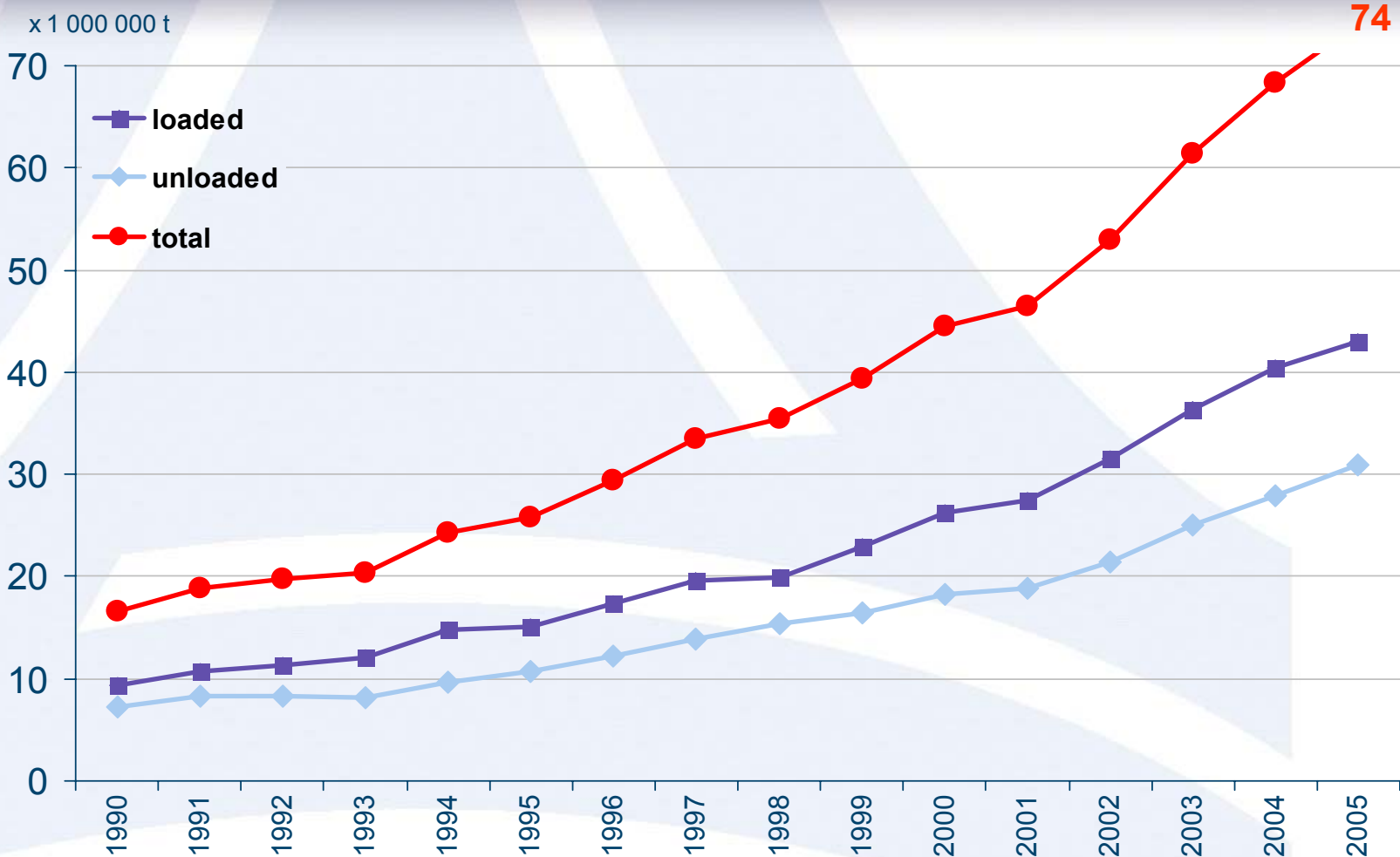
Maritime cargo turnover 1990-2005

Total



Maritime cargo turnover 1990-2005

Containers

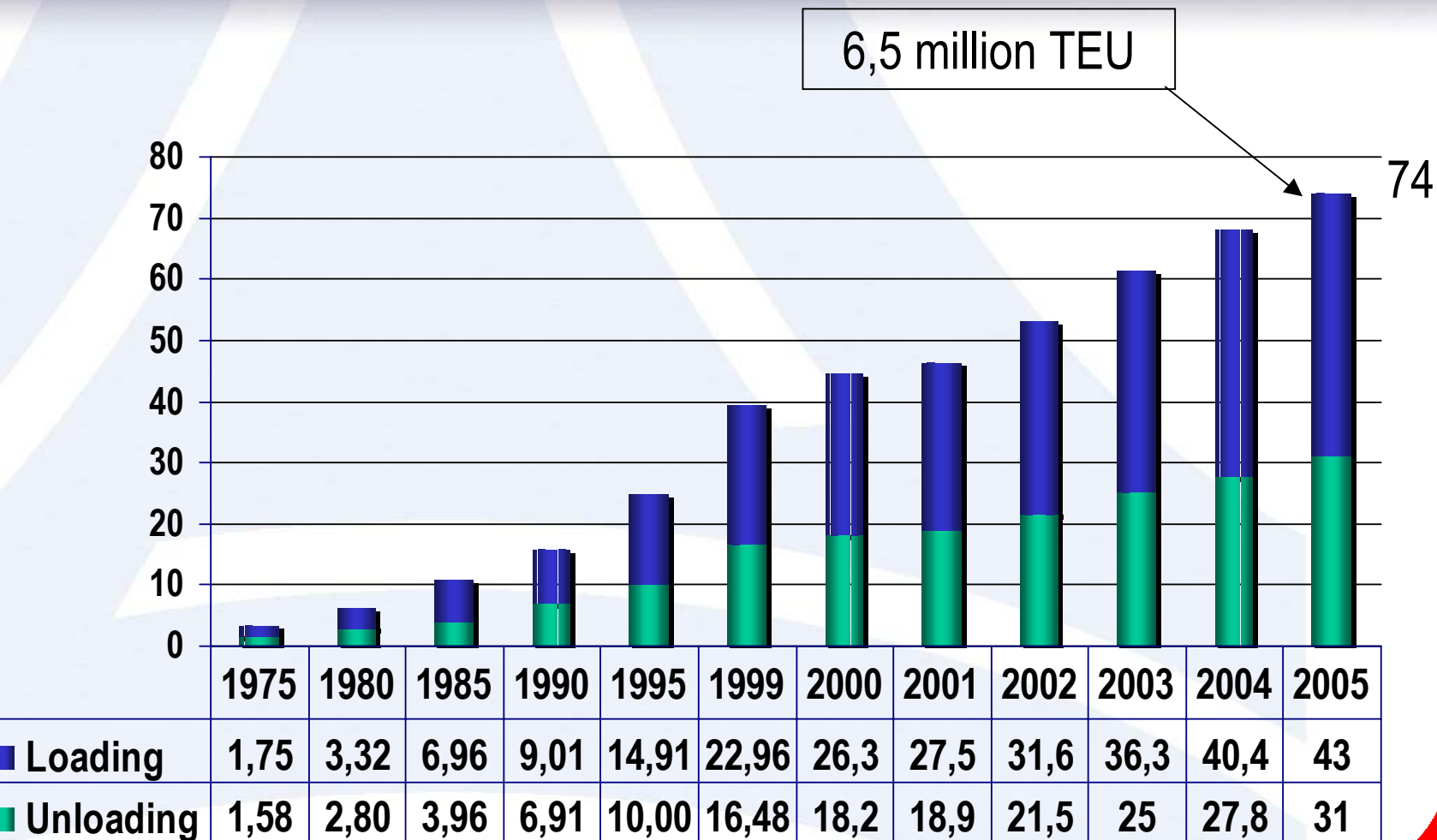


Leading general cargo port for Europe



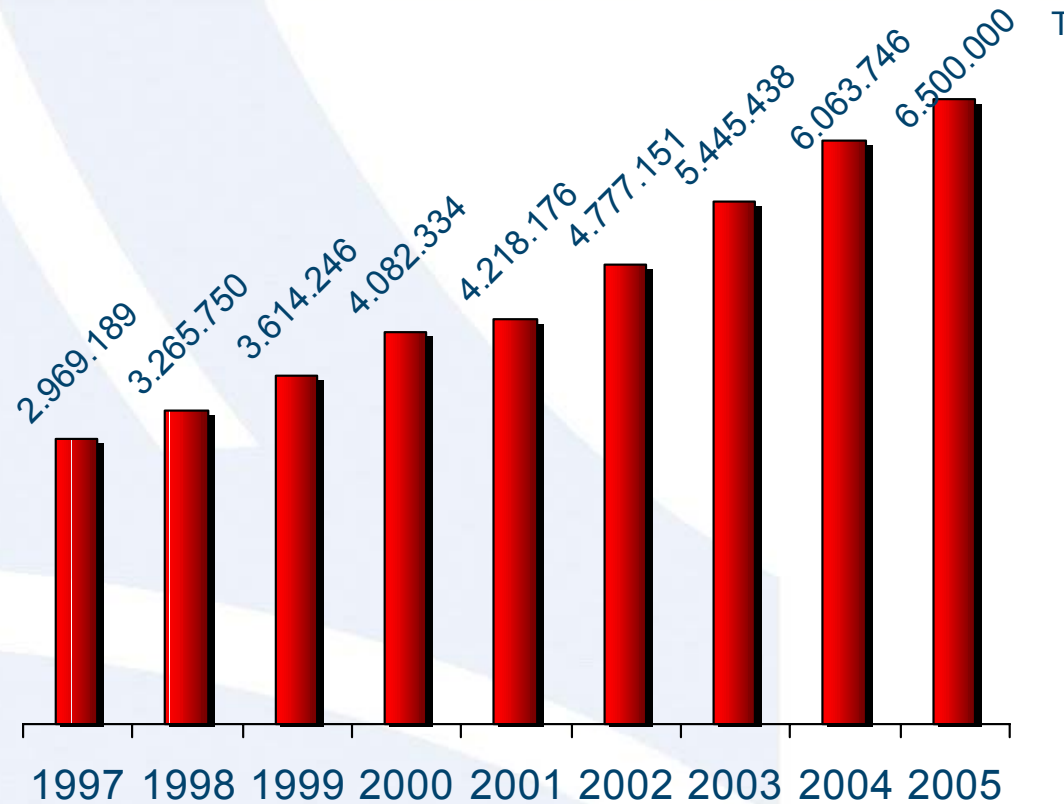
Container traffic - evolution

(in million tonnes)



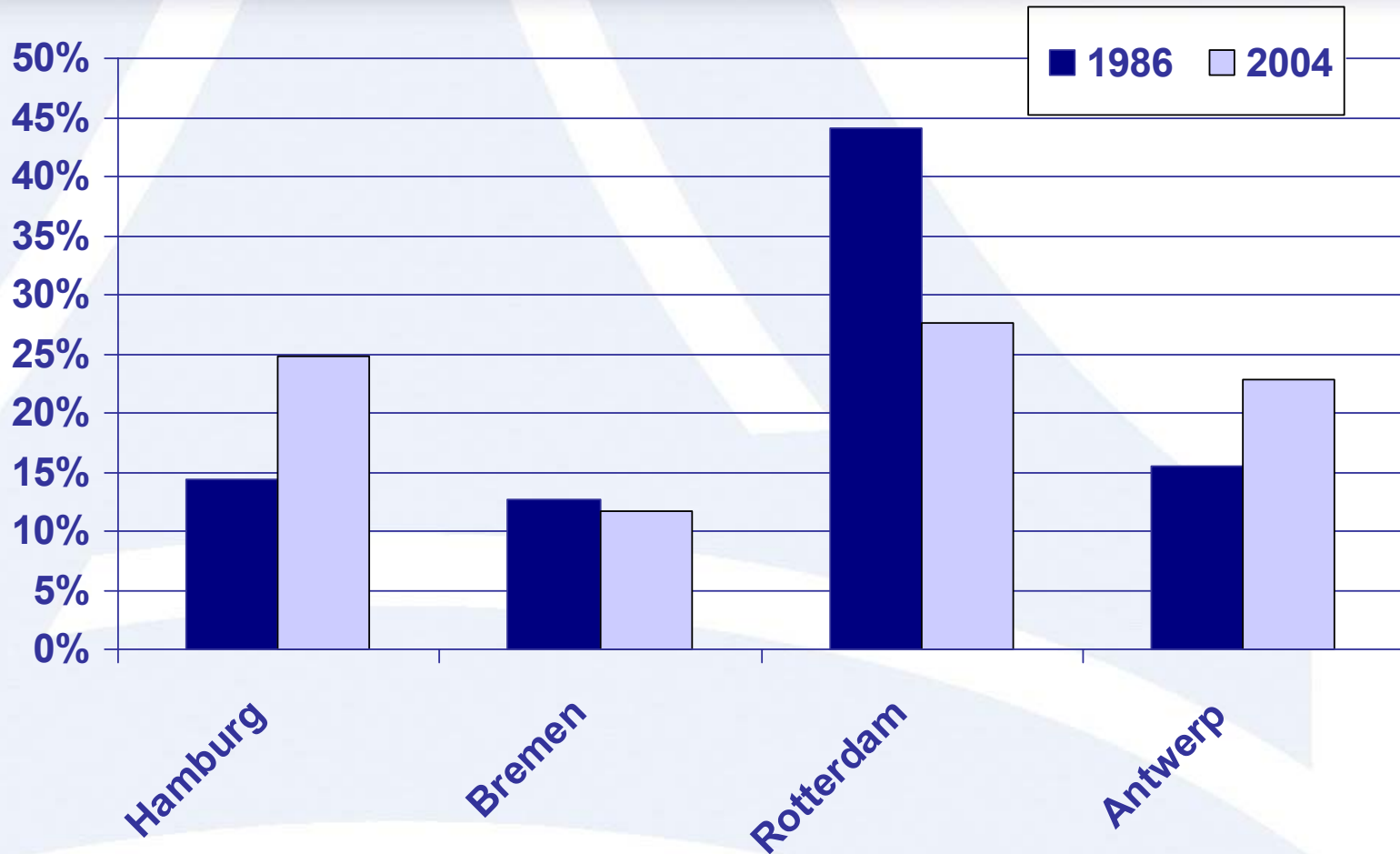
Containers

3rd port in Europe and very fast growing



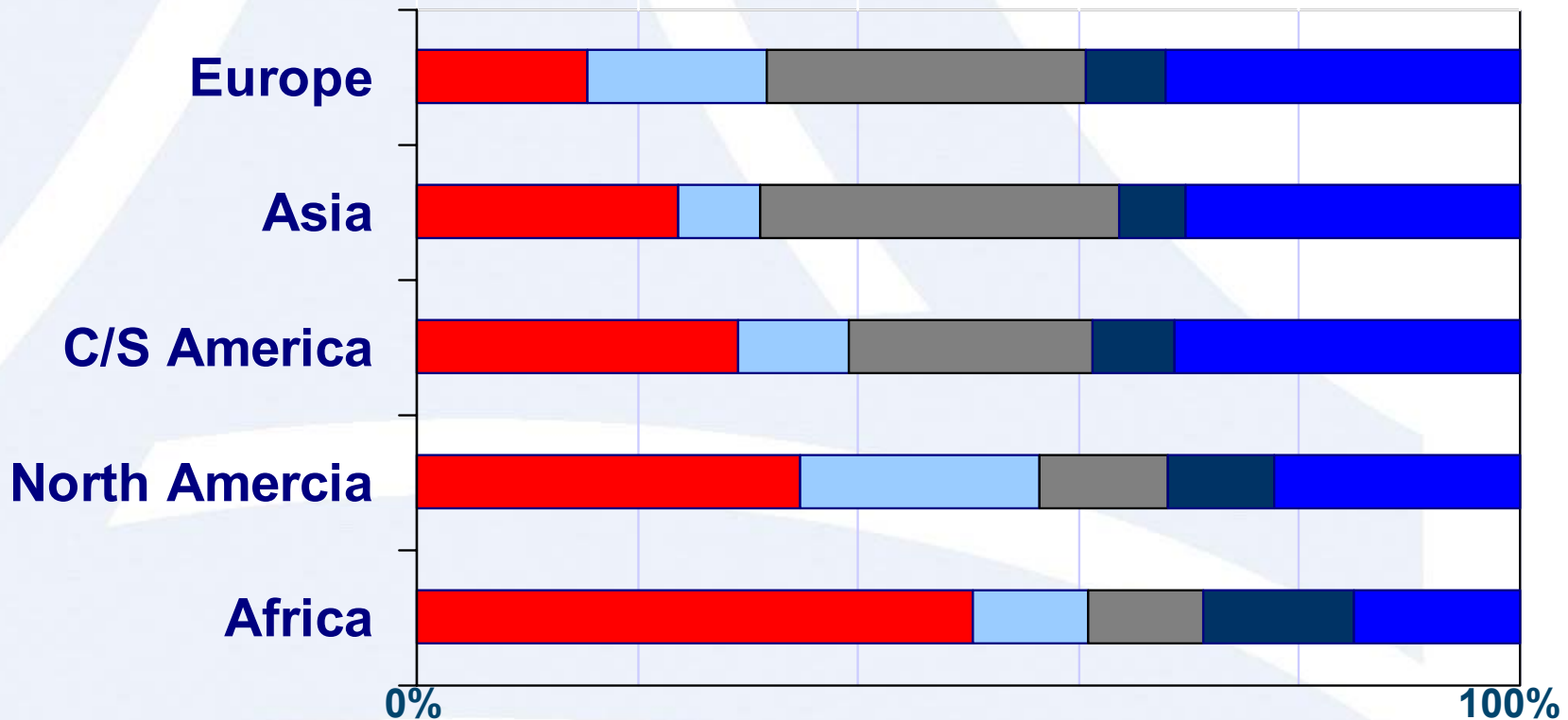
Main European container ports

Evolution of market shares



Market share of the main container ports in the Hamburg - Le Havre range (2004)

■ Antwerp ■ Bremen ■ Hamburg ■ Le Havre ■ Rotterdam



First forest products port in Europe



Largest steelport in Europe



First fruit port in Europe



Third ro-ro port in Europe



Antwerp is a mainport

- Survey of the Flemish Port Commission indicated that Antwerp for 12 of the 13 major product categories, is among the three most important ports in the Hamburg-Le Havre range.

Where does the succes of the port comes from?



Modern equipment



Geographical location in heart of European banana (Healy & Baker)

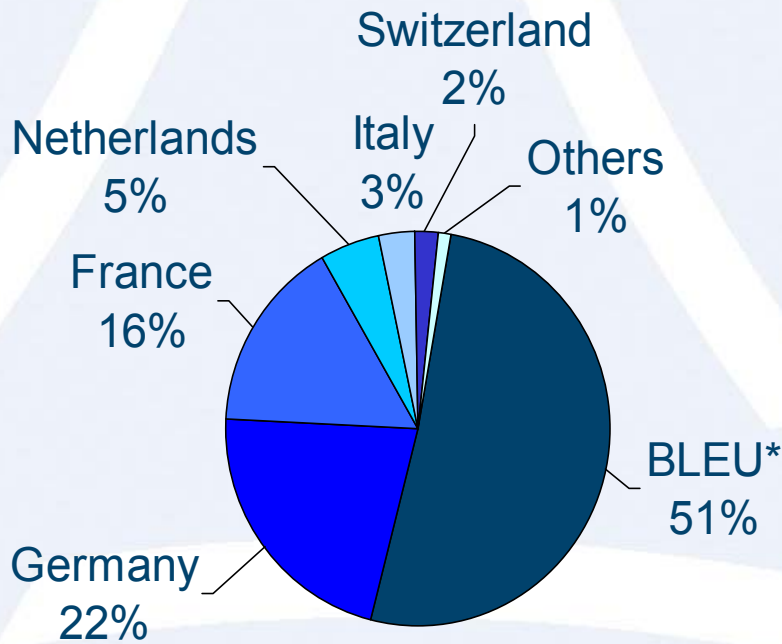


60 % of EU purchasing power within 300 miles from Antwerp

Distance ports to European hinterland

to	from	Antwerp	Hamburg	Le Havre	Rotterdam
Basel		623	811	693	725
Dortmund		249	336	655	281
Eindhoven		105	460	498	137
Essen		214	350	607	247
Frankfurt		413	489	771	476
Geleen		128	469	501	212
Keulen		222	413	576	282
Lille		132	670	286	249
Maastricht		127	479	488	222
Mainz		393	516	733	456
Milaan		956	1102	1038	1059
Monchengladbach		183	415	570	223
Strasbourg		491	701	683	593
Stuttgart		569	649	803	632
Valenciennes		168	687	297	274
Venlo		151	409	544	192
Wenen-Innsbruck		873	932	1100	935
Berlijn		737	291	1140	717
Budapest		1354	1149	1669	1416
Munchen		780	769	1008	843
Praag		846	631	1224	877
Warschau		1285	865	1689	1266
Lyon		785	1125	656	887
Torino		1024	1211	954	1126

Origin and destination of maritime cargo



European hinterland:
49% of our cargo

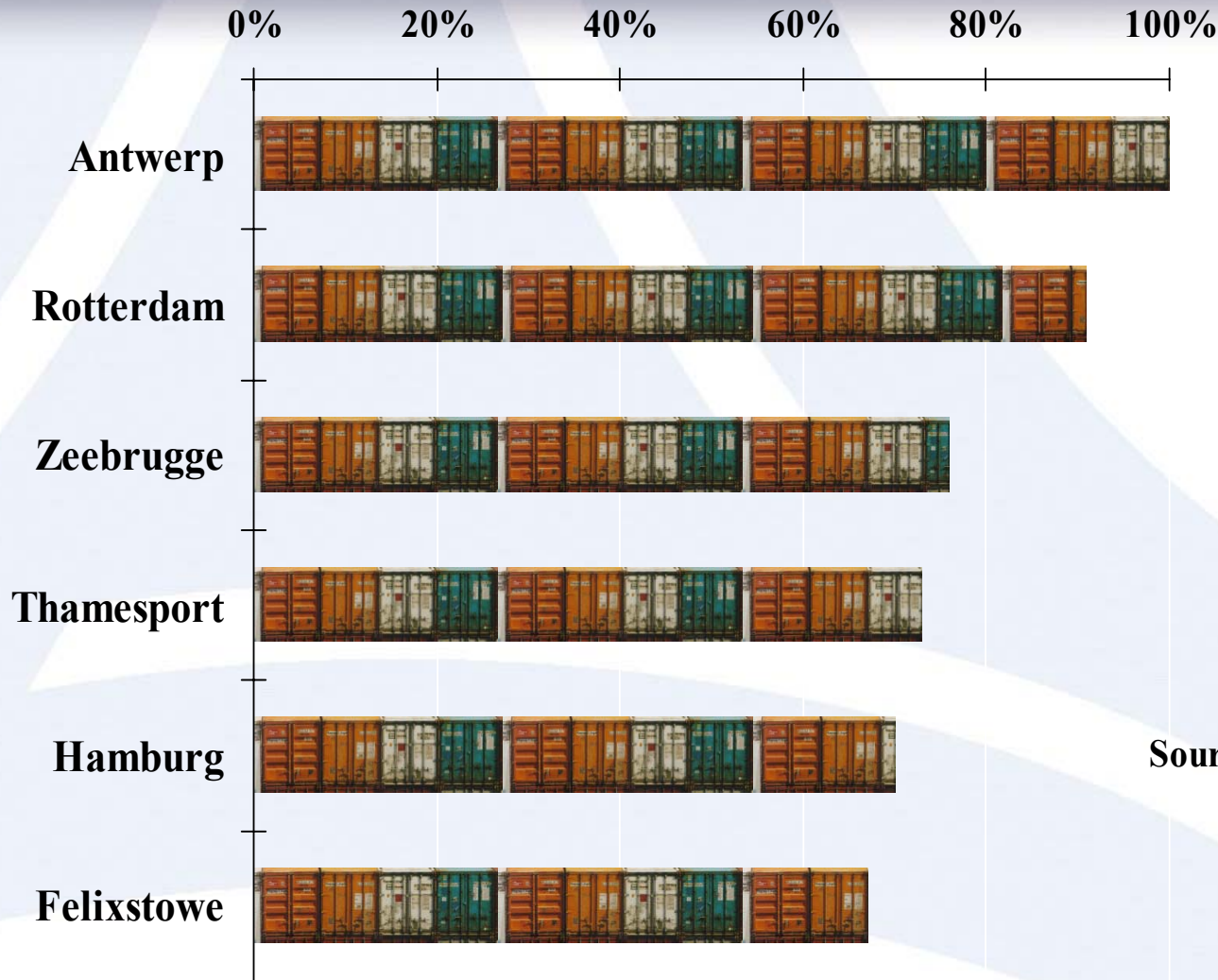
Belgium and Luxemburg:
51% of our cargo

Quality and high productivity



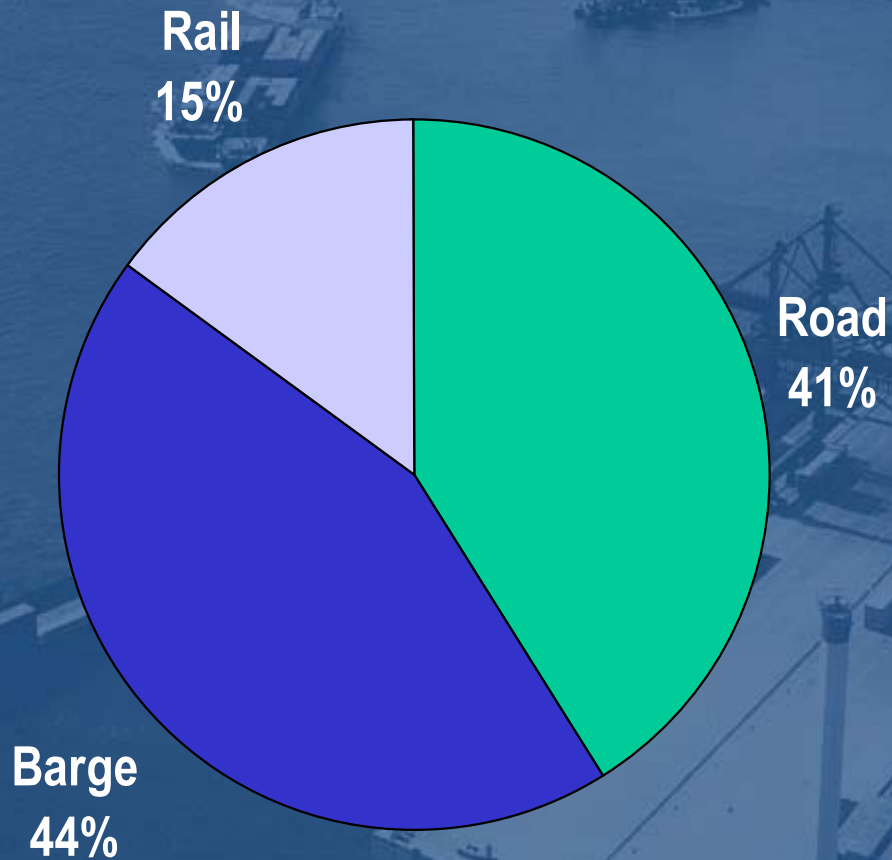
Quality of service

Productivity of the container terminals



Source : Marconsult

Modal split hinterland traffic



Excellent links with the continental hinterland



At the heart of the European motorway network



Inland navigation



European waterways junction



2005

- 66.644 barges
- 84,3 million tons

Europe's leading railway port



Railway connections in Europe



✓ Second largest railway port in Europe

✓ Terminal for 12 international lines

✓ Daily 220 loaded cargo trains

✓ 23,3 million tons in 2004 (equivalent of Spain)

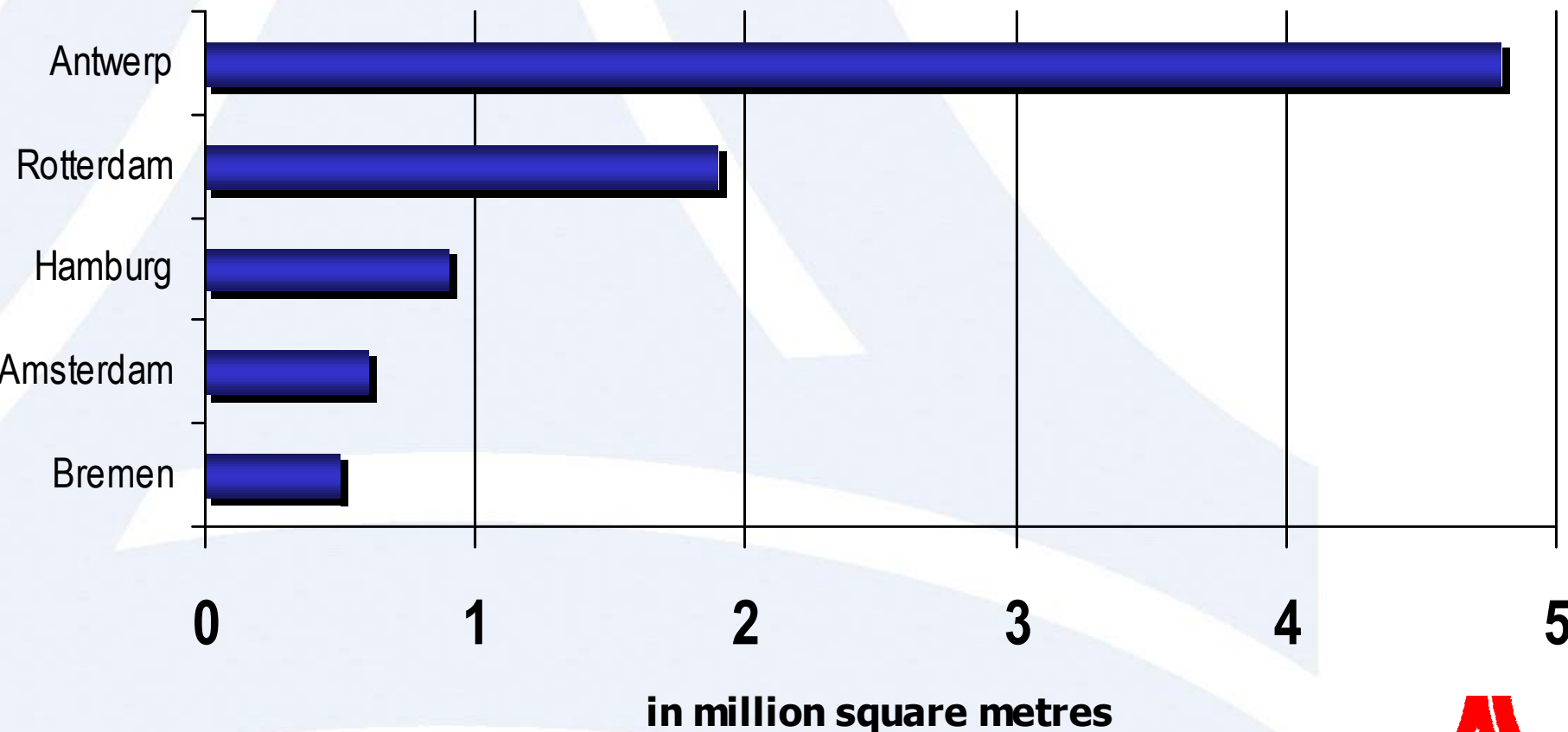
Container rail shuttles



European distribution port



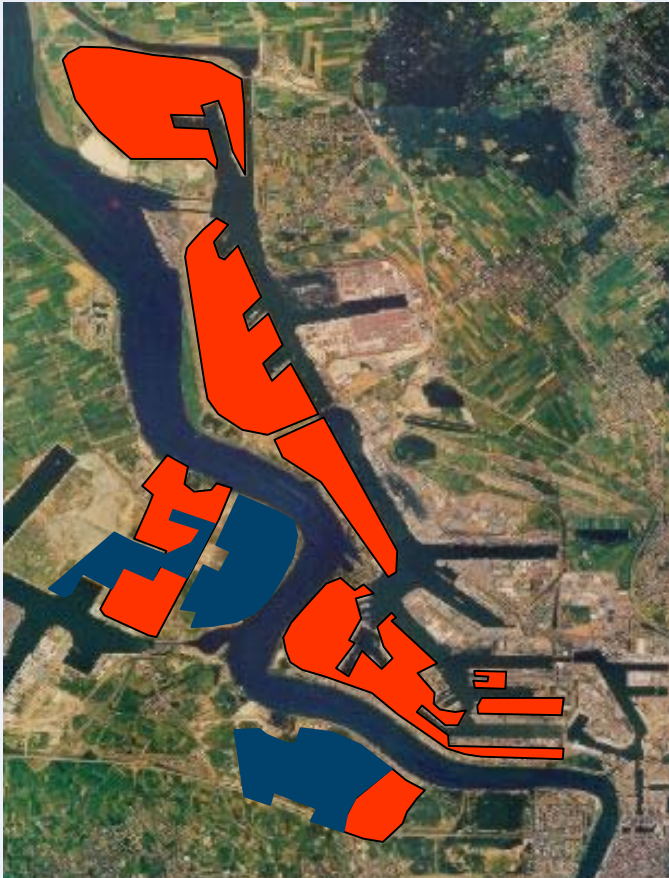
4.8 million m² of covered warehouse space



Second most important maritime petrochemical centre worldwide



The importance of the industry



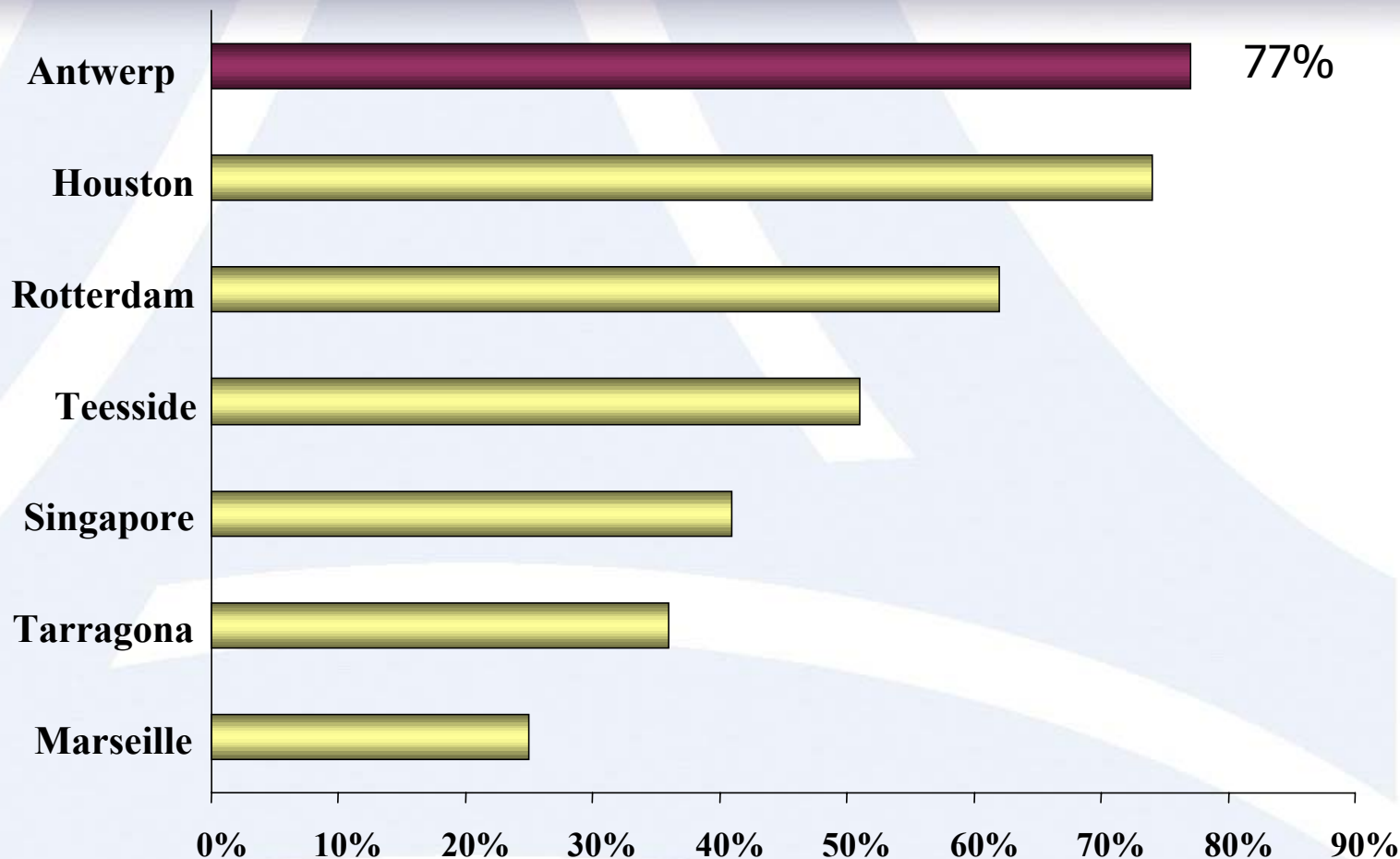
- ✓ Existing chemical industry
(2348 ha)
- ✓ Available internal reserves
(267 ha)

Second petrochemical cluster worldwide

	1st	2nd	3rd
Greater Houston	24	3	2
Antwerp	5	14	4
Rotterdam	3	10	7
Teesside	5	4	4
Marseille	2	1	6
Tarragona	0	4	2
Singapore	0	0	5

- The largest maritime petrochemical clusters in the world are compared with respect to 39 important chemical substances (products, semi-manufactured goods, raw materials). For 5 chemicals, Antwerp is the leading maritime centre of the world, for 14 products the second most important and for 4 the third.

Diversity index chemical industry (% of 39 products)



Source : Fedichem



Important personal effort of all people working in the port



Port projects

New container handling capacity

Deurganckdock

Noordzeeterminal

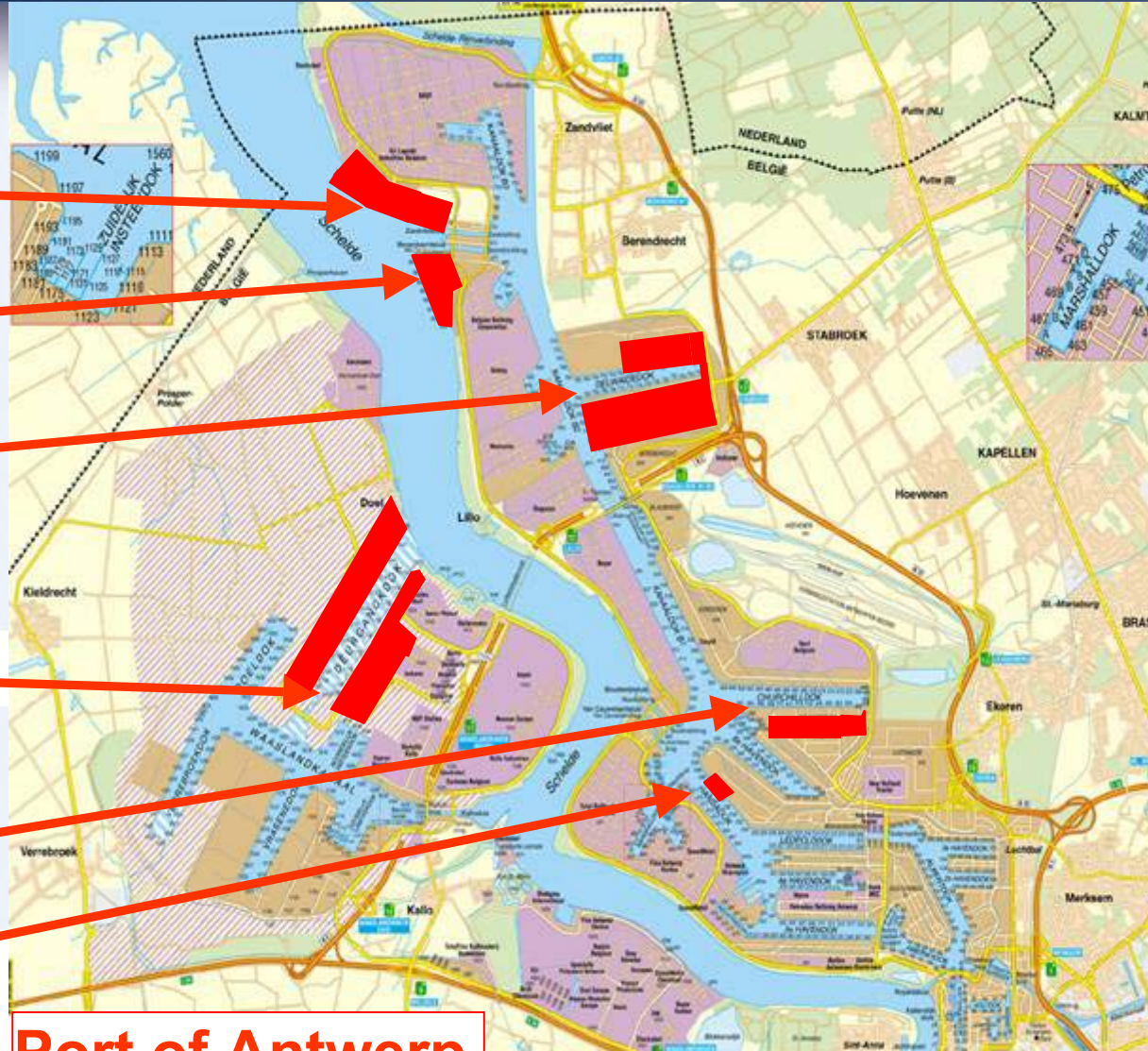
Europaterminal

Delwaidedock

Deurganckdock

Churchilldock

Hansadock



Port of Antwerp

New container handling capacity

Deurganckdock



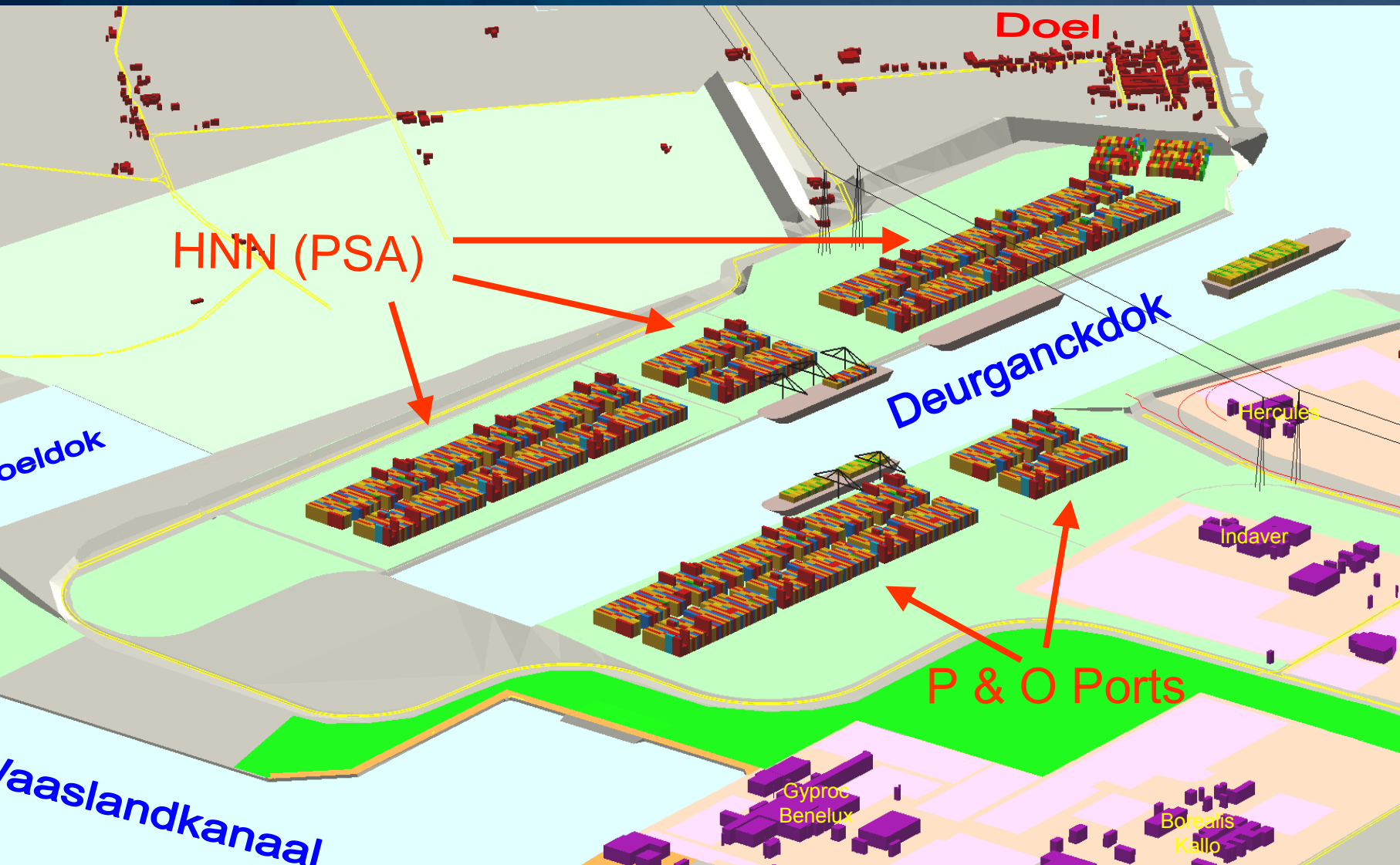
New container capacity (Deurganckdok)

July 2005

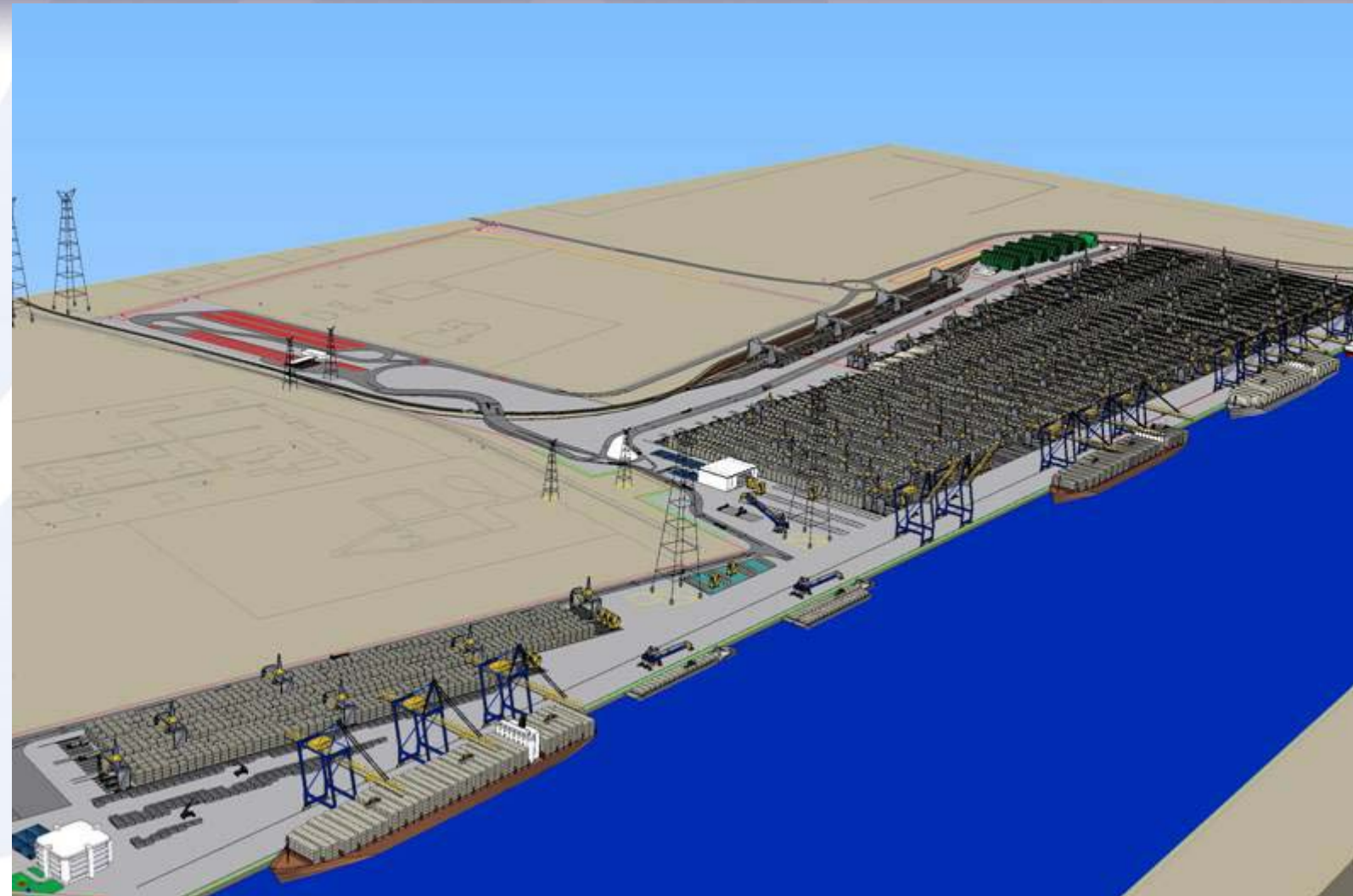


- 5,3 km of quay
- > 6 million TEU
- Operational as from 2005
- Complete dock ready in 2007

Deurganckdock



Deurganckdok: an artist impression



Deurganckdok: an artist impression



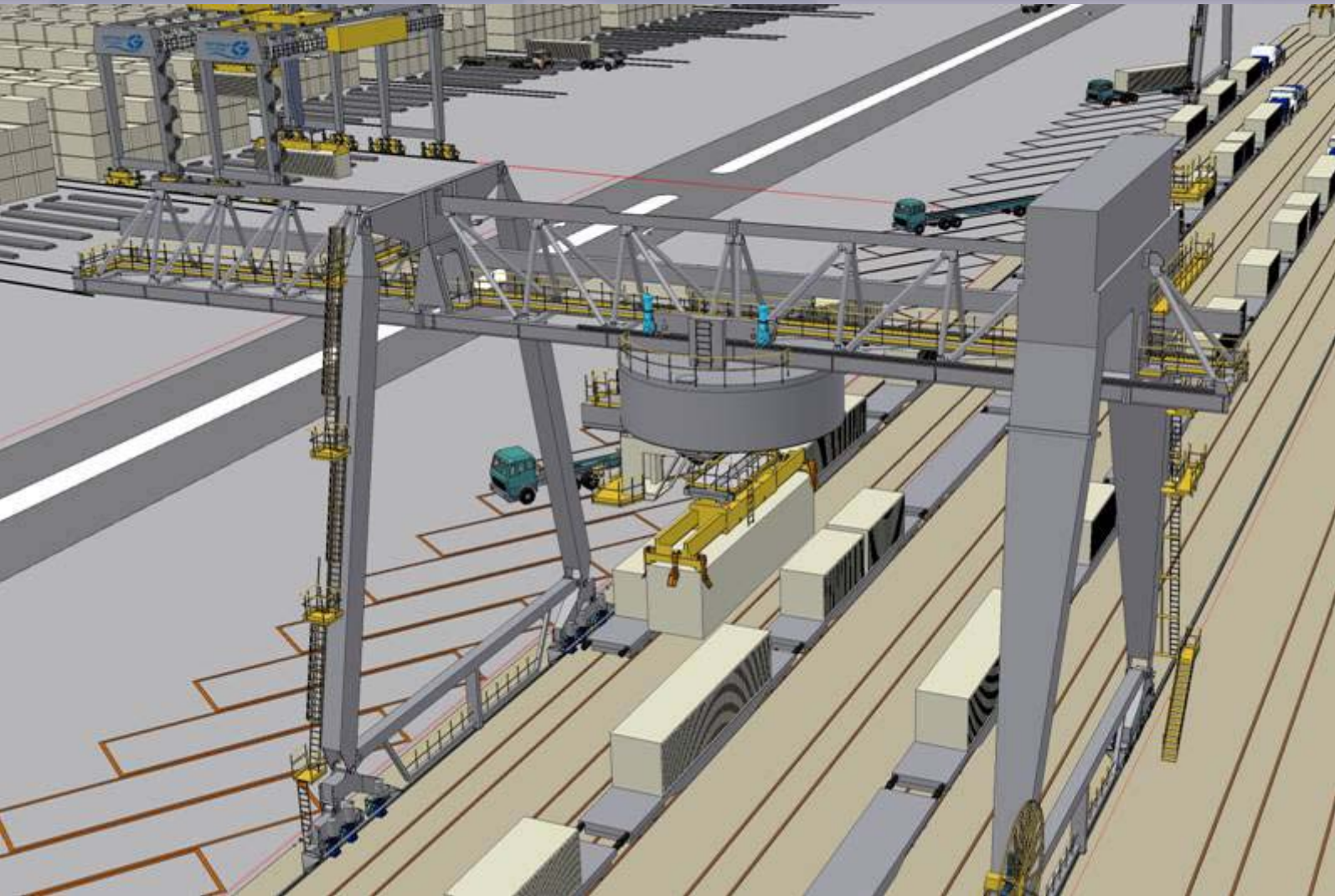
Deurganckdok: an artist impression



Deurganckdok: an artist impression



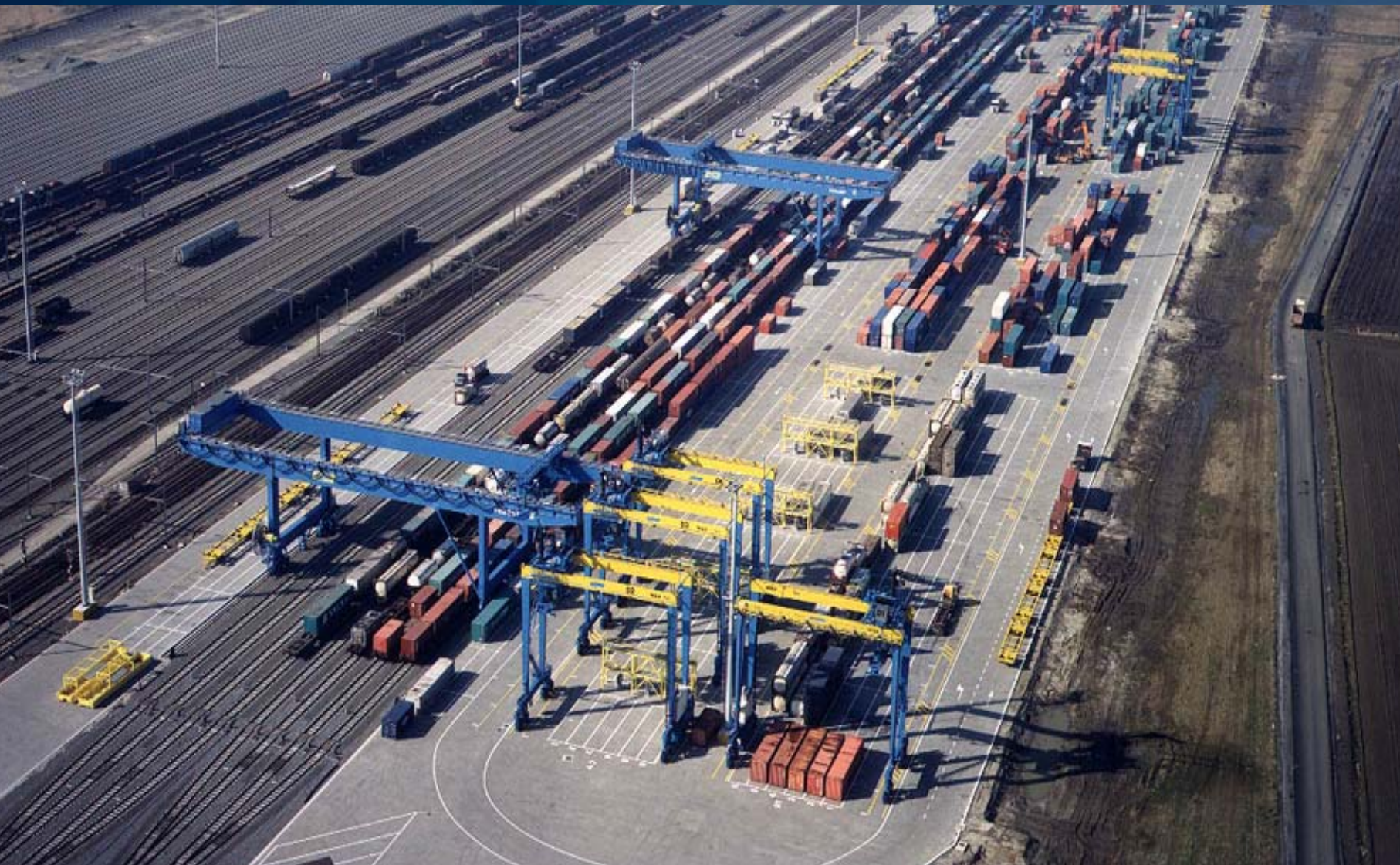
Deurganckdok: an artist impression



Deurganckdok: an artist impression



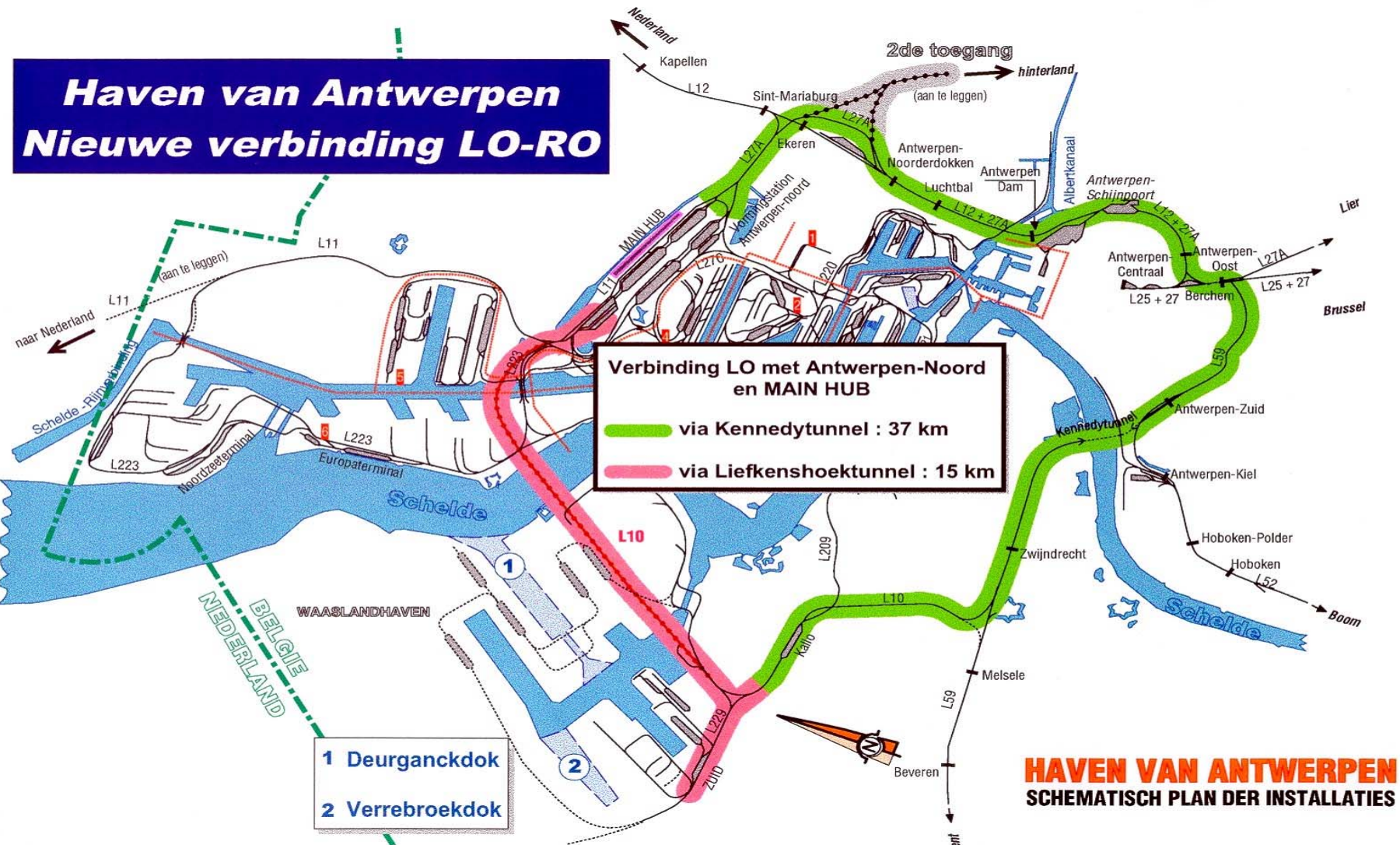
Container Main Hub



Rail infrastructure

Liefkenshoek raitunnel

Haven van Antwerpen
Nieuwe verbinding LO-RO



Iron Rhine

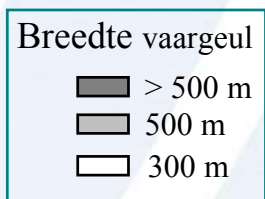


Maritime access

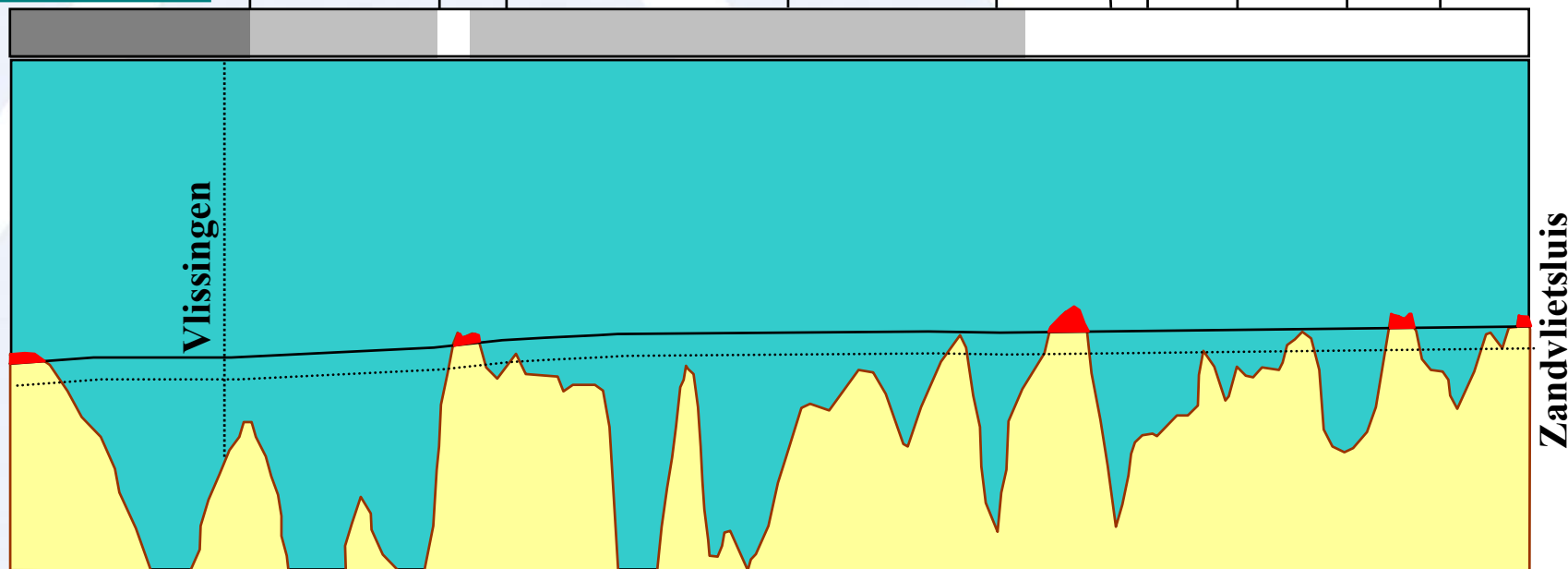
- ✓ Present draft : average vessel draft
 - 12,30 m (= 40'3") tidal-independant
 - 12,80 m (= 42') navigational window of 8 hours
 - 13,40 m (= 44') navigational window of 7 hours

- ✓ Future draft as from 2009 :
 - 13,10 m (= 43') tidal-independant

Maritime access



Honte
Borssele
Terneuzen
Hansweert
Valkenisse
Bath
Zandvliet



80

70

60

50

40

30

20

10

0 km

The Port of Antwerp

