Facts and figures Port of Antwerp

2nd European seaport
1. Rotterdam
2. Antwerp
3. Hamburg

Maritime cargo turnover 1946-2014

- Breakbulk: 10 m tonnes
- Liquid bulk: 63 m tonnes
- Dry bulk: 14 m tonnes
- Containers: 108 m tonnes

Total: 199 m tonnes
Facts and figures: total and container volumes

Maritime traffic (million tonnes)

Containers (tonnes):
2014: +5,6 %
2015 Q1: +8,5%

Containers (TEU):
2014: +4,5 % (8,96 mio)
2015 Q1: +9,5%

Containers:
Market leader
in 5 out of 6 tradelanes
Rail freight Importance

2014: 18 million tonnes (net)
> 1000 km tracks in the port
26 rail sidings
Each terminal has a rail connection
8 terminals for Intermodal Transports
Marshalling Yard Antwerp North
Shunting capacity of 4,000 wagons/day
Approx. 250 trains a day

Almost 50% of all Belgian rail in- and export has origin or destination Antwerp
Rail traffic in the Port of Antwerp

- Central node in the Trans European Rail network
- 18 million tons handled annually
- 13 rail European rail companies offering services
- Over 200 container rail services per week to 70 destinations in 19 countries.

All container rail services can be consulted on the Port of Antwerp Connectivity Platform: http://www.portofantwerp.com/en/connectivity
Ports are faced with 3 major challenges…

- Logistic chains
- Upscaling
- Sustainability
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
Bigger ships, bigger challenges...

How a 400m ship fills 30km of land transport vehicles per call

TRANSIMENT 2,400 TEU
CALL SIZE 8,000 TEU
HINTERLAND 5,600 TEU

RAIL 20% 14 trains
TRUCK 40% 1120 trucks
BARGE 40% 12 barges

80 TEU - 750m
2 TEU - 16.5m
196 TEU - 110m x 11m - 4 wide, 3 high
ULCC’s arrive on a weekly basis in Antwerp

Mv MSC Savona (14,000 TEU)

Mv Cosco Belgium (13,886 TEU)

Mv Edith Maersk (15,500 TEU)

Mary Maersk (18,270 TEU)
Modal split ambition of the Port of Antwerp

- **2014**
  - Total: 12%
  - Cont 2013: 39%
  - Truck: 49%
  - Barge: 57%

- **2030**
  - Total: 15%
  - Cont 2030: 42%
  - Truck: 40%
  - Barge: 43%
How to reach this projected modal split?

The Port of Antwerp hinterland strategy is based on 3 pillars

- Infrastructure
- Operational efficiency
- Collaboration
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Infrastructure investments
Liefkenshoek Rail Tunnel

• New, 16.2 km long connection between left- and right bank
• 2 electrified tracks
• 7.2 km in tunnels
• Investment € 765 million
• Capacity 109 freight trains/direction/day
• Direct, congestion-free route to Germany, France and the Netherlands
Infrastructure investments
Deurganckdok lock

- Second lock on the left bank of the river Schelde
- 500 meter long x 68 meter wide
- Total costs of 340 million euro
- Key infrastructural access to the left bank – Waaslandhaven
- Completion foreseen in 2016

“
It is impossible to stand beside the lock’s massive 28 metre tall concrete walls without being blown away by the scale of it.

Mark Hansford, deputy editor of New Civil Engineering"
How to reach this projected modal split?

The Port of Antwerp hinterland strategy is based on 3 pillars:

- **Infrastructure**
- **Operational efficiency**
- **Collaboration**
Joint-stock company established in 2013 by the Port Authority, Belgian federation of chemical industries (Essencia) and the federation of private port companies (Alfaport)

Aim = to support projects and (rail) companies to further **improve the single wagon load network** in the port;

Unique cooperation between port, terminals and industry improving rail in the Port of Antwerp
Efficiency - rail

Cooperation with Infrabel

- Set up of cooperation with Infrabel, the Belgian railway infrastructure manager
- Study on alternative traffic management systems aiming at the integration of operational traffic system Infrabel and Port of Antwerp
Efficiency - barge
Instream - 6 barge projects in port of Antwerp

What

- Innovative projects to raise the efficiency of inland navigation & promote the use of this mode
- In close cooperation with the different stakeholders

Advantages

- Efficient container handling in the Port of Antwerp:
  - Short waiting & lead times in the port
  - Realistic, well-coordinated time slots
  - Increased competitiveness & cost efficiency
  - Maximum use made of available resources and equipment
  - Rapid and reliable container handling and transit
  - Enhance safety & sustainability

The Port of Antwerp hinterland strategy is based on 3 pillars:

1. Infrastructure
2. Operational efficiency
3. Collaboration
Intermodal Solutions

“What can we do for you?”
Increasing complexity

(1) Within the port
(2) In the hinterland
(3) Through market fragmentation

Need to combine and coordinate efforts to bundle cargo throughout the total supply chain
Port of Antwerp Intermodal Solutions

Collaboration Port of Antwerp & Alfaport

**Benchmarking**
- Comparison connections, frequency and transport prices

**Development intermodal products**
- Screening demand/supply freight flows Flanders
- “Interface” to companies and matching commodity flows (bundling)
- (Counseling) support

**Information and communication**
- Offering accurate info
- Networking (“user group”, conferences, barge bar and rail café)
Do I have to put it on rail, road or barge???

Wait a second, I'll check the connectivity platform!
Port of Antwerp Connectivity Platform

Contains...

- General information about deepsea, shortsea and intermodal services

- 3 interactive tools:
  - **Maritime connection:** Antwerp arrival & departure list of sea-going vessels
  - **Terminal connection:** Interactive map with an overview of all the container terminals in the port and their services
  - **Intermodal connection:** Online search engine offering clear information regarding the intermodal connections & possibilities between the Port of Antwerp & the European inland terminals

Port of Antwerp Connectivity Platform

**Easy access to maritime and intermodal options to and from the Port of Antwerp**

Looking for an easy way for you to find out how to get your container cargo quickly, cost-efficiently and sustainably to and from the European hinterland via the Port of Antwerp? The Port of Antwerp Connectivity Platform is a user-friendly website offering clear information about the maritime and intermodal transport possibilities to and from the port, all centralised in one place.

**This platform creates transparency in the various intermodal options between our terminal and the Port of Antwerp**

Philippie Covers, Chief Operating Officer, BCT Niemen Meerhout

The platform contains information about 280 carriers, 200 container terminals and 70 transport operators from 15 European countries, which makes it a unique tool.

www.portofantwerp.com/en/connectivity