

Zeebrugge equals volume 2007

The Zeebrugge port closes 2008 with a total cargo throughput of 42 million tons (*). This constitutes a status quo in comparison with the year 2007. In spite of the economic and financial crises which set in in the last quarter, the annual cargo throughput stood firm. It is striking that the Zeebrugge container transshipment and gas traffic withstood the recession.

Containers

Zeebrugge handled in 2008 a total volume of 2,200,000 TEUs ; this constitutes a growth of 8.7 % compared to 2007.

In tonnage the total container traffic rose by 4 % to 21.1 million tons ; the tonnage of the lolo containers even rose by 15 %.

The growth is registered in the deepsea segment. Zeebrugge enjoys the competitive advantage of being able to receive the largest container vessels in the world.

Today vessels up to 8,500-14,000 TEUs have become a reality. These vessels call weekly at Zeebrugge.

Zeebrugge developed into an important container hub by adding new container feeder services.

In 2008 the first estuary container vessels were deployed (m/s Amberes, m/s Deseo and m/s Tripoli). They ship container loads from Zeebrugge via the sea to the Scheldt estuary.

Roro

The roro volume amounted to 11.8 million tonnes. No less than 925,000 lorries transited through the port in 2008.

The setback of the British economy became apparent in the port. The slowing down already emerged in June and thus explains the decrease by 9.1 % in tonnage.

The freight services of Superfast Ferries to Rosyth (to be reopened in 2009 by Norfolkline) and Dartline to London were discontinued. A complete compensation by other freight services was not possible.

However, P&O Ferries (Tilbury) and Transfennica (Bilbao conro service) obtained good results in 2008 ; gradually the vessels were replaced by larger units.

() estimate on 22/12/2008*

New cars

Since October the car sector has a very rough time, which has inevitably a severe impact on the handling of new cars in the port.

Despite the strong results until October, the fast decrease in the last quarter resulted in a decrease on an annual basis of 6.8 %. The port handled 2,060,000 units. This is the first decrease since 1997.

Zeebrugge remains the largest car port in the world.

Liquid and solid bulk

The liquid bulk registered a growth of 6 % to 6,210,000 tonnes. 42 LNG vessels moored in the port, instead of 33 last year. Fluxys opened its fourth storage tank.

The access of this terminal was adapted in order to receive Q-flex vessels, the largest LNG tankers in the world.

The solid bulk decreased by 2.9 % to 1,960,000 tonnes.

Conventional cargo

The handling of conventional cargo amounted to 860,000 tonnes.

Cruises

The Zeebrugge port received 560,000 passengers.

A new gangway was deployed in the port for raising the comfort of passengers.

2009

The year end of 2008 was difficult. And also 2009 will start with difficulty.

Nevertheless, many Zeebrugge companies continue their investment programs, showing their faith in the growth of the port activity. And this applies for all sectors, which is the best guarantee for a balanced port development.

Outer port :

The Albert II container dock, fit for the largest carriers, will be accomplished.

PSA continues building its new container terminal at the north of the Albert II dock.

For APM Terminals the quay will be lengthened to 1,300 meters.

The terminal at the Britannia dock will be expanded with 7 hectares. Also a new jetty will be constructed for the Humbermax vessels of Cobelfret Ferries.

The ro-ro berths 110-113 will be reconverted.

The Border Inspection Post, which integrates customs, the veterinary control and the maritime police, is under construction and will be operational in 2009.

Inner port :

Bridgestone Logistics Europe starts a third expansion in 2009.

ICO will raise the activities at the Bastogne quay with new Mazda and Maruti/Suzuki traffics.

European Food Logistics is building a new refrigerated warehouse which will be opened in 2009.

In the Maritime Logistic Zone coffee manufacturer Efico has started the construction of its new distribution centre, which constitutes an investment of 25 million euros.

In the Southern Canal dock the new quay wall will be dredged.

The lengthening of the Canada quay is almost finished.

In 2009 the Bastogne quay will be lengthened as well.

In the Connection dock a deepsea roro jetty is under construction.

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