

## Port of Antwerp-Bruges

<b>Structure</b>	<b>History</b>	
<p>Port of Antwerp-Bruges is a limited liability company under public law, in which the City of Antwerp and the City of Bruges are the sole shareholders.</p> <p>Ownership of the shares is distributed as follows:</p> <ul style="list-style-type: none"> <li>• City of Antwerp: 80.2%</li> <li>• City of Bruges: 19.8%</li> </ul> <p>Registered office: Zaha Hadidplein 1, B-2030 Antwerp</p>	Early 2018	Start of discussions between the City of Antwerp and the City of Bruges with a view to closer collaboration
<p><b>Organisation</b></p> <p>Board of directors</p> <ul style="list-style-type: none"> <li>▪ Chair: Annick De Ridder</li> <li>▪ Vice-chair: Dirk De fauw</li> <li>▪ City of Bruges: 3 representatives, including vice-chair Dirk De fauw</li> <li>▪ City of Antwerp: 6 representatives, including chair Annick De Ridder</li> <li>▪ Independent members: 4 representatives</li> </ul>	June 2018	Economic complementarity and robustness study
<p>Executive Committee</p> <ul style="list-style-type: none"> <li>▪ Nominated CEO: Jacques Vandermeiren</li> </ul>	December 2019	Start of negotiations
	12 February 2021	Signature of the two-city agreement between the municipal executives of Antwerp and Bruges
	March 2021	<p>Under approval of the municipal councils of Antwerp and Bruges, after which the proposal will be referred to the competition authorities</p> <p>Launch of integration process</p>

*The transaction is subject to a number of customary suspensory conditions, including the need to obtain approval from the Belgian competition authorities. Both parties will endeavour to complete the transaction during the course of 2021.*

## A world port ...

By joining forces, the ports of Antwerp and Zeebrugge will **strengthen their position within the global logistical chain.**

	Port of Antwerp					Port of Zeebrugge					PoA + MBZ
	Landings (in millions of tonnes)		Cargoes (in millions of tonnes)		Total maritime freight traffic (in millions of tonnes)	Landings (in millions of tonnes)		Cargoes (in millions of tonnes)		Total maritime freight traffic (in millions of tonnes)	Total maritime freight traffic (in millions of tonnes)
Europe	52.6	46%	36.1	31%	88.7	17.7	74.4%	18.5	79.3%	36.2	124.9
North and Central America	17.2	15%	16.3	14%	33.5	1.2	5.1%	0.6	2.8%	1.8	35.3
South America	7	6%	6.9	6%	13.9	0.4	1.6%	0.2	0.7%	0.6	14.5
Near East	12.6	11%	16.6	14%	29.2	0	0%	0.1	0.3%	0.1	29.3
Middle and Far East	15.8	14%	22.3	19%	38.2	4	16.7%	3.6	15.5%	7.6	45.8
Africa	8.7	8%	17.7	15%	26.3	0.2	1.0%	0.1	0.2%	0.3	26.6
Oceania	0.2	0%	0.9	1%	1.1	0.2	0.9%	0.2	0.7%	0.4	1.5
	231					47					278

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Port of Antwerp-Bruges will become the **largest container port in Europe** (in tonnage) and will take up 13<sup>th</sup> position (in terms of TEU) on the list of the world's major ports. The merged port will also become **one of the largest break bulk ports** and the largest port for the throughput of vehicles in Europe. Furthermore, Port of Antwerp-Bruges will account for over 15% of Europe's gas transit and will become the largest port for cruise ships in the Benelux.

	Port of Antwerp	Port of Zeebrugge	PoA + MBZ
Containers	139.1 million tonnes 12 million TEU  40 crane movements per hour	17.9 million tonnes 1.8 million TEU	157 million tonnes 13.8 million TEU
Break bulk (excl. rolling stock)	7.4 million tonnes	0.6 million tonnes	8 million tonnes
Vehicles	3.9 million tonnes 768,625 new vehicles (not only cars)	14.2 million tonnes 2,191,299 new cars	18.1 million tonnes
Liquid bulk	69 million tonnes of which 2.3 million tonnes of gas	12.6 million tonnes of which 11 million tonnes of natural gas	81.6 million tonnes
Dry bulk	11.6 million tonnes	1.7 million tonnes	13.3 million tonnes
Passengers	33,397 cruise passenger movements (sea) and 113,975 (river)*  33 visits by cruise ships (sea) and 877 (river)*	715,142 cruise passenger movements and 306,530 ferry passenger movements or almost 2,800 per day*  149 visits by cruise ships*	862,514 cruise passenger movements*  1,059 visits by cruise ships*

\*figures relating to 2019

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**... that reconciles economy, people and climate**

	Port of Antwerp	Port of Zeebrugge
	11,246 ha or 16,600 football fields 900 companies 62,635 direct jobs €18,973,000,000 direct and indirect added value or 4.1% of GDP	2,857 ha or 4,220 football fields 400 companies 10,000 direct jobs €1,806,000,000 direct and indirect added value or 0.4% of GDP

Today, the ports of Antwerp and Zeebrugge combine a variety of transportation modes to serve consumers in Belgium and a large number of destinations across Europe. Port of Antwerp-Bruges will work to ensure that **freight transport to, from and inside the port areas is organised even more efficiently and sustainably**. As such, the transportation of goods by rail between the two sites will be bundled, estuary traffic (by inland navigation craft on the North Sea) will be optimised and pipeline connection using pipelines will also be on the list of priorities.

Road	78 million tonnes* 35% of maritime traffic*  358 km of roads within the port area	25.7 million tonnes* 56% of maritime traffic*  42,7 km of roads within the port area
Rail	15.3 million tonnes* 7% of maritime traffic*  1,047 km of railway track within the port area	5 million tonnes* 11% of maritime traffic*  187.3 km of railway track within the port area
Inland navigation	93.9 million tonnes* 42% of maritime traffic*	0.1 million tonnes* 0.3% of maritime traffic*
Shortsea	110.7 million tonnes 47.9% of overall maritime transshipment	36.2 million tonnes 77% of overall maritime transshipment

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Transshipment feeder	4.84 million TEU 40% of container transshipment	7.9 million tonnes* 17% of maritime traffic*
Estuary traffic	Figures are included under inland navigation	2.2 million tonnes* 5% of maritime traffic*
Pipelines	34.8 million tonnes* 16% of maritime traffic*  Over 48 different product pipelines 1,000 km of pipeline within the port area	4.8 million tonnes* 10% of maritime traffic*  Approximately 100 km of pipeline within the port area

\*figures relating to 2019

Port of Antwerp-Bruges will also resolutely take the lead in the **transition towards a low-carbon port**.

- Since 2019, Port of Antwerp and Port of Zeebrugge, together with five other leading players, have been taking steps towards the establishment of a hydrogen economy in Belgium. In the meantime, a study has clearly demonstrated that it is both technically and economically feasible to ship hydrogen to Belgium from other parts of the world where sun and wind are plentiful.
- The ambition of Port of Antwerp-Bruges is to become Europe's most important import hub for hydrogen.
- In collaboration with its industrial and maritime customers, Port of Antwerp-Bruges will carry out a further study into the opportunities in the area of CCUS (Carbon Capture Utilisation & Storage) and green methanol production from CO<sub>2</sub>.
- Both the port of Antwerp and the port of Zeebrugge are working to turn the transition towards a multi-fuel port into reality. One of the ways they are doing this is by bunkering products such as LNG as an alternative marine fuel.
- In the port areas of Antwerp and Bruges, there are 130 wind turbines. The use of solar panels within Port of Antwerp-Bruges will continue to increase.

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