

Mathys, Claude

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Economic importance of the Belgian ports: Flemish maritime ports, Liège port complex and the port of Brussels – Report 2009

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ECONOMIC IMPORTANCE OF THE BELGIAN PORTS:

Flemish maritime ports, Liège port complex
and the port of Brussels – Report 2009



Working Paper Document

Claude Mathys

June 2011 **No 215**

Editorial Director

Jan Smets, Member of the Board of Directors of the National Bank of Belgium

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Abstract

This paper is an annual publication issued by the Microeconomic Analysis service of the National Bank of Belgium.

The Flemish maritime ports (Antwerp, Ghent, Oostende, Zeebrugge), the Autonomous Port of Liège and the port of Brussels play a major role in their respective regional economies and in the Belgian economy, not only in terms of industrial activity but also as intermodal centres facilitating the commodity flow.

This update paper¹ provides an extensive overview of the economic importance and development of the Flemish maritime ports, the Liège port complex and the port of Brussels in the period 2004 - 2009, with an emphasis on 2009. Focusing on the three major variables of value added, employment and investment, the report also provides some information about social balance and the financial situation in these ports as a whole. These observations are linked to a more general context, along with a few cargo statistics.

Annual accounts data from the Central Balance Sheet Office were used for the calculation of direct effects, the study of financial ratios and the analysis of the social balance sheet. The indirect effects of the activities concerned were estimated in terms of value added and employment, on the basis of data from the National Accounts Institute.

The developments concerning economic activity in the six ports in 2008 - 2009 are summarised in this table:

| Changes from 2008 to 2009 (in percentages) | Value added (current prices) | Employment (Full-time Equivalents) | Investment (current prices) | Tonnage (metric tonnes) |
|---|---------------------------------|---------------------------------------|--------------------------------|----------------------------|
| Flemish maritime ports | | | | |
| Direct | - 11.8 | - 2.5 | - 18.8 | - 14.3 |
| Indirect | - 1.6 | - 6.4 | | (seaborne) |
| Total | - 7.0 | - 4.7 | | |
| Liège port complex | | | | |
| Direct | - 7.3 | - 7.9 | + 28.4 | - 19.9 |
| Indirect | - 3.2 | - 6.7 | | (inland) |
| Total | - 5.3 | - 7.2 | | |
| Port of Brussels | | | | |
| Direct | + 0.3 | - 2.2 | - 28.6 | - 18.0 |
| Indirect | + 2.8 | - 6.8 | | (inland) |
| Total | + 1.5 | - 4.9 | | |
| Belgian ports | | | | |
| Direct | - 11.0 | - 3.0 | - 15.0 | - 14.7 |
| Indirect | - 2.3 | - 6.6 | | |
| Total | - 7.0 | - 5.0 | | |

¹ Update of Mathys C. (July 2010), *Importance économique des ports belges: Ports maritimes flamands, complexe portuaire liégeois et port de Bruxelles - Rapport 2008*, NBB, Working Paper No. 192 (Document series). All figures have been updated. This paper is available on the following address <http://www.nbb.be/doc/ts/publications/wp/wp192Fr.pdf>.

In terms of maritime cargo traffic, the downturn recorded during the last quarter of 2008 continued throughout 2009. Direct value added declined in all the ports in Flanders. Maritime branches as a whole contracted. Only the value added of the maritime branches in the port of Ostend remained stable. The non-maritime branches as a whole saw a contraction in all the Flemish ports. It was the port of Antwerp that suffered the most from the drop in the value added. Its maritime branches shrank by nearly one-third. While the non-maritime branches were slightly down. The port of Ghent recorded a bigger decrease in the non-maritime branches. Conversely, the value added in the port of Zeebrugge fell more sharply in the maritime branches.

Direct employment in the ports of Flanders as a whole declined during the year 2009. Except in Ghent, direct employment in the maritime branches fell in all the Flemish ports. Similarly, only one of them, the port of Ostend, recorded a rise in employment in the non-maritime branches. Thanks to this, it has been the only Flemish port to register direct employment growth.

Investment decreased in all the ports in Flanders. The decline in investment was between one-sixth and one-fifth in the ports of Ghent, Antwerp and Zeebrugge. While Ostend recorded a cut of more than one-third in its investment levels in 2009.

The volume of cargo handled in the port of Liège decreased strongly in 2009. Direct value added and employment registered a significant decline. Maritime and non-maritime branches were down for both value added and employment. Thanks to the "other services" branch of activity, investment rose steadily.

The volume of cargo handled at the port of Brussels declined in 2009. Value added in this port remained steady. But employment contracted slightly. After the growth seen in 2008, investment was down by more than a quarter.

This report provides a comprehensive account of these issues, giving details for each economic sector, although the comments are confined to the main changes that occurred in 2009.

Key words: branch survey, maritime cluster, subcontracting, indirect effects, transport intermodality, public investments.

JEL classification: C67, H57, J21, L22, L91, L92, R15, R34 and R41.

Corresponding author:

NBB, Microeconomic Information department, e-mail: claudio.mathys@nbb.be

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Research results and conclusions expressed are those of the author and do not necessarily reflect the views of the National Bank of Belgium or any other institution to which the author is affiliated. All remaining errors are ours.

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Foreword

Every year the National Bank of Belgium publishes an update of the study of the economic importance of the Flemish maritime ports, the Liège port complex and the port of Brussels. Two aspects of the sector's economic impact are highlighted: the direct effects and the indirect effects. The former concern the activities resulting from the presence of maritime and non-maritime sectors in or near the ports, while the latter relate to the value added and employment generated by suppliers and subcontractors serving these sectors and based in Belgium.

For the first time in this study, the NACE-BEL 2008 code has been used to select and classify companies by sector. The new nomenclature for classifying economic activities, the NACE-BEL 2008, is part of a major revision of international and European classification system for economic activities and products (NACE Rev.2) done by the European Commission². The change in the NACE-BEL codes applies to 2009. The process was conducted with a smooth transition in mind.

The statistical data cover the period 2004 - 2009, but only the main developments recorded in the period 2008 - 2009 are discussed in detail. The number of annexes is limited to³:

- the detailed social balance sheet for 2009
- the list of NACE-BEL 2008 branches.

The methodology remains unchanged: the criteria for selecting firms and the analysis are the same as in previous editions.

Following a brief introduction, the study is split into six parts devoted to the four Flemish maritime ports, the Liège port complex, and the port of Brussels. The principal trends identified in the "flash estimates" published in October 2010⁴ are confirmed in the report. Corrections specific to the individual companies that operate at the ports and the switch to NACE-BEL 2008 caused some changes in trend sizes. For the six ports overall, direct value added and direct employment moved a bit slower than what was indicated based on the "flash estimates" for 2009.

² For more information on the NACE-BEL 2008, please visit the "Statistics & Analyses" website of FPS Economy, SMEs, Self-employed and Energy (<http://statbel.fgov.be/en/statistics/figures/>)

³ The details of the distribution of the indirect effects per sector and the breakdown of the results of firms according to their size are available on request. All requests can be addressed to microeconomic.analysis@nbb.be.

⁴ See <http://www.nbb.be/doc/TS/Enterprise/Press/2010/cp101020En.pdf>.

Introduction

Objectives of the study and some comments on the methodology

The economic importance of the ports examined is analysed from three angles, namely the purely economic angle, and the social and financial angles. The study only covers firms belonging to branches of activity which have an economic link with the ports. That link is defined in relation to both a functional and a geographical criterion.

The main developments in the period 2004 - 2009 concern the study of the following variables:

- value added at current prices⁵: the value which a firm adds to its inputs during the financial year via the production process. The value added of a firm indicates its contribution to the wealth of the country or region (in percentages of GDP). In accounting terms, this is calculated as the sum of staff costs, depreciation and value adjustments, the operating profit or loss, provisions for liabilities and charges, and certain operating expenses;
- employment in full-time equivalents (FTE): the average workforce during the financial year. Direct employment only covers employees on the payroll of the businesses concerned, indirect employment also includes self-employed workers.
- investment at current prices⁶: this corresponds to the tangible fixed assets acquired during the year, including capitalised production costs.

The economic impact of the ports under review is described on the basis of these three variables. Employment and the social balance sheet are also taken into account in the analysis of the social impact. That section deals in particular with working time, labour costs, the extent to which use is made of external personnel, and the composition, movements and training of the labour force.

The financial analysis forms the third angle of the study; it is based on the examination of three financial ratios. These ratios are the return on equity after taxes, liquidity in the broad sense, and solvency.

The current edition presents a financial analysis of Belgian ports taken as a whole. Readers wishing to compare the financial ratios of an individual company with its sector ratios can find this information in the company reports published by the Central Balance Sheet Office. These company reports are composed of six parts⁷, one of which is devoted to comparing the financial ratios of the company with those of its sector, and another of which is devoted to situating the company in one of the six categories of financial health based on its composite financial health indicator. This comparison is more relevant than a comparison based principally on geographic location, which would include a variety of business activities.

The microeconomic data used were obtained from the annual accounts filed with the Central Balance Sheet Office⁸ and from the statistics produced by the National Accounts Institute (NAI⁹). The most recent annual accounts for the 2009 financial year included in this study were filed with the Central Balance Sheet Office in April 2011¹⁰. The figures for value added and employment, necessary to estimate the

⁵ Unless otherwise stated, the text always indicates value added at current prices. Developments at constant prices are explicitly mentioned. Value added at constant prices is calculated by means of the deflator of gross value added.

⁶ Unless otherwise stated, investment is always indicated at current prices in the text. Developments at constant prices are explicitly mentioned. Investment at constant prices is calculated by means of the deflator of gross fixed capital formation.

⁷ The six parts of the company report are: identifying company information, a summary of the principal annual financial statement items, a comparison of company ratios with those of its economic sector, a presentation of income and expense flows, a list of companies in the same economic sector, the company's positioning in one of the six pre-defined categories of financial health based on its composite financial health indicator.

⁸ A service of the National Bank's Microeconomic Information Department. See www.nbb.be / Central Balance Sheet Office.

⁹ The National Accounts Institute (NAI) set up by the law of 21 December 1994, links three institutions: the National Statistical Institute (NSI, now FPS Economy, SMEs, Self-employed and Energy – Directorate General of Statistics and Economic Information), the National Bank of Belgium and the Federal Planning Bureau. The NAI's duties include drawing up the real national accounts and the input-output tables which are needed to estimate the indirect effects. The latest available data for calculating the indirect effects in this study were the IOT for 2000 and the supply and use table for 2004.

¹⁰ Belgian firms are required to submit their annual accounts to the Central Balance Sheet Office by no later than seven months following the end of the financial year. A high proportion of firms -mainly small businesses or those in difficulties- fail to meet the obligation by that date. In April 2011, that percentage was close to zero and the impact on the figures is minimal.

indirect effects up to 2009, are also published by the NAI after a certain time lag. The latest updates were included in the calculations, while the methodology remained unchanged. For more information, see the 2004 report published in June 2006¹¹.

The NACE-BEL 2008 system replaced the NACE-BEL 2003 system for the purposes of selecting and ranking by sector the companies included in the 2009 report population. The NACE-BEL 2008 is the new classification system for economic activities employed by the Institute of National Accounts. The NACE-BEL 2008 is part of a major revision of international and European nomenclatures for economic activities and products (NACE Rev.2) done by the European Commission and approved by the European Parliament and the Council¹². In changing over to NACE-BEL 2008 in this report, special attention has been paid to making a smooth transition. The choice of which NACE-BEL 2008 categories to include in the report was based on the NACE-BEL 2003 categories chosen for previous reports. Because economic activities did not always fall into the same categories, some adjustments were made. These have to do mainly with more precise definitions of the activities found in the report or, conversely, the application of broader concepts as a function of changes in the nomenclature. Naturally, such adjustments were performed on the entire series, back to 2004, in order to avoid discrepancies that could make it difficult to interpret trends.

For the past two years, indirect effects have been calculated for each port separately. For ports with economic linkages between them, a portion of the indirect effect calculated by port is cancelled out when the calculation is done at a more aggregate level, i.e. for a group of ports. The sum of the indirect effects by port is thus greater than the total indirect effects calculated for the ports as a whole.

International environment

Global economic developments in 2009¹³

As a result of the worst economic and financial crisis since World War II, **global production and GDP** fell worldwide, for the first time since the 1930s. The GDP contraction affected a number of countries. Developed economies and European economies in transition were the hardest hit, whereas South and East Asia continued to grow. The global economy was expected to return to growth in 2010, but the pace of recovery likely varied from country to country.

In 2009, GDP shrank by 4.1 % in the euro area¹⁴. The US economy contracted by 2.6 %. Developed countries were confronted with, sluggish economic activity and rising unemployment and anaemic private sector lending. The robust measures enacted by governments to halt the downward spiral of the financial and economic system left public finances vulnerable, inducing a rapid rise in debt.

Emerging and developing countries, by contrast, experienced moderate GDP growth of 2.7 %. But there were substantial regional disparities: the CIS and Central and Eastern Europe – hit hard by a steep drop in capital inflows – experienced a net contraction, whereas emerging Asia - in particular China and India - posted growth of around 7.2 %. Growth stalled in Latin America and the Caribbean, compared with a slight growth in the Middle East, North Africa and sub-Saharan Africa.

World trade and maritime transport¹⁵

The plunge of the world industrial production in 2009 severely affected demand for commodities and energy and thus demand for maritime transport services. Actually, world trade volumes declined by around 11 %. Developed countries were hit hardest by the decline.

¹¹ The methodology is presented in the introduction by Lagneaux F. (2006), Economic importance of the Belgian ports: Flemish maritime ports and Liège port complex – report 2004, NBB, Working Paper nr. 86 (Document series) and set out in full in annexes 1 to 4. The study is available on the following address: <http://www.nbb.be/doc/ts/publications/wp/wp86En.pdf>.

¹² REGULATION (EC) No 1893/2006 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 20 December 2006 establishing the statistical classification of economic activities NACE Revision 2 and amending Council Regulation (EEC) No 3037/90 as well as certain EC Regulations on specific statistical domains

¹³ Main source for the section: IMF, *World Economic Outlook 2011 (April 2011)*.

¹⁴ Source: Eurostat, real GDP growth rate. The production trend excluding Estonia provided by the IMF is identical.

¹⁵ Main source: United Nations Conference on Trade and Development (2010), *Review of Maritime Transport 2010*, UNCTAD New York and Genève.

Due to the global crisis, **world export volumes** fell drastically (UNCTAD estimates the drop at just under 14 %, or 23 % in value terms). The trading volumes of the principal emerging and developed economies fell in 2009, with the exception of imports to China and India. Trade by developed countries fell faster than the world average. These countries are big importers of manufactured goods and consumer products and since these goods are often transported by container, there was naturally downward pressure on container transport. The latter part of 2010 brought some improvement, notably due to developing and transitional economies.

The year 2009 was marked by a 4.5 % drop in maritime trade volumes. Developing countries still account for the lion's share of this trade, with more than 60% of cargo loaded and 55 % of cargo unloaded. However, import volumes rose more rapidly and gained ground on export volumes. From a regional standpoint, Asia represents more than two-fifths of this trade.

In its study on European maritime transport statistics¹⁶, Eurostat estimates the decline in maritime traffic for European Union ports in 2009 at 12 %. Dry bulk goods fell by 19%, liquid bulk goods by 6 %, and container traffic by 11 %. The biggest declines were seen in Romania, Slovenia, Finland and Germany. Only Estonia experienced a positive trend due to the increase in the loading of petroleum products destined for the United States. Traffic in Malta was relatively stable.

The European Union's leading partner for maritime transport is Russia. The relationship is dominated by the transport of petroleum products.

The largest volumes of maritime traffic handled were by the UK, followed by the Netherlands. Inflows of goods and cargo made up 62 % of European traffic. Liquid bulk goods are the most significant type of material handled by most countries (42 %). Dry bulk goods account for just under one-quarter of traffic. However, in Poland, Latvia and Slovenia, the proportion is between 43 % and 48 %. Container traffic accounts for less than one-fifth of traffic, but is twice the proportion in Belgium and Germany.

Maritime freight services market

With the recession, demand for energy fell in late 2008 and remained weak in 2009. The result was a decline in **maritime trade by tanker** of these types of products (LNG, oil and petroleum products). The first half of 2009 was tough for the oil tanker transport sector. However, a harsh winter in northern Europe and an upswing in demand fuelled by relatively low oil prices resulted in brisker demand for oil later in the year.

In 2009, one-quarter of the capacity of the oil tanker fleet was not delivered by the scheduled date, and 34 VLCCs¹⁷ were used for oil storage. For the years ahead, the supply/demand balance in oil transport remains uncertain. The tanker transport market for petroleum products also spent the year 2009 in the doldrums, due to weaker demand both for distillates and other products used for industrial purposes and for gasoline and diesel for cars.

The market for **liquefied natural gas** exhibited some contrasts. LNG imports from the US rose by 28% in 2009, driven by a cold winter and low prices. However, with the expanded operation of unconventional gas reservoirs, the increase in imports is unlikely to last. Imports by major net-importing Asian countries and Europe fell in 2009. Due to the global economic crisis and a depressed market, numerous LNG projects were postponed. However, production is expected to increase in 2010, notably in Qatar.

For the first time since 1983, **transport of solid cargo**, both containers and dry bulk goods, fell. In 2009, trade in the top five dry bulk goods (iron ore, coal, grain, bauxite/alumina and natural phosphate) rose by 1.6 %. But this masks disparities between types of cargo: trade in bauxite, alumina and phosphate fell, whereas volumes of iron ore and coal rose. And yet, world steel production fell by nearly 8 % in 2009. However, the bulk market did better than expected, due principally to strong Chinese demand for iron ore and coal. Bolstered by government subsidies, Chinese steel production did not decline.

Container transport fell for the first time ever. As a result of the financial and economic crisis, consumer demand for manufactured goods and consumer durables declined. The majority of these goods are transported by container. All in all, container trade volume fell by 9 %.

¹⁶ Giuliano Amerini, Data in focus 44/2010, Maritime transport of goods – 4th quarter 2009, 10/11/2010, Eurostat, European Union 2010.

¹⁷ Very Large Crude Carrier

Structure of the world fleet

Over the 12 months from January 2009 to January 2010, **world commercial fleet tonnage** rose by 7 %. Liquefied natural gas tanker tonnage increased by a little less than 12 %. Bulk carriers remained the leading type of vessel in terms of tonnage with growth of just under 9 % over 12 months, whereas oil tankers posted growth of 7.6 % to come in second place. While the number of container ships rose only marginally, their tonnage increased by 4.5 %. In January 2010, the ten biggest maritime companies operated half of the fleet of container ships, which represented a very slight decline.

The average age of ships fell in 2009. By type of ship, the average fell the furthest for bulk carriers. Container ships are still the youngest fleet, with an average age of under 11 years. All categories combined, the average age is 23 years. In 2009, as many as 3,658 new ships were delivered. This new record is the result of orders placed before the crisis. Measured in deadweight tonnage, the delivery of new ships increased by 42 % year on year. In 2009, 1,205 boats were retired and, for the most part, demolished, despite a more than two-thirds drop in scrap metal prices between mid-2008 and the start of 2009. Three countries account for 90 % of the demolition market, namely China, India and Bangladesh. Under these conditions, the price of new and used ships fell sharply in 2009, with most decreases in the prices of used ships ranging from 40 % to nearly 70 % between 2008 and 2009. Freight transport prices and used ship prices react very rapidly to new market conditions (in this case, reduced demand for cargo transport paired with increased supply due to newly delivered ships), whereas the arrival of new maritime transport tonnage on the market is much less flexible.

Because of the lag between the time when a ship is ordered and when its construction is actually finished, new ships were delivered in 2009 despite the steep drop in demand as a result of the crisis. In the **container ships sector**, the return to owners of excess tonnage, demolition, laying up and reduction in navigation speed made it possible to stabilise freight transport prices after a significant drop. Transport prices began to decline in the second half of 2008 and continued to fall over the first four months of 2009 before stabilising through the end of the year. Comparing the third quarter of 2009 to the year-earlier period, average freight prices for the three principal commercial routes fell by between 13 % and 36 %. Numerous statistics tell the same story and confirm the downturn in freight transport prices on commercial lines in 2009.

In the **tanker market**, freight transport prices remained mired at a low level in 2009. Weak demand for refined products and abundant inventories were the principal culprits. But the situation was aggravated by the delivery of new ships. Overall, in 2009, the fleet of tankers expanded by 5.2 % in deadweight tonnage terms, forcing shipping lines to use some vessels as floating storage tanks.

Maritime ports

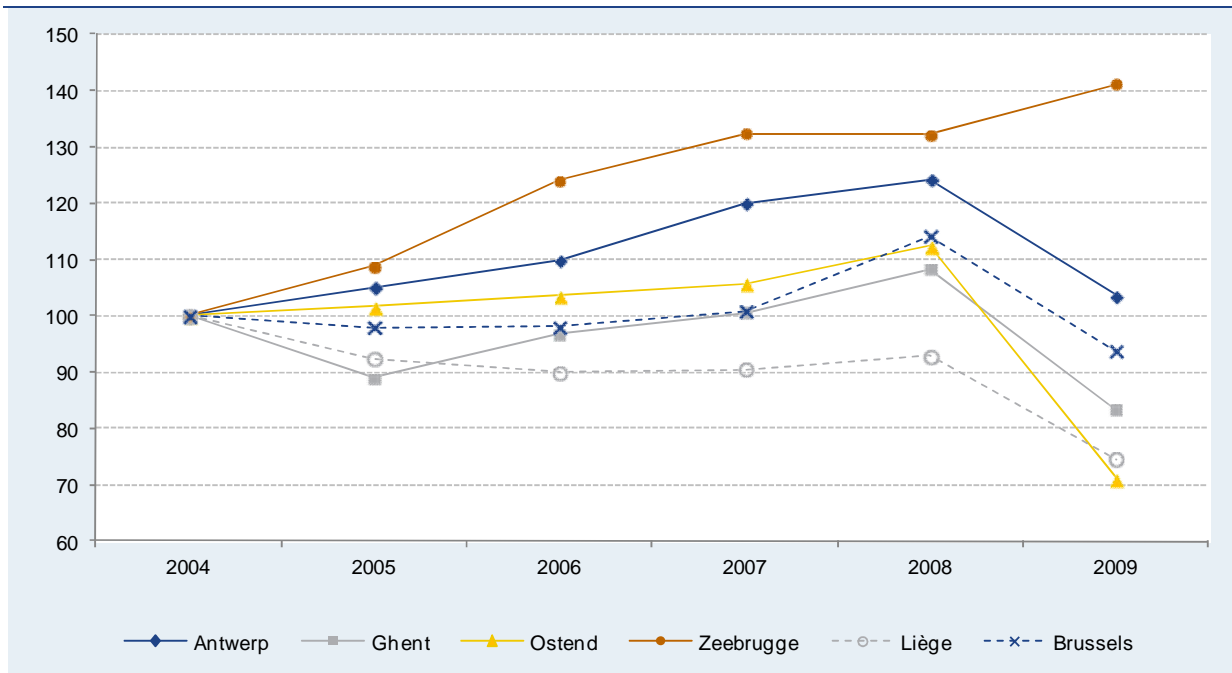
Ports naturally also felt the effect of the economic crisis, which ultimately hurt demand for consumer goods from late 2008. Although the year 2008 started off with very good results, the abrupt slowdown in the fourth quarter – while not preventing a full-year increase – sapped growth in volume handled. For example, for the full year 2008, the increase in container volumes handled, measured in TEU, was only around 4.5 %. Preliminary 2009 figures indicate a drop of around 10 %. Growth at Chinese ports, excluding Hong Kong, plummeted from 12 % in 2008 to -6 % in 2009. Volumes handled by the world's 20 largest container terminals grew by 5 % between 2007 and 2008, then fell by just over 10 % the following year. The world's five biggest ports experienced decreases in traffic ranging from 10 % to 15 %. UNCTAD also observed that in addition to their role as regional gateway ports, maritime ports also increasingly play a role in transshipment to regional transport services, particularly for lines serving the major maritime routes.

1 ECONOMIC IMPORTANCE OF THE BELGIAN PORTS

Having set in at the end of 2008 following the financial crisis, the economic crisis persisted throughout 2009. In an adverse economic climate featuring a slump in demand, most Belgian ports saw a steep decline in their traffic. For the year as a whole, traffic, value added, employment and investment were down at the six Belgian ports, viewed overall.

1.1 Traffic in the Belgian ports

CHART 1 CARGO TRAFFIC IN THE BELGIAN PORTS
(indices 2004 = 100)



Sources: *Jaaroverzicht Vlaamse havens 2008* of Vlaamse Havencommissie, Port of Brussels and Autonomous Port of Liège.

The decline in Belgian port traffic that began in 2008 was felt acutely in 2009, with the notable exception of the port of Zeebrugge. The cargo volumes transhipped by the four Flemish maritime ports in 2009 was down 14 % from the year before. The port of Ostend was the hit the hardest. The Cobelfret shipping line's decision to suspend and then terminate service between Ostend and the UK was a serious blow to its ro-ro traffic. And unlike other Flemish ports, ro-ro traffic is a majority of Ostend's operations. This aggravated the termination's impact on the port's overall traffic. For all of the Flemish maritime ports combined, ro-ro traffic fell by 27 %. The ports of Ghent and Zeebrugge saw their traffic decline by around one-fifth, Antwerp's performance was in line with the Flemish ports' average, and Ostend's traffic slumped by more than 40 %¹⁸.

With respect to container traffic, Zeebrugge was the only port not to lose volume. Its container traffic actually grew by 17 %, just missing the 25 million tonnes mark in volumes handled. The port of Ghent fell back below its 2007 level, down 5 %, but containers now represent 2 % of its traffic because the decline was less than that of other types of cargo, such as ro-ro or dry bulk goods. Container traffic in the port of Antwerp fell by nearly 14 % in volumes, to a level midway between its 2006 and 2007 levels, i.e. 87 million tonnes. This represents 55 % of port traffic, compared with just under 54 % the year before. For all Flemish maritime ports combined, container traffic fell by 8.5 % in 2009. Expressed in TEU, the decline was more than 11 %. For both Antwerp and Zeebrugge, we can deduce a declining number of empty containers transhipped.

Conventional general cargo traffic fell in Antwerp and Ghent, but held steady in Ostend and was relatively stable in Zeebrugge. The declines in Antwerp and Ghent were severe, respectively 38 % and

¹⁸ Results calculated using ro-ro traffic excluding containers.

24 %. The slowdown in activity in the metalworking and automotive industries is partly to blame for this poor showing. With transshipment of 10 million tonnes for Antwerp and 2 million tonnes for Ghent, they remain the two principal Belgian ports for this type of cargo. The port of Zeebrugge managed to maintain its 2008 level, but this type of traffic still represents less than 2 % of the port's overall maritime traffic.

The transshipment of liquid bulk cargo rose slightly in the ports of Antwerp and, much more markedly, Zeebrugge. It represents one-quarter of all traffic at the port of Antwerp, compared with just one-fifth in 2008. That makes it three years that traffic has exceeded the 39 million tonnes mark without breaking the 40 million threshold. The amount transshipped in the port of Zeebrugge rose from 6.2 million tonnes to nearly 8 million tonnes. This growth is partly attributable to the unloading of liquid natural gas. The volume of liquid bulk traffic at the port of Ostend is weak, and even though it contracted significantly, the drop had little effect on the port's overall traffic. The volume of liquid bulk transshipment at the port of Ghent fell by 2 % but remained substantially stronger than in 2007.

The volume of dry bulk were hit hard by the economic crisis of 2009. All Flemish maritime ports posted negative trends for the year. Antwerp felt the biggest decline, down 36 %, due to a considerable drop in transshipment volumes for ore and coal. Ghent, which has a sizeable metalworking industry, also experienced a significant decline, down 28 %. Ostend's volumes dropped back in line with 2007. The transshipment of dry bulk goods in Zeebrugge was also considerably weaker. However, this type of traffic has represented less than 5 % of total traffic for the past five years.

TABLE 1 MARITIME TRAFFIC IN THE FLEMISH PORTS IN 2009

(in millions of tonnes, unless otherwise stated)

| | Antwerp | Ghent | Ostend | Zeebrugge | Total | Change from 2008 to 2009 (in p.c.) | Share in 2009 (in p.c.) |
|--|----------------|---------------|--------------|---------------|----------------|------------------------------------|-------------------------|
| Containers | 87,248 | 418 | 0 | 24,890 | 112,556 | - 8.5 | 49.2 |
| <i>Change 2008 - 2009 (p.c.)</i> | - 13.9 | - 5.3 | - | + 17.4 | | | |
| Roll-on/roll-off ¹⁹ | 3,203 | 1,324 | 3,949 | 9,514 | 17,991 | - 27.1 | 7.9 |
| Conventional general cargo ²⁰ | 10,450 | 2,359 | 15 | 866 | 13,691 | - 34.6 | 6.0 |
| Liquid bulk | 39,522 | 3,725 | 15 | 7,993 | 51,256 | + 3.8 | 22.4 |
| Dry bulk | 17,384 | 12,960 | 1,391 | 1,598 | 33,332 | - 31.9 | 14.6 |
| TOTAL | 157,806 | 20,787 | 5,370 | 44,862 | 228,826 | - 14.3 | 100.0 |
| <i>Change 2008 - 2009 (p.c.)</i> | - 16.7 | - 23.1 | - 36.7 | + 6.8 | | | |

Source: *Jaaroverzicht Vlaamse havens 2009* of Vlaamse Havencommissie.

The economic crisis took a heavy toll on the port of Liège, which is an important logistical link for the steel-making industry. All together, its water transport traffic fell by 20 % in 2009, to slightly over 16 million tonnes. The volumes of coal, lignite, ore and metals transshipped fell sharply. One reason for the steep drop was the temporary closure of the last active furnace in Liège at the Ougrée site and of the Chertal steel factory. By contrast, the categories of wood and wood products; agricultural products, ancillary raw materials and waste; and refined petroleum products saw their volume increase.

The port of Brussels was also affected by the drop in trade. It was unable to maintain its record 2008 performance, with its own traffic falling from 4.9 million to 4 million tonnes, an 18 % drop. Building materials fell by 21 % and now represent only half of traffic. Petroleum products, which account for more than one-quarter of volumes loaded and unloaded in the port, contracted by 6 %. The decrease in agricultural and food products reached more than 20 %. Container terminal traffic fell from 18,000 TEU in 2008 to 13,500 TEU in 2009.

¹⁹ Abbreviated as ro-ro. Horizontal handling of goods using wheeled equipment inside and outside the ship, unlike lo-lo (lift-on/ lift-off), which entails vertical handling. The ro-ro data presented in this report do not take into account containerised cargo, this category of goods being included in the line entitled "containers".

²⁰ The term "general cargo" comprises the following categories: containerised goods, ro-ro and conventional general cargo.

1.2 Competitive position of the Belgian ports

To refine the analysis of the competitive position of the Flemish maritime ports, all cargo traffic is compared with that of the other ports in the Hamburg - Le Havre range²¹. The share of the four Flemish ports in that range was down very slightly, but was still close to 23 % in 2009. The decline in the volume transhipped was therefore slightly above the average for the range.

All ports in the Hamburg-Le Havre range saw their traffic fall in 2009. The hardest hit was the **port of Dunkirk**, which saw transhipped volumes fall by 22 %. The declines were most severe in bulk goods, with a 16 % fall in liquids and 35 % drop in solids. Most of the port of Dunkirk's liquid bulk goods are hydrocarbons. Crude oil volumes, all of which are inflows, fell by 29 %. Refined hydrocarbons declined by 8 %. Ores, which account for more than half of dry bulk goods, plunged by 40 %, and coal dropped by 37 %. Volumes of cereals and sand contracted by around 9 %. Container and ro-ro traffic were spared, losing only 1 % and 2 % respectively. The latter benefited from an excellent performance by Norfolkline in passenger traffic and passenger vehicles. Overall, general cargo traffic fell by 6 %.

The **port of Hamburg** did marginally better, with a 21.4 % drop in volumes handled, which amounts to a loss of 30 million tonnes. Imports decreased by 24 %, whereas exports fell by 17 %. General cargo, which is the port's biggest business, was the main culprit, with a 25 % decline. Bulk goods fared better, down just over 13 %. Measured in TEU, container transshipment fell by 28 %, or 7 million TEU. Traffic with Asia contracted by 1.3 million TEU to 4.2 million TEU in 2009.

Traffic at the **port of Bremen** fell by 15 %. Of the 63 million tonnes handled in 2009, 55 million were general cargo and 10 million were bulk goods. The port was hit by the severe slowdown in the automobile industry. The port's car traffic fell by 40 % to 1.2 million units. Container transshipment volumes fell by 1 million TEU, or 17 %.

With a transshipment volume of 387 million tonnes, making it the biggest port in the range, the **port of Rotterdam** managed to limit the drop in its traffic to 8 %. Dry bulk goods traffic fell 29 % to 67 million tonnes. Ore traffic was cut in half to 23 million tonnes, and coal contracted by 12 %. Agricultural bulk goods lost just over one-fifth. Among liquid bulk goods, the drop in crude oil unloaded (-6 %) and other liquid bulk goods (-16 %) was offset by the increase in quantities of petroleum products handled (+23 %). Overall, liquid bulk goods rose by 1 % to 196 million tonnes. General cargo fell by 8 % to 122 million tonnes. Container traffic fell 6 % but managed to remain above the 100 million tonnes mark. Measured in TEU, the decline was just under 10 %. Ro-ro traffic contracted by one-tenth to 16 million tonnes.

The **port of Amsterdam** experienced the least negative change in the range. Its excellent result was made possible by liquid bulk goods, whose volumes rose 13 % to 38.1 million tonnes on the back of strong refined products (+15 %). Dry bulk volumes handled, by contrast, fell 12 % to 30.9 million tonnes. Coal lost 15 % and animal feed dropped 7 %. Overall, bulk goods were relatively stable. General cargo plunged 38 % to 4.3 million tonnes. In this category, the number of containers expressed in TEU collapsed by more than 50 %.

In the **Zeeland Seaports** area, which includes the ports of Vlissingen and Terneuzen, traffic fell by just over 13 %, bringing volumes close to 2003 levels. The decline was more pronounced at Vlissingen (-18 %) than at Terneuzen (-7 %). The volume of petroleum products handled rose by 4 %. By contrast, agricultural products lost more than one-quarter of their traffic, and solid fuels, 11 %. Transshipment of chemical products fell by 5 %, and that of fertilisers by 16 %.

Like most ports, the **port of Le Havre** experienced diminished traffic in 2009. However, the downturn was relatively limited, with transhipped volumes down just over 8 % to 73.8 million. Dry bulk goods suffered the most, down nearly 18 %. Apart from coal, which fell only 11 %, other types of bulk goods lost more than 20 %, led by a 48 % decline in animal feed. Transshipment of general cargo fell by 9 %. Within this category, container traffic was down 11 %. Lastly, liquid bulk goods lost 7 %, and unloading of crude oil, which represents two-thirds of this traffic, fell 9 %.

²¹ For the purposes of this study, the range comprises the ports of Amsterdam, Antwerp, Bremen, Dunkirk, Ghent, Hamburg, Le Havre, Rotterdam, Zeebrugge, Ostend, and the Zeeland Seaports complex (port of Terneuzen and Flessingue).

TABLE 2 TOTAL MARITIME TRAFFIC IN THE HAMBURG - LE HAVRE RANGE (INCLUDING OSTEND, TERNEUZEN AND VLISSINGEN)

(in millions of tonnes, unless otherwise stated)

| Port | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Annual average change from 2004 to 2009 (in p.c.) | Change from 2008 to 2009 (in p.c.) | Average share in the range from 2004 to 2009 (in p.c.) | Share in 2009 (in p.c.) |
|--|--------------|--------------|----------------|----------------|----------------|----------------|--|---------------------------------------|---|----------------------------|
| Antwerp | 152.3 | 160.1 | 167.4 | 182.9 | 189.4 | 157.8 | + 0.7 | - 16.7 | 16.2 | 15.6 |
| Ghent | 25.0 | 22.2 | 24.1 | 25.1 | 27.0 | 20.8 | - 3.6 | - 23.1 | 2.3 | 2.1 |
| Ostend | 7.5 | 7.7 | 7.8 | 8.0 | 8.5 | 5.4 | - 6.6 | - 36.7 | 0.7 | 0.5 |
| Zeebrugge | 31.8 | 34.6 | 39.5 | 42.1 | 42.0 | 44.9 | + 7.1 | + 6.8 | 3.8 | 4.4 |
| Total Flemish ports | 216.6 | 224.5 | 238.8 | 258.1 | 266.9 | 228.8 | + 1.1 | - 14.3 | 23.0 | 22.7 |
| Amsterdam ²² | 51.9 | 53.8 | 61.0 | 65.4 | 75.8 | 73.2 | + 7.1 | - 3.5 | 6.1 | 7.2 |
| Bremen | 52.3 | 54.2 | 64.6 | 69.1 | 74.5 | 63.1 | + 3.8 | - 15.3 | 6.0 | 6.2 |
| Dunkirk | 51.0 | 53.4 | 56.6 | 57.1 | 57.7 | 45.0 | - 2.5 | - 22.0 | 5.1 | 4.5 |
| Hamburg | 114.5 | 125.7 | 134.9 | 140.4 | 140.4 | 110.4 | - 0.7 | - 21.4 | 12.3 | 10.9 |
| Le Havre | 76.2 | 75.0 | 73.9 | 78.8 | 80.5 | 73.8 | - 0.6 | - 8.4 | 7.3 | 7.3 |
| Rotterdam | 352.6 | 370.3 | 381.8 | 409.1 | 421.1 | 387.0 | + 1.9 | - 8.1 | 37.2 | 38.3 |
| Zeeland Seaports ²³ | 30.0 | 30.5 | 30.2 | 33.0 | 33.3 | 28.8 | - 0.8 | - 13.5 | 3.0 | 2.9 |
| <i>Total for the 12 ports</i> | <i>945.1</i> | <i>987.5</i> | <i>1,041.8</i> | <i>1,110.9</i> | <i>1,150.3</i> | <i>1,010.0</i> | <i>+ 1.3</i> | <i>- 12.2</i> | | |
| <i>Total world traffic</i> | <i>6,846</i> | <i>7,109</i> | <i>7,682</i> | <i>7,984</i> | <i>8,210</i> | <i>7,843</i> | <i>+ 2.8</i> | <i>- 4.5</i> | | |
| Share for the 12 ports in world traffic (in p.c.) | 13.8 | 13.9 | 13.6 | 13.9 | 14.0 | 12.9 | | | | |

Sources: For the traffic in the range: port authority data - including the port of Rotterdam statistics - and *Jaaroverzicht Vlaamse havens 2009* of Vlaamse Havencommissie; for world traffic: Unctad, *Review of Maritime Transport 2010*.

Overall, the Hamburg-Le Havre range therefore felt the impact of the global crisis of 2009, with the volume of transshipments down by 8.6 %. Only three ports in the range, Amsterdam, Le Havre and Rotterdam, saw their traffic decline by less than 10 %. In the other ports, traffic diminished by more than a tenth, and was actually down by a fifth at the ports of Dunkirk and Hamburg.

The year 2009 was a tough one for German ports, and the **port of Duisburg** was no exception. The port's water traffic fell from 51 million to 34.5 million tonnes, a 32 % drop. Total trade (by ship, railroad or truck) for the port was a bit better, down 19 % to 44 million tonnes. The volume of crude oil and chemical products contracted by 3 %. Coal and steel traffic, however, plunged. The number of containers handled, expressed in TEU, declined by 4 %.

The Ports of Paris saw their traffic increase by 3 % to 20 million tonnes despite the economic slowdown that plagued 2009. Growth was seen in loading, whereas unloading decreased somewhat. Transshipped volumes of food products, cereals, flours and crude oil rose by 16 %, and that of scrap metals and building debris by respectively 23 % and 24 %. Building materials traffic was fairly stable, holding steady at just under 15 million tonnes. The number of containers increased by one-fifth in 2009 to 138,919 TEU.

Table 3 reveals the major impact of the crisis on traffic at the inland ports. Except at the Ports of Paris, traffic volumes have dropped to levels well below those recorded in 2003. The port of Brussels experienced the smallest decline, with an average fall of 1.3 % over five years, whereas traffic at the port of Duisburg declined on average by 6.9 % per year. In contrast, at the Ports of Paris, traffic increased by 2.2 % on average over the past five years, despite the falls in 2007 and 2008.

²² The figures stated here refer to the port of Amsterdam only, and not the entire complex which also includes the ports of Beverwijk, Velsen/IJmuiden and Zaanstad.

²³ Zeeland Seaports = Vlissingen and Terneuzen

TABLE 3 CARGO TRAFFIC BY SHIP IN THE PORTS OF DUISBURG, PARIS, LIÈGE AND BRUSSELS

(in millions of tonnes, unless otherwise stated)

| Port | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Annual average change from 2004 to 2009 (in p.c.) | Change from 2008 to 2009 (in p.c.) |
|------------------------|--------|--------|--------|--------|--------|--------|--|---------------------------------------|
| Duisburg ²⁴ | 49,200 | 49,100 | 50,300 | 52,900 | 51,000 | 34,500 | - 6.9 | - 32.4 |
| Paris | 19,597 | 20,781 | 22,257 | 21,921 | 19,778 | 20,214 | + 0.6 | + 2.2 |
| Liège ²⁵ | 22,134 | 20,461 | 19,932 | 20,033 | 20,578 | 16,484 | - 5.7 | - 19.9 |
| Brussels | 4,279 | 4,191 | 4,200 | 4,317 | 4,889 | 4,011 | - 1.3 | - 18.0 |

Sources: Port of Duisburg, Autonomous Port of Paris, Autonomous Port of Liège and Port of Brussels.

1.3 Direct and indirect value added in the Belgian ports

Following the 2008 financial crisis, economic activity in Belgium contracted in 2009. Value added was down in all sectors of market activity, but industry and construction were the worst affected. The economic situation had repercussions on employment: around 16,000 jobs were lost in 2009. This decline was more marked in industry, but was also evident in construction. In services, growth slackened pace. As a consequence the volume of both exports and imports declined by more than 10 % in 2009.

The value added created in the Belgian ports fell by 11 % in 2009. The biggest fall was seen at the port of Antwerp, where value added was 14.8 % down. In the port's maritime cluster, value added slumped by almost 33 %. In the non-maritime cluster, the decline in the value added of fuel production had a big influence on the overall result. In the same cluster, the decline in trade which had begun in 2005 persisted. The ports of Zeebrugge and Liège recorded a reduction in value added of 7.3 % each. At Zeebrugge, the maritime cluster contracted sharply while the non-maritime cluster achieved variable results, with a decline for industry and land transport and a slight increase for the other sectors. In the port of Liège, though the maritime cluster is also shrinking, it is the sharp contraction in the sectors of the non-maritime cluster, more specifically chemicals and metalworking, that is decisive for the overall picture. The value added of the port of Ghent was down in both the maritime cluster and the non-maritime cluster, but it was the latter that saw the biggest changes, with a steep decline in value added in chemicals and car manufacturing. The value added in metalworking, already hard hit in 2008, continued to fall. At Ostend, the maritime cluster remained stable, but the decline in the non-maritime cluster dragged total value added down with it. Despite a contracting maritime cluster, the port of Brussels succeeded in maintaining value added growth, mainly thanks to its chemicals sector, which made good the 2008 losses.

For the first time in five years, indirect value added recorded a fall. This was due to the reduction in value added produced in the ports combined with a contraction in the value added created at national level. However, this decline was limited to 2.3 % and was not concentrated on a few branches of activity but instead was spread across the majority of branches.

Value added of the firms located outside the ports declined in 2009, driven down mainly by the shipping company segment which lost almost half of its profits. Several firms in this segment suffered a loss of turnover, either because of a sharp reduction in their activities after two years of sustained growth, or because of the decline in freight rates owing to the strong competition in the sector at the time.

By volume, the direct value added of the Belgian ports was down by 12.1 %. The total value added of the ports was 7 % lower, disregarding the price effect. In volume, the reduction was 8.1 %. The volume of indirect value added showed a smaller decline than the direct figures, and thus moderated the fall. The share of direct value added in Belgium's GDP was down by 0.5 % at 4.4 %. Total value added represented 8.5 % of Belgium's GDP (-0.5 %).

²⁴ The traffic considered here is the total of the cargo handled in all Duisburg Ports, thus, totalling the duisport Group and the private company ports.

²⁵ The traffic considered here is the total of the cargo handled on the public and private quays.

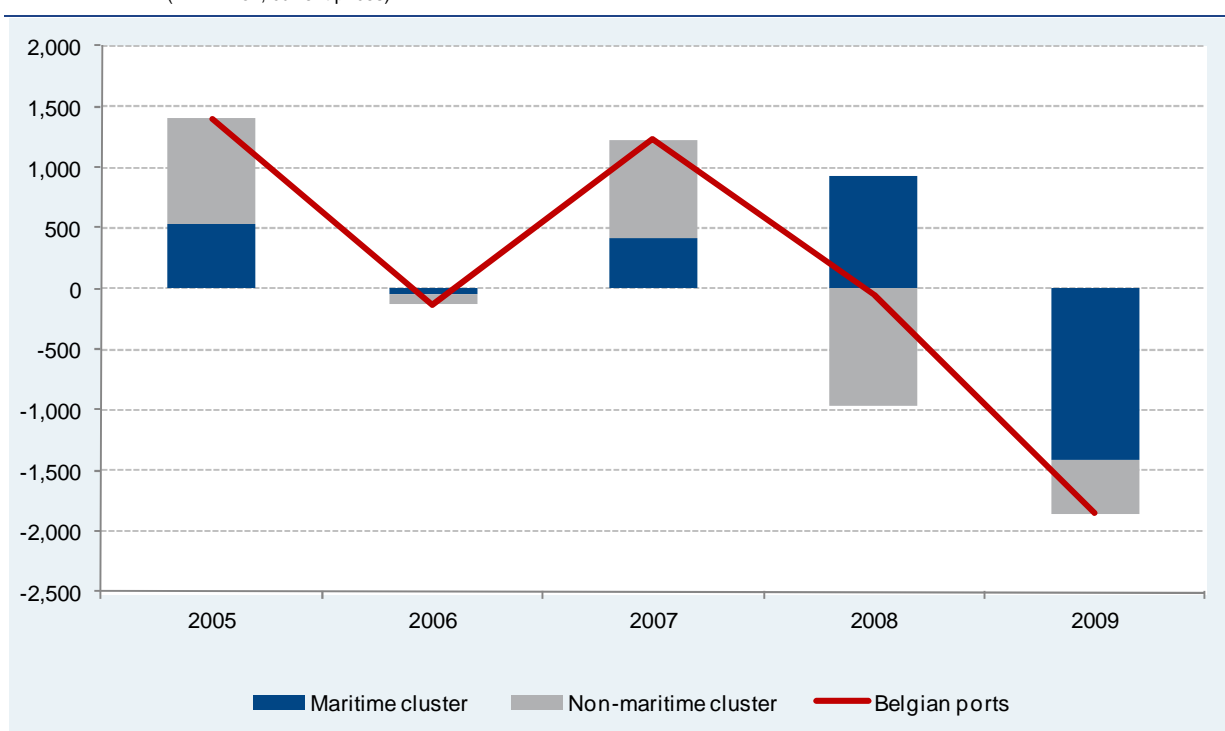
TABLE 4 VALUE ADDED IN THE BELGIAN PORTS

(in € million - current prices)

| | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Relative share in 2009 (in p.c.) | Change from 2008 to 2009 (in p.c.) | Annual average change from 2004 to 2009 (in p.c.) |
|--|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------------------------------|---------------------------------------|--|
| 1. DIRECT EFFECTS | 14,380.5 | 15,782.2 | 15,649.3 | 16,880.4 | 16,826.1 | 14,972.6 | 100.0 | - 11.0 | + 0.8 |
| Antwerp | 8,257.3 | 9,352.4 | 9,091.4 | 9,825.7 | 10,086.6 | 8,590.9 | 57.4 | - 14.8 | + 0.8 |
| Ghent | 3,251.5 | 3,383.3 | 3,456.9 | 3,744.7 | 3,258.2 | 3,093.6 | 20.7 | - 5.1 | - 1.0 |
| Ostend | 354.9 | 393.6 | 408.6 | 436.2 | 477.3 | 457.2 | 3.1 | - 4.2 | + 5.2 |
| Zeebrugge | 795.5 | 793.9 | 840.3 | 895.1 | 947.7 | 878.7 | 5.9 | - 7.3 | + 2.0 |
| Liège | 1,203.7 | 1,256.5 | 1,276.7 | 1,381.1 | 1,444.4 | 1,338.9 | 8.9 | - 7.3 | + 2.2 |
| Brussels | 517.7 | 602.5 | 575.4 | 597.6 | 611.8 | 613.4 | 4.1 | + 0.3 | + 3.5 |
| Outside the ports (p.m.) ²⁶ ... | 91.0 | 112.7 | 76.8 | 83.4 | 124.2 | 104.3 | - | - 16.0 | + 2.8 |
| 2. INDIRECT EFFECTS | 11,845.1 | 12,307.8 | 12,905.9 | 13,687.8 | 14,273.4 | 13,952.1 | - | - 2.3 | + 3.3 |
| TOTAL VALUE ADDED | 26,225.6 | 28,090.0 | 28,555.2 | 30,568.2 | 31,099.4 | 28,924.7 | - | - 7.0 | + 2.0 |

Source: NBB (calculations based on the Belgian accounts filed with the Central Balance Sheet Office, and the Belgian IOTs)²⁷.**CHART 2 CHANGE IN DIRECT VALUE ADDED**

(in € million, current prices)



Source: NBB (calculations based on the Belgian accounts filed with the Central Balance Sheet Office).

²⁶ The firms in certain maritime branches may be selected from anywhere in the country, since their definition is sufficient in itself to link them to the port activity. These are branches directly connected with the activity of the seaports. Their results are therefore allocated among the Flemish ports, using the formula for the allocation of value added per branch. For each year and for each branch, this formula is calculated on the basis of the ratio between the direct value added generated in a given Flemish port and the direct value added generated in all the Flemish maritime ports. The line "Outside the ports (p.m.)" included in the tables 4, 5 and 6 collates these data, which are also allocated respectively in the tables showing value added, employment and investment in chapters 2 to 5 on the line entitled "Allocation (p.m.)".

²⁷ This methodological framework entails that some data, such as those related to foreign firms, are not taken into account.

1.4 Direct and indirect employment in the Belgian ports

Direct employment was down by 3 % in 2009 and total employment including indirect effects dropped by 5 %. Indirect employment therefore declined faster than direct employment. This fall in indirect employment was more marked in the fuel production sector, chemicals, metalworking, car manufacturing and other supporting transport activities.

As in 2008, direct employment in the port of Antwerp suffered mainly from a marked decline in car manufacturing. There was also a significant fall in the case of cargo handling and shipping agents and forwarders. In the port of Ghent, car manufacturing, metalworking and to a lesser extent chemicals had a very negative impact on employment. In the port of Ostend, the expansion of employment in the non-maritime cluster made up for the decline in the maritime cluster. In the port of Zeebrugge, cargo handling, other industries and road transport were the sectors with the biggest job losses, though many activities were affected. In the Liège port complex, the slump in metalworking depressed total employment. In the port of Brussels, employment declined in 2009. Job losses were most significant in cargo handling and chemicals.

TABLE 5 EMPLOYMENT IN THE BELGIAN PORTS
(FTE)

| | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Relative share in 2009 (in p.c.) | Change from 2008 to 2009 (in p.c.) | Annual average change from 2004 to 2009 (in p.c.) |
|---|----------------|----------------|----------------|----------------|----------------|----------------|-------------------------------------|---------------------------------------|--|
| 1. DIRECT EFFECTS | 119,970 | 120,670 | 121,034 | 122,805 | 123,853 | 120,097 | 100.0 | - 3.0 | + 0.0 |
| Antwerp | 61,931 | 62,550 | 63,275 | 64,156 | 64,054 | 62,577 | 52.1 | - 2.3 | + 0.2 |
| Ghent | 27,038 | 27,203 | 27,109 | 27,385 | 27,643 | 26,733 | 22.3 | - 3.3 | - 0.2 |
| Ostend | 4,441 | 4,445 | 4,634 | 4,839 | 5,025 | 5,079 | 4.2 | + 1.1 | + 2.7 |
| Zeebrugge | 10,390 | 10,162 | 10,492 | 10,483 | 10,889 | 10,480 | 8.7 | - 3.8 | + 0.2 |
| Liège | 11,729 | 11,568 | 11,016 | 11,375 | 11,581 | 10,670 | 8.9 | - 7.9 | - 1.9 |
| Brussels | 4,442 | 4,743 | 4,509 | 4,567 | 4,662 | 4,559 | 3.8 | - 2.2 | + 0.5 |
| <i>Outside the ports (p.m.)²⁸ ..</i> | <i>1,860</i> | <i>1,979</i> | <i>2,605</i> | <i>2,617</i> | <i>2,752</i> | <i>2,787</i> | <i>-</i> | <i>+ 1.3</i> | <i>+ 8.4</i> |
| 2. INDIRECT EFFECTS | 142,013 | 141,263 | 144,722 | 150,879 | 156,893 | 146,572 | - | - 6.6 | + 0.6 |
| TOTAL EMPLOYMENT | 261,982 | 261,932 | 265,756 | 273,684 | 280,747 | 266,669 | - | - 5.0 | + 0.4 |

Source: NBB (calculations based on the Belgian accounts filed with the Central Balance Sheet Office, and the Belgian IOTs).

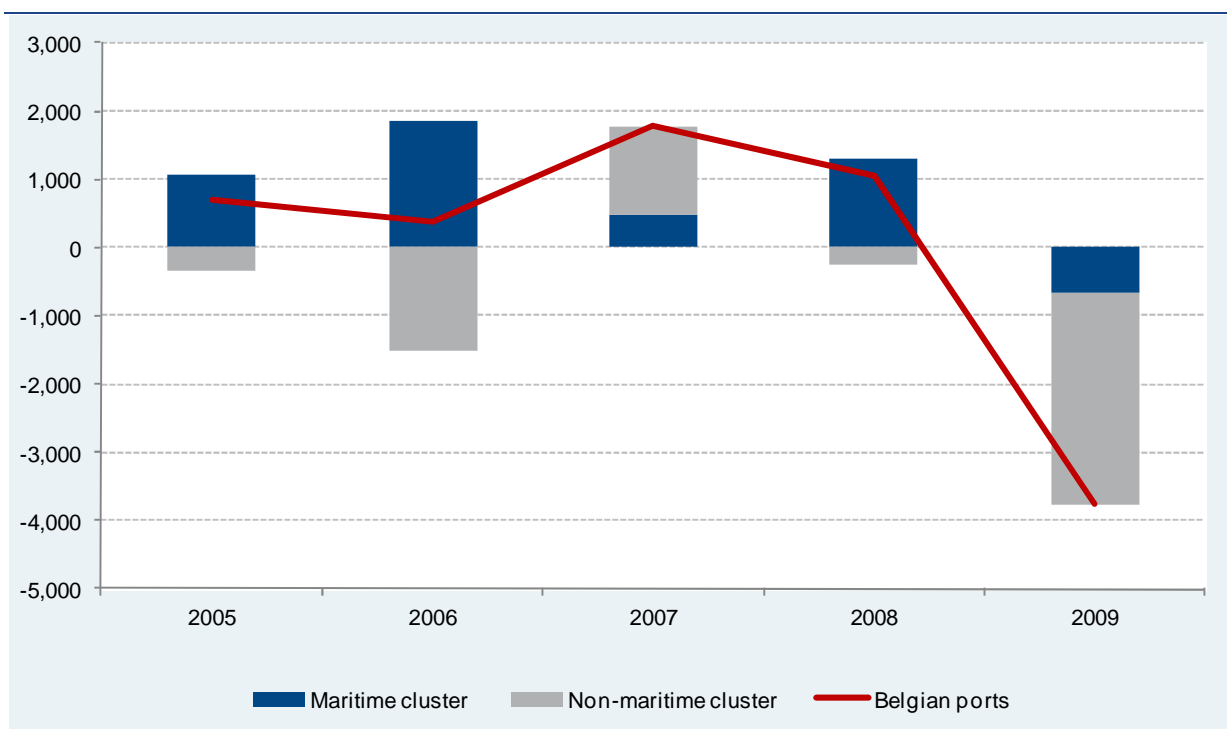
In 2009, the workers employed in the Belgian ports represented 3.1 % of Belgian domestic employment²⁹. That is the same as the 2008 figure. Altogether (including indirect employment), the Flemish ports accounted for 10.4 % of employment in Flanders, and the Belgian ports represented 6.8 % of employment in Belgium. These last two figures are down against 2008.

In companies outside the ports, employment declined again in the fishing segment, but also in shipping companies. It expanded in shipbuilding and repair, and shipping agents and forwarders. Finally, it remained stable in cargo handling.

²⁸ These figures stand for the activity of the maritime enterprises located outside the port limits and are divided among the Flemish ports according to the breakdown of value added.

²⁹ Source: National Accounts Institute (2010), *National accounts. Detailed accounts and tables 2000-2009*.

CHART 3 CHANGE IN DIRECT EMPLOYMENT
(FTE)



Source: NBB (calculations based on the Belgian accounts filed with the Central Balance Sheet Office).

1.5 Investment in the Belgian ports

Direct investment in the ports was down by 15 %. Only the Liège port complex recorded higher investment; in the other ports, investment declined. The port of Ghent saw the smallest reduction. In the maritime cluster, investment remained relatively stable. However, it declined in the non-maritime cluster where all sectors of activity were affected. In industry, the growth in energy and construction did not entirely offset the contraction in the other segments. In the port of Antwerp, both the maritime and the non-maritime cluster recorded a fall. Shipping companies, cargo handling and chemicals saw the biggest reductions in value terms. Conversely, there was a strong increase in investment in energy and other services. In the port of Zeebrugge, investment increased in the maritime cluster, but in the non-maritime cluster it was slashed by more than a third in value. In industry, it was down by over 40 %, in land transport the reduction came to almost two-thirds and in other logistic services investment was down by a third. Trade alone recorded an increase, doubling its investment. In the port of Ostend, investment fell in the maritime cluster and in most of the sectors in the non-maritime cluster. However, other logistic services did record an increase thanks to the public sector. In the port of Brussels, investment was down by about a quarter in the maritime cluster and practically 30 % in the non-maritime cluster. It was strongest in the trade sector. Finally, investment in the Liège port complex was up by 28.4 % despite a steep decline in the maritime cluster. In the non-maritime cluster, industry was hard hit by the slowdown in fuel production and metalworking, but thanks to a dramatic expansion in other services the total for the cluster showed a strong increase.

Investment in companies outside the ports increased in 2009. This growth was due mainly to the waterway transport auxiliary services with, in particular, a big rise in investment by the Waterwegen en Zeekanaal company, including renovation of the Evergem lock. The company also inaugurated a bridge over the Scheldt between Temse and Bornem, and carried out work on the Lys, including work to enlarge the draught.

TABLE 6 INVESTMENT IN THE BELGIAN PORTS

(in € million - current prices)

| | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Relative share in 2009 (in p.c.) | Change from 2008 to 2009 (in p.c.) | Annual average change from 2004 to 2009 (in p.c.) |
|---|----------------|----------------|----------------|----------------|----------------|----------------|-------------------------------------|---------------------------------------|--|
| Antwerp | 2,645.6 | 3,925.9 | 2,603.5 | 3,341.3 | 3,638.2 | 2,970.1 | 66.0 | - 18.4 | + 2.3 |
| Ghent | 336.4 | 350.6 | 392.6 | 687.8 | 701.8 | 595.7 | 13.2 | - 15.1 | + 12.1 |
| Ostend | 84.7 | 98.6 | 76.9 | 155.6 | 184.1 | 116.3 | 2.6 | - 36.8 | + 6.5 |
| Zeebrugge | 199.6 | 409.4 | 305.5 | 305.7 | 256.3 | 201.3 | 4.5 | - 21.4 | + 0.2 |
| Liège | 142.5 | 140.6 | 158.7 | 341.9 | 436.6 | 560.8 | 12.5 | + 28.4 | + 31.5 |
| Brussels | 130.8 | 77.7 | 94.3 | 60.8 | 79.0 | 56.4 | 1.3 | - 28.6 | - 15.5 |
| <i>Outside the ports (p.m.)³⁰ ..</i> | <i>77.8</i> | <i>129.2</i> | <i>156.6</i> | <i>243.6</i> | <i>216.1</i> | <i>278.5</i> | <i>-</i> | <i>+ 28.8</i> | <i>+ 29.0</i> |
| DIRECT INVESTMENT | 3,539.6 | 5,002.8 | 3,631.5 | 4,893.2 | 5,296.0 | 4,500.5 | - | - 15.0 | + 4.9 |

Source: NBB (calculations based on the Belgian accounts filed with the Central Balance Sheet Office).

1.6 Breakdown of the variables by company size³¹

Note that the distribution of the firms according to size depends on the format of the annual accounts filed by the firms. Thus, companies submitting their annual accounts to the Central Balance Sheet Office in the full format are considered to be large firms. The SME category covers companies submitting their annual accounts in an abbreviated format. In 2009, large firms represented 38 % of the total number of firms, 95 % of value added and 94 % of investment. In terms of jobs, they employ 92 % of workers. The representativeness of large firms for these three figures has therefore hardly changed at all over a year.

TABLE 7 BREAKDOWN OF FINDINGS IN THE BELGIAN PORTS IN 2009

| Ports | Number of firms ³² | | Direct value added (in € million) | | Direct employment (FTE) | | Direct investment (in € million) | |
|-------------------------|-------------------------------|--------------|--------------------------------------|--------------|----------------------------|--------------|-------------------------------------|--------------|
| | Large firms | SMEs | Large firms | SMEs | Large firms | SMEs | Large firms | SMEs |
| Antwerp | 784 | 979 | 8,084.3 | 297.6 | 54,793 | 3,447 | 2,547.9 | 131.5 |
| Ghent | 261 | 314 | 2,957.6 | 107.0 | 25,068 | 1,290 | 540.3 | 40.1 |
| Ostend | 51 | 170 | 354.9 | 48.6 | 3,381 | 740 | 66.3 | 8.9 |
| Zeebrugge | 132 | 258 | 670.0 | 93.7 | 7,139 | 1,406 | 140.0 | 22.7 |
| Liège | 99 | 73 | 1,312.0 | 27.0 | 10,278 | 392 | 557.1 | 3.7 |
| Brussels | 93 | 198 | 552.6 | 56.8 | 3,659 | 818 | 43.1 | 13.3 |
| Outside the ports | 40 | 372 | 42.2 | 62.1 | 2,176 | 611 | 250.2 | 28.3 |
| TOTAL | 1,460 | 2,364 | 13,973.6 | 692.7 | 106,495 | 8,704 | 4,144.9 | 248.5 |

Source: NBB (calculations based on the Belgian accounts filed with the Central Balance Sheet Office).

1.7 Social balance sheet in the Belgian ports³³

The social balance sheet presents a coherent set of data on various aspects of employment in firms: composition of the workforce, staff rotation, type of employment contracts, standard of education, working time, labour costs, job promotion measures and training efforts. The results presented below

³⁰ These figures stand for the activity of the maritime enterprises located outside the port limits and are divided among the Flemish ports according to the breakdown of value added.

³¹ Enterprises are deemed large if they use the full model to file their annual accounts.

³² For each port, this is the number of firms located in the port zone. A firm may in fact be recorded in more than one port. The results of the public sector are not included in this table.

³³ The national data mentioned were taken from P. Heuse and H. Zimmer (2010). The comparisons are merely an indication, since only firms filling their social balance sheet for a period of 12 months ending on 31 December were taken into account in that study. This is a smaller population.

concerning direct employment in the six Belgian ports are not exhaustive. The figures are based on a constant sample³⁴ relating to the period 2007 - 2009. The detailed figures for 2009 are shown in Annex 1.

1.7.1 Working time and labour costs

The average number of workers entered in the staff register is declining, as is the number of hours actually worked. The average number of hours worked per FTE therefore fell again in 2009, but much more dramatically than in 2008. This corresponds to the similar but slower trend evident at national level. The average number of hours worked per FTE declined in all the ports. The figures exceed the average at three ports: Ostend, Zeebrugge and Brussels. Examination of the statistics for all the ports shows that the shipping companies and the port construction and dredging sector record significantly higher average figures. The same applies to Antwerp. At Ghent, the average hours worked per FTE in the construction sector and the food industry are particularly high. At Ostend, port construction and dredging again tops the list, accompanied by trade. At Zeebrugge, the figure has slumped in the case of metalworking and other industries. At the Liège port complex, it is cargo handling that has the highest average. At the port of Brussels, the level of the index is in inverse proportion to the number of FTEs employed in the activity.

After increasing in 2008, staff costs were down in 2009. The analysis of annual staff expenses per full-time equivalent reveals a 2.6 % decline in 2009³⁵. It was at Ostend that these costs were lowest. The fishing and food industry sectors recorded particularly low figures, driving down the figures for the port. At Antwerp, the second port in terms of average annual staff expenses per FTE, in the case of the non-maritime cluster these costs were highest in the energy sector, chemicals and fuel production, and in the maritime cluster in the sectors with the highest average number of hours worked, i.e. shipping companies and port construction and dredging. In the Liège port complex, the food industry had particularly high average annual staff expenses³⁶. In the port of Brussels, the chemicals segment dominates the statistics, so that this port recorded the highest figure in the series.

Average staff costs per hour worked increased again overall between 2008 and 2009. That trend is also evident for the economy as a whole, but the average is lower. For the ports, this ratio is particularly low in the fishing sector and in road transport. Conversely, the ratio is highest in fuel production.

TABLE 8 HOURS WORKED AND ASSOCIATED COSTS OF INTERNAL HUMAN RESOURCES
(reduced population: constant population)
(percentage change compared with the previous year, unless otherwise stated)

| | 2007 | 2008 | 2009 |
|--|--------|--------|--------|
| Change in the average number of employees on the staff register (p.c.) | | + 0.7 | - 3.6 |
| Change in the number of hours actually worked (p.c.) | | + 0.4 | - 8.5 |
| Change in staff costs (p.c.) | | + 3.5 | - 5.8 |
| Average number of hours worked per annum per full-time equivalent (<i>hours</i>) | 1,537 | 1,533 | 1,455 |
| Average annual staff costs per full-time equivalent (<i>euros</i>) | 67,544 | 69,486 | 67,896 |
| Average staff costs per hour worked (<i>euros</i>) | 44 | 45 | 47 |

Source: NBB (full presentation accounts only).

1.7.2 Composition of the workforce

The representativeness of white-collar workers in the staff of firms at the Belgian port sites remained stable in 2009. It is still the shipping agents and forwarders, port trade and fuel production sectors which have the highest proportion of white-collar staff. The proportion of blue-collar staff is highest in shipbuilding and repair, and in car manufacturing. There was no significant change in the proportion of blue-collar and white-collar staff in the various ports in 2009. In the Flemish ports and the Liège port

³⁴ The constant sample was determined on the basis of the firms which filed full-format accounts throughout the period 2007 - 2009, and completed the items in the social balance sheet required for this study. The constant sample comprises 930 firms and 102,758 FTE's, or 24.9 % of the firms considered for this study in 2009 and 85.6 % of the direct employment calculated in this study.

³⁵ Note that these are amounts at current prices.

³⁶ Note that staff costs may also include the costs relating to restructuring or reorganisation.

complex, blue-collar staff make up the majority of the workforce: 51.4 % in Antwerp, 64.2 % in Ghent, 64.1 % in Ostend, 54.7 % in Zeebrugge and 52.6 % in the Liège port complex. Conversely, in the port of Brussels, white-collar workers make up the majority of the manpower (62.2 %).

The percentage of women working at the port sites has been stable for the past three years, and is well below the national average. The percentage of part-time workers is still low, but did increase in 2009. The same trend is evident at national level. The proportion of full-time workers is between 91.8 % and 93 % in the ports of Antwerp, Ghent, Ostend and Brussels; it is higher in Liège (96 %) and lower in Zeebrugge (89 %). Port construction and dredging, port authorities and cargo handling are the sectors of activity with the highest proportion of full-time workers.

Some adjustments were apparent in the information reported for the level of education. That is probably because this item was only introduced recently in the social balance sheets. The results for the past two years therefore need to be treated with some caution. The proportion of workers holding higher education qualifications, whether or not graduated of a university, among the staff of firms at the Belgian port sites increased for both women and men in 2009, at the expense of persons holding certificates of primary and secondary education.

TABLE 9 INTERNAL WORKFORCE AT THE END OF THE FINANCIAL YEAR
(reduced population: constant population)
(share as percentage of the total)

| | 2007 | 2008 | 2009 |
|--|------|------|------|
| By professional category | | | |
| White-collar | 41 | 42 | 42 |
| Blue-collar | 56 | 55 | 54 |
| Other staff | 3 | 3 | 3 |
| By sex | | | |
| Males | 84 | 84 | 84 |
| Females | 16 | 16 | 16 |
| By working time | | | |
| Full-time | 91.9 | 91.6 | 90.5 |
| Part-time | 8.1 | 8.4 | 9.5 |
| By educational level | | | |
| Males | | | |
| Primary education (p.c.) | | 20.0 | 17.9 |
| Secondary education (p.c.) | | 58.7 | 58.4 |
| Higher non-university education (p.c.) | | 15.2 | 16.1 |
| University education (p.c.) | | 6.2 | 7.6 |
| Females | | | |
| Primary education (p.c.) | | 9.6 | 7.6 |
| Secondary education (p.c.) | | 50.9 | 50.0 |
| Higher non-university education (p.c.) | | 28.6 | 30.1 |
| University education (p.c.) | | 10.9 | 12.3 |

Source: NBB (full presentation accounts only).

1.7.3 External staff

In parallel with the development at national level, the proportion of external staff declined in 2009. Of all the segments in the study, cargo handling made logically the most use of external staff in 2009, followed by shipping agents and forwarders and the food industry. As in 2008, it was the port of Zeebrugge that used the most external staff, and the port of Brussels that used the fewest.

Port trade, fuel production and the metalworking industry are the sectors with the highest average hourly cost of external staff. Conversely, the cost is lowest in fishing and the energy industry, but the latter sector of activity makes little use of hired staff. The ports of Ostend and Brussels have the lowest average hourly cost for external staff, the highest figure being recorded in the port of Zeebrugge.

TABLE 10 HIRED TEMPORARY STAFF AND STAFF PLACED AT THE ENTERPRISE'S DISPOSAL
(reduced population: constant population)
(percentage change compared with the previous year, unless otherwise stated)

| | 2007 | 2008 | 2009 |
|---|------|-------|--------|
| Share of external staff in total employment (on the basis of the number of hours actually worked) (share as percentage of the total) | 14.5 | 14.2 | 12.6 |
| Change in the number of hours actually worked | | - 2.4 | - 17.9 |
| Change in costs | | + 2.5 | - 26.3 |

Source: NBB (full presentation accounts only).

1.7.4 Staff turnover

Net staff recruitment declined in 2009. The same was true at national level. During 2009, net recruitment was negative in the great majority of sectors of activity. Fishing, port authorities, fuel production, the food industry and other land transport were the only activities where the workforce expanded.

All the ports recorded negative net recruitment. In the port of Antwerp, cargo handling, shipping agents and forwarders, car manufacturing and chemicals industry were the segments where the workforce contracted the most. In the port of Ghent, the number of staff leaving significantly outweighed the number taken on in car manufacturing and metalworking, whereas the opposite applied in cargo handling. The port of Ostend recorded a particularly high net outflow of workers in chemicals, road transport and shipping companies. In the port of Zeebrugge net job losses were particularly high in electronics and shipping agents and forwarders. In the Liège port complex, metalworking dominates all the statistics, with net job losses exceeding 1,500 units. In Brussels, the chemical industry formed the sector with the highest net job losses.

Among the reasons cited for termination of the employment contract, there was a big increase in the proportion of voluntary departures and retirement, including early retirement. At national level the situation remained unchanged for early retirement, with an increase in normal retirement, redundancies and termination of temporary contracts.

TABLE 11 STAFF TURNOVER
(reduced population: constant population)
(share as percentage of the total, unless otherwise stated)

| | 2007 | 2008 | 2009 |
|---|---------|-------|---------|
| Net number of staff hired during the year (FTE) | + 2,159 | + 241 | - 5,765 |
| Staff leaving, by reason for termination of contract | | | |
| Retirement | 4.0 | 3.8 | 4.6 |
| Early retirement | 6.4 | 10.1 | 12.5 |
| Dismissal | 14.8 | 13.6 | 21.9 |
| Other reason | 74.7 | 72.5 | 61.4 |

Source: NBB (full presentation accounts only).

1.7.5 Training³⁷

The percentage of firms reporting training in the social balance sheet continued to grow. As in previous years, the rate of participation in training at the ports is still higher than the national training ratio³⁸. The cost of an hour's training is also above the national average.

The Liège port complex has the highest participation rate, and the port of Zeebrugge the lowest. In the ports as a whole, the number of hours of training per person is declining. It is particularly high in land transport, energy, port construction and dredging. Fishing has the lowest figure. There was a decline in the percentage of the number of hours worked devoted to training. That is contrary to the national trend. However, the average for the ports is still higher than the national average.

³⁷ Here, training is meant in the formal sense, i.e. courses in premises reserved for that purpose, within the firm or outside. For example, on-the-job training, mentoring and self-training study are outside the scope of the social balance sheet.

³⁸ See "The 2009 social balance sheet", Heuse P. and H. Zimmer, NBB, Economic review, December 2010, Brussels.

As in 2008, an hour of training cost more in fuel production, the energy industry and shipping companies. Road transport, shipbuilding and repair, car manufacturing and port trade were the segments where the cost was lowest. At the ports of Antwerp and Liège, the average cost of an hour's training is considerably higher than the average in other ports. In the port of Antwerp, the cost of an hour's training is highest in energy and fuel production. In the port of Ghent, other services and the food industry are the sectors with the highest costs for an hour's training. For the port of Ostend, hourly training costs are highest in metalworking and in shipbuilding and repair. In the port of Zeebrugge, road transport and energy rank first and second in terms of the cost of an hour's training. In the Liège port complex, energy and food again head the ranking. In the port of Brussels, training costs per hour are highest in car manufacturing and chemicals.

TABLE 12 EFFORTS DEVOTED TO FORMAL TRAINING
(reduced population: constant population)
(share as percentage of the total, unless otherwise stated)

| | 2007 | 2008 | 2009 |
|--|------|------|------|
| P.c. of firms reporting training on the social balance sheet | 46.2 | 54.7 | 57.0 |
| Participation rate | 55.6 | 52.8 | 54.4 |
| <i>Males</i> | 56.8 | 54.5 | 55.3 |
| <i>Females</i> | 49.5 | 44.5 | 49.9 |
| Number of hours' training per person (<i>hours</i>) | 39.1 | 47.5 | 34.9 |
| <i>Males (hours)</i> | 40.5 | 48.2 | 35.8 |
| <i>Females (hours)</i> | 31.1 | 43.3 | 30.1 |
| Training costs per hour (euros) | 54.3 | 56.1 | 58.9 |
| <i>Males (euros)</i> | 54.1 | 55.4 | 59.2 |
| <i>Females (euros)</i> | 55.9 | 60.9 | 56.9 |
| P.c. of the number of hours worked devoted to training | 1.4 | 1.7 | 1.3 |
| Training costs as a percentage of total staff costs | 1.8 | 2.1 | 1.6 |

Source: NBB (full presentation accounts only).

1.8 Financial ratios in the Belgian ports

The ratios presented below show the net return on equity after tax, liquidity in the broad sense, and solvency. The first ratio concerns the firms' ability to generate profits, and to give shareholders an idea of the firm's return after tax. The second ratio shows the firm's ability to mobilise in due time the cash resources that it needs in order to meet its short-term liabilities. Finally, the third ratio gives an idea of the firm's ability to honour all its financial commitments in the short and long term. This section gives information on the movement in the ratios for the six Belgian ports together³⁹.

The study of the financial ratios is based on a constant sample⁴⁰ composed for the years 2004 to 2006. Consequently, the firms studied in the financial section of this report are not the same as those in the constant sample of the previous report, which may explain some discrepancies between the figures in the two publications. To permit comparison with the national data, i.e. all Belgian non-financial corporations, the same calculation method – namely globalisation – was used.

The net return on equity of firms in the Belgian ports declined again in 2009. Nevertheless, the fall was not as steep as in 2008. The ports' net return on equity still far exceeds the national average. The picture varies from port to port. The net profitability ratio declined slightly in the port of Antwerp, to approach its 2007 value. In the port's maritime cluster, the ratio collapsed. Apart from fishing, all

³⁹ Note that readers wishing to compare the financial ratios of a firm with those in the sector where it operates can find that information in the company file published by the Central Balance Sheet Office.

⁴⁰ The constant sample composed for the study of the ratios includes all firms which filed their annual accounts in 2007, 2008 and 2009 and whose annual accounts items meet the conditions for the calculation of these ratios. For example, for the purpose of calculating profitability, the financial year must comprise 12 months and the equity must be strictly positive. This constant sample covers 2,411 firms, € 13,400.2 million of value added and 100,692 FTEs, or 64.4 % of the firms considered for the Belgian ports in 2009, 89.5 % of the direct value added and 83.8 % of the direct employment examined here.

activities were affected by this fall. In the non-maritime cluster, industry was the only sector to record an increase. In land transport the ratio dipped slightly, but in other services it was halved, and in trade it plummeted following the huge losses generated by a number of firms in the sector. In the port of Ghent, after the fall seen in 2008, the ratio picked up slightly. In trade it was well up, whereas industry and the maritime cluster suffered a decline. Overall, the non-maritime cluster is relatively stable. The ratio calculated for firms in the port of Ostend is continuing to fall slowly. Trade, road transport and other logistic services saw a deterioration in their ratio. In the port of Zeebrugge, the ratio slumped. A number of sectors participated in that decline: the maritime cluster, industry and land transport. In the Liège port complex, the ratio was also down, mainly following the steep fall in the maritime cluster. The other services sector saw a sharp decline, while industry, underpinned by the food industry, energy and construction, recorded an increase. In contrast, in the port of Brussels the ratio was dragged down by the non-maritime cluster: all the sectors of activity in that cluster recorded a steep decline.

After remaining steady for two years, the weighted average ratio of liquidity in the broad sense increased in 2009. The same applies at national level, where the ratio increased in 2009. While the liquidity ratio was down slightly in the maritime cluster at the port of Antwerp, it began rising again in the non-maritime cluster, essentially in the industry sector. In trade, it edged downwards and in land transport and other services it approached the higher value recorded in 2007. In the port of Ghent, the ratio deteriorated slightly in both the maritime and the non-maritime clusters. The main losers were other services. The liquidity ratio of firms in the port of Ostend remained stable, with only industry and land transport being down a bit. In the port of Zeebrugge, the liquidity ratio was up in the non-maritime cluster, particularly thanks to industry, and declined in the maritime cluster. At the Liège port complex, the ratio increased, partly on account of the maritime cluster, trade and industry. The liquidity ratio of the port of Brussels deteriorated, driven down mainly by the other services sector.

TABLE 13 FINANCIAL RATIOS IN THE BELGIAN PORTS FROM 2007 TO 2009

| Ports | Return on equity after taxes (in p.c.) | | | Liquidity in the broad sense | | | Solvency (in p.c.) | | |
|---|---|-------------|-------------|------------------------------|-------------|-------------|-----------------------|-------------|-------------|
| | 2007 | 2008 | 2009 | 2007 | 2008 | 2009 | 2007 | 2008 | 2009 |
| Antwerp | 17.3 | 19.7 | 17.4 | 0.82 | 0.69 | 0.85 | 32.6 | 31.9 | 35.7 |
| Ghent | 27.2 | 3.8 | 4.0 | 1.64 | 2.87 | 2.43 | 53.0 | 66.4 | 64.6 |
| Ostend | 11.4 | 9.4 | 8.9 | 1.60 | 1.56 | 1.57 | 54.0 | 50.3 | 51.8 |
| Zeebrugge | 8.7 | 9.5 | 3.5 | 1.14 | 1.06 | 1.24 | 45.5 | 47.6 | 51.5 |
| Liège | 34.2 | 9.3 | 7.7 | 0.91 | 0.89 | 0.98 | 30.3 | 35.4 | 35.2 |
| Brussels | 11.3 | 9.2 | 5.6 | 1.67 | 1.51 | 1.44 | 53.4 | 52.5 | 51.6 |
| Weighted average | 19.8 | 13.2 | 11.6 | 1.01 | 1.01 | 1.11 | 37.2 | 39.6 | 42.0 |
| Non-financial corporations ⁴¹ | 9.9 | 5.9 | 6.4 | 1.32 | 1.27 | 1.38 | 45.3 | 46.7 | 48.9 |

Source: NBB (calculations based on the Belgian accounts filed with the Central Balance Sheet Office).

The solvency ratio increased for firms in the Belgian ports. That trend was also evident at national level. Four out of six ports have a liquidity ratio which is above the average for non-financial corporations. Antwerp and Liège are below the average. The ratios for all sectors of activity at Antwerp are lower than those for the ports as a whole, whereas in the Liège port complex the maritime cluster and trade record a higher ratio. Examination of the movement in the solvency ratio for each port shows that it is increasing at the ports of Antwerp, Ostend and Zeebrugge but falling in the other three ports. At the port of Antwerp, the ratio is up for both clusters. In the non-maritime cluster, only the ratio for the trade sector is down. In the port of Ghent, the ratios are falling for both clusters. In the non-maritime cluster, the ratios for trade and industry are down whereas they are rising in the other sectors of activity. In the port of Ostend, despite the erosion of the ratio in the case of shipping companies, the ratio is up at the level of the maritime cluster. In the non-maritime cluster, all sectors record an increase in the ratio. The same applies in the non-maritime cluster of the port of Zeebrugge, while in the maritime cluster the ratio is falling for several activities. In the Liège port complex, the ratio of the maritime cluster is up, in contrast to that of the non-maritime cluster which saw this ratio fall sharply in other services. However, in trade the ratio is well up for the second year running. In the port of Brussels, with the exception of other services, the ratios are down in all sectors of activity.

⁴¹ See "Results and financial structure of firms in 2009", Vivet D. NBB, Economic review, Decembre 2010, Brussels.

2 PORT OF ANTWERP

2.1 Port developments⁴²

The port of Antwerp was not spared by the world crisis and its impact on maritime transport. Volumes unloaded fell by more than 22 % in 2009, and volumes loaded by just under 10 %. All in all, volumes handled amounted to 157.8 million tonnes, or 16.7 % less than in 2008. The volume of transshipped liquid bulk goods was stable at 39.5 million tonnes. The volume of dry bulk, by contrast, was down significantly, -36.4 %, due to unloading, as the volumes loaded were up slightly. Overall, the port handled 17.3 million tonnes of dry bulk in 2009. General cargo traffic, with 100.9 million tonnes transshipped, fell by 17 %. Within this cargo category, container traffic dropped by close to 14 %. However, the decline in iron and steel traffic was even more severe, at -44.7 %. As a proportion of overall traffic, container traffic represented 55.3 %, and other general cargo, 8.6 %.

If we look at bulk traffic by category of goods, we see that the quantity of crude oil loaded and unloaded fell by 12 %, whereas petroleum derivative products rose slightly, up 3.6 %. With respect to chemical products, incoming traffic fell but outgoing traffic rose slightly. The volume of coal and ore unloaded plunged by respectively 40 % and 73 %. Fertiliser traffic dropped by 21 %.

Container traffic measured in TEU was also affected, down just under 16 %. Trade with the Middle East and Asia was the hardest hit⁴³. In 2009, the largest share of trade was with the Middle East, followed by Europe and North and Central America. These three destinations make up practically 70 % of transshipments.

Lastly, the volumes handled by ro-ro traffic excluding containers fell by more than one-quarter; the number of vehicles dropped by one-fifth, with 238,041 cars imported and 532,278 cars exported in 2009.

In April 2009, the arrival of the "MSC Beatrice", one of the world's largest container carriers, demonstrate that the port of Antwerp was able to welcome Ultra Large Container Ships (ULCS). Despite the recession, the port community continued to look at the future. The Antwerp Port Authority took the initiative for a "Total plan for a more competitive port" which has brought together the entire port community.

Further investments were made in improvements and innovation. The cases cited below are just a few examples. Antwerp Stevedoring International put into operation an all-weather terminal on the right bank of the Scheldt. The fully-automated fruit terminal from Belgian New Fruit Wharf became operational. Evonik Degussa expanded its methionine and feedstock capacity. It also set up a new production plant for isobutene, and began the construction of a second cogeneration unit. The joint-venture of Dow Chemical and BASF for the production of HPPO on the site of BASF became operational.

In 2009, direct value added declined by 14.8 %, representing a volume reduction of 15.9 %. Total value added (direct and indirect) was down by 8.5 %. Direct value added represented 4.4 % of the GDP of the Flemish region, 0.7 % less than in 2008; total value added represented 9.1 %, a reduction of 0.6 %. The respective figures in relation to Belgian GDP were 2.5 and 5.2 %.

Direct employment in the port of Antwerp fell by 2.3 % in 2009. In the year under review, direct and total employment represented respectively 2.8 and 6.6 % of employment in the Flemish Region. Employment represented 1.6 (direct) and 3.8 % (total) of Belgian employment. This last figure was down by 0.2 % compared to 2008.

⁴² Sources: *Jaaroverzicht Vlaamse havens 2009* of the Vlaamse Havencommissie and *Annual Report 2009* of the Antwerp Port Authority.

⁴³ Traffic measured in TEU. Empty containers are not taken in consideration.

CHART 4 CHANGE IN DIRECT VALUE ADDED
(in € million, current prices)

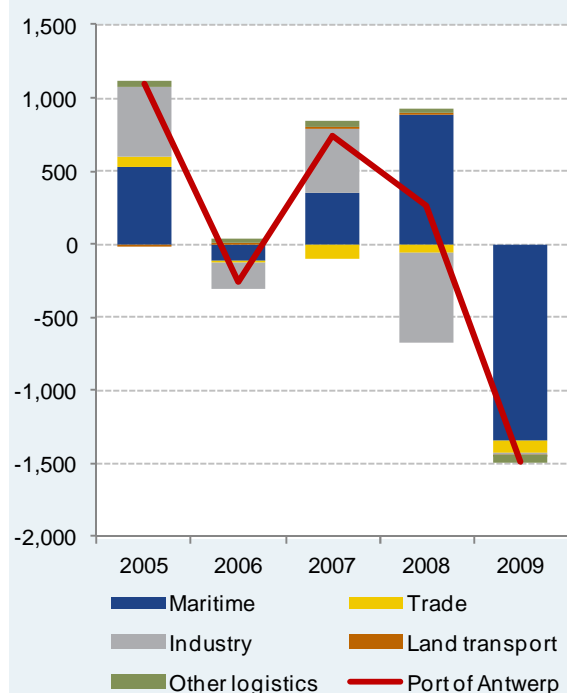
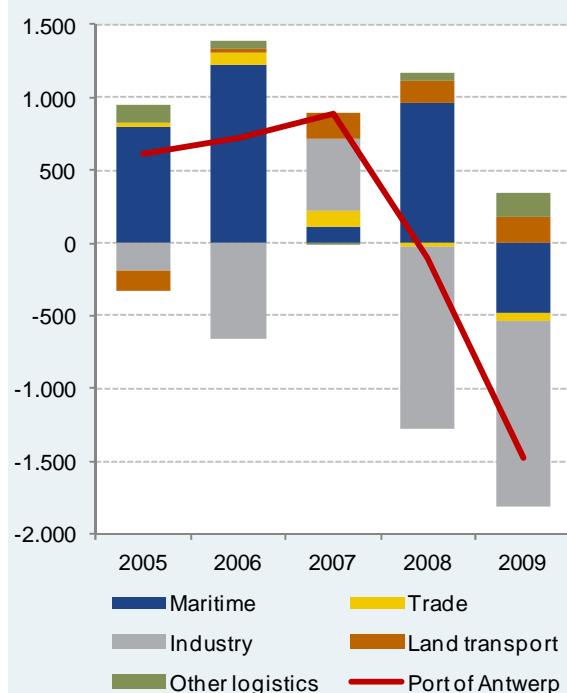


CHART 5 CHANGE IN DIRECT EMPLOYMENT
(FTE)



Source: NBB (calculations based on the Belgian accounts filed with the Central Balance Sheet Office).

2.2 Value added

Unsurprisingly, maritime activities were affected by the international economic crisis and the contraction of world trade. More specifically, most shipping companies – suffering from the surplus supply of sea freight services and the slackening of demand – recorded a sharp fall in profits. Moreover, the bad conditions on the freight transport market had repercussions on the secondhand ships market. The shipping companies segment thus recorded its worst results for five years. This decline affected all types of transport represented at Antwerp. The reduction in sea traffic obviously had implications for the other sectors such as cargo handling and shipping agents.

In the non-maritime cluster, the decline in direct value added was less marked. The trade sector was down for the fifth year running. In industry, value added stabilised in 2009 following a sharp fall in 2008. However, that masks wide variations between sectors of activity. The fuel production industry, car manufacturing, metalworking and food saw a significant fall while the energy industry, chemicals and electronics were well up. Thus, the fuel production sector and car manufacturing industry recorded their worst result for six years⁴⁴. Land transport was unable to maintain the growth of the past four years and was down slightly, while the value added of other services fell by 10.2 %.

Highlights in the maritime cluster in 2009⁴⁵:

- Owing to the low margins and smaller volumes, most shipping agents and forwarders saw a significant decline in turnover.
- Shipping companies such as Euronav, Bocimar International, Bocimar Belgium, Safmarine Container Lines, Cobelfret Bulk Carriers, Cobelfret Ferries and Conti-Lines felt the downward pressure on freight rates resulting from the decline in demand for sea transport.
- Most cargo handlers saw a decline in the volumes handled. The container transshipment firms PSA Antwerp, Antwerp Gateway and DP World Antwerp, in particular, suffered a significant fall in their operating income in 2009. Despite the crisis, MSC Home Terminal and the tank storage firms Oiltanking Stolthaven Antwerp and Sea-Tank Terminal Antwerp nevertheless succeeded in creating more value added.
- Since fewer ships entered the port of Antwerp, and since shipping companies were reluctant to have their ships repaired and maintained, activity declined at Antwerp Ship Repair.

⁴⁴ Note that the General Motors group decided to close the Opel plant at Antwerp the following year.

⁴⁵ Commentary based on annual accounts filed and published annual reports.

- The Benelux activities of Dredging International remained steady. This marine and waterway contractor made a significant contribution to the construction of the wind farm at Thorntonbank off the coast of Belgium. There was a decline in value added at Dredging International, and consequently in the port construction and dredging sector, because a significant amount of other operating income was recorded in 2008.
- The port authority's value added was down as a result of a fall in shipping and inland navigation fees and the decline in the number of towing jobs because fewer ships called the port of Antwerp in 2009.

Highlights in the non-maritime cluster in 2009:

- The operating result at Kuwait Petroleum⁴⁶ was down as a result of stock reductions due to lower oil prices.
- Turnover at Pioneer Europe⁴⁷ was depressed by the fierce international competition and declining demand for plasma television screens.
- At Electrabel, turnover and operating costs declined as a result of the transfer of the Walloon natural gas and electricity distribution to Ores at the beginning of 2009. The increase in the other operating income boosted the operating profit. The results of this electricity producer were still heavily influenced in 2008 by the implementation of a new collective labour agreement.
- Turnover at ExxonMobil Petroleum & Chemicals was down sharply as a result of lower prices and volumes.
- Declining demand and selling prices for chemical products at BASF Antwerp were more than offset by lower commodity prices.
- Income from the sale of cars and assembly activities diminished at General Motors Belgium and GM Automotive Services.
- At the tractor assembly firm of New Holland Tractor Belgium the crisis also affected value added.
- Lower turnover at Stork Mec and Constructiebedrijf Ivens, among others, plus the bankruptcy of Climt Belgium, caused a decline in value added in the metalworking industry.
- The economic crisis and the process of consolidation in the brewery sector led to lower operating results at Boortmalt⁴⁸.
- Cargill⁴⁹ recorded an increase in turnover, but its operating results declined as a result of the fall in the item "services and miscellaneous goods" of the annual accounts.
- Many road transport firms felt the negative impact of the decline in goods transshipment in the port of Antwerp.
- As a result of BAM's assumption of the Flemish government's claim on Tunnel Liefkenshoek in 2004, BAM became the owner of Tunnel Liefkenshoek. On the basis of the concession agreement, BAM is entitled to 85 % of the gross profit of Tunnel Liefkenshoek from the middle of 2009. That reimbursement reduced the value added of Tunnel Liefkenshoek.
- The restructuring of the Chiquita group in Antwerp also had a negative impact on value added in the other services sector.
- The increased presence of the BNRC group boosted value added in the other land transport sector.

⁴⁶ The annual accounts of Kuwait Petroleum cover part of the year 2008.

⁴⁷ The annual accounts of Pioneer Europe cover part of the year 2008.

⁴⁸ The annual accounts of Boortmalt cover part of the year 2008.

⁴⁹ The annual accounts of Cargill cover part of the year 2008.

TABLE 14 VALUE ADDED AT THE PORT OF ANTWERP FROM 2004 TO 2009

(in € million - current prices)

| Sectors | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Share in 2009 (in p.c.) | Change from 2008 to 2009 (in p.c.) | Annual average change from 2004 to 2009 (in p.c.) |
|--------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|----------------------------|---------------------------------------|--|
| 1. DIRECT EFFECTS | 8,257.3 | 9,352.4 | 9,091.4 | 9,825.7 | 10,086.6 | 8,590.9 | 100.0 | - 14.8 | + 0.8 |
| MARITIME CLUSTER | 2,437.7 | 2,968.6 | 2,857.8 | 3,213.1 | 4,099.0 | 2,756.4 | 32.1 | - 32.8 | + 2.5 |
| Shipping agents and forwarders | 509.9 | 515.3 | 523.9 | 539.5 | 616.4 | 558.5 | 6.5 | - 9.4 | + 1.8 |
| Cargo handling | 1,046.5 | 1,122.0 | 1,183.2 | 1,307.9 | 1,352.4 | 1,164.8 | 13.6 | - 13.9 | + 2.2 |
| Shipping companies | 524.0 | 973.7 | 762.6 | 930.7 | 1,592.6 | 588.2 | 6.8 | - 63.1 | + 2.3 |
| Shipbuilding and repair | 31.8 | 39.3 | 43.4 | 41.8 | 58.6 | 55.0 | 0.6 | - 6.0 | + 11.6 |
| Port construction and dredging | 126.4 | 100.2 | 113.2 | 151.7 | 221.5 | 147.2 | 1.7 | - 33.5 | + 3.1 |
| Fishing | 0.6 | 0.6 | 1.3 | 1.0 | 1.2 | 1.9 | 0.0 | + 56.4 | + 27.7 |
| Port trade | 12.9 | 13.8 | 14.0 | 14.1 | 20.4 | 21.1 | 0.2 | + 3.2 | + 10.3 |
| Port authority | 185.7 | 203.8 | 216.2 | 226.4 | 236.0 | 219.6 | 2.6 | - 7.0 | + 3.4 |
| Public sector | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| Allocation (p.m.)..... | 56.8 | 80.7 | 46.6 | 50.8 | 90.0 | 72.3 | - | - 19.7 | + 4.9 |
| NON-MARITIME CLUSTER ... | 5,819.6 | 6,383.9 | 6,233.7 | 6,612.5 | 5,987.6 | 5,834.5 | 67.9 | - 2.6 | + 0.1 |
| TRADE | 849.5 | 916.2 | 894.0 | 787.8 | 734.0 | 649.5 | 7.6 | - 11.5 | - 5.2 |
| INDUSTRY | 4,256.5 | 4,735.3 | 4,566.1 | 4,992.2 | 4,376.1 | 4,357.0 | 50.7 | - 0.4 | + 0.5 |
| Energy | 178.1 | 191.9 | 223.0 | 261.2 | 349.4 | 447.8 | 5.2 | + 28.2 | + 20.3 |
| Fuel production | 1,051.6 | 1,126.0 | 1,026.6 | 1,061.1 | 1,054.9 | 744.5 | 8.7 | - 29.4 | - 6.7 |
| Chemicals | 2,270.2 | 2,663.4 | 2,514.2 | 2,600.0 | 2,246.8 | 2,536.2 | 29.5 | + 12.9 | + 2.2 |
| Car manufacturing | 487.3 | 483.0 | 519.4 | 734.8 | 375.5 | 306.3 | 3.6 | - 18.4 | - 8.9 |
| Electronics | 6.6 | 7.1 | 6.0 | 8.5 | 8.5 | 15.7 | 0.2 | + 85.1 | + 19.0 |
| Metalworking industry | 132.1 | 128.4 | 134.2 | 160.3 | 169.4 | 146.6 | 1.7 | - 13.5 | + 2.1 |
| Construction | 83.0 | 76.9 | 83.4 | 96.3 | 94.7 | 91.7 | 1.1 | - 3.2 | + 2.0 |
| Food industry | 26.4 | 34.6 | 40.4 | 48.6 | 54.8 | 49.1 | 0.6 | - 10.4 | + 13.2 |
| Other industries | 21.2 | 24.0 | 18.9 | 21.2 | 22.1 | 19.2 | 0.2 | - 13.3 | - 2.0 |
| LAND TRANSPORT | 222.1 | 206.7 | 217.8 | 233.1 | 248.7 | 246.3 | 2.9 | - 0.9 | + 2.1 |
| Road transport | 103.6 | 102.3 | 107.5 | 118.2 | 128.8 | 115.9 | 1.3 | - 10.0 | + 2.3 |
| Other land transport | 118.5 | 104.4 | 110.2 | 114.8 | 119.8 | 130.4 | 1.5 | + 8.8 | + 1.9 |
| OTHER LOGISTIC SERVICES | 491.6 | 525.7 | 555.8 | 599.5 | 628.8 | 581.8 | 6.8 | - 7.5 | + 3.4 |
| Other services | 386.7 | 411.0 | 434.5 | 473.8 | 495.4 | 445.0 | 5.2 | - 10.2 | + 2.8 |
| Public sector | 104.8 | 114.7 | 121.3 | 125.7 | 133.4 | 136.8 | 1.6 | + 2.5 | + 5.5 |
| 2. INDIRECT EFFECTS | 7,344.9 | 7,970.3 | 8,424.3 | 8,849.3 | 9,261.6 | 9,119.5 | - | - 1.5 | + 4.4 |
| MARITIME CLUSTER | 2,659.0 | 2,943.2 | 3,075.8 | 3,293.7 | 3,485.9 | 3,237.0 | - | - 7.1 | + 4.0 |
| NON-MARITIME CLUSTER ... | 4,685.9 | 5,027.1 | 5,348.5 | 5,555.6 | 5,775.8 | 5,882.6 | - | + 1.8 | + 4.7 |
| TOTAL VALUE ADDED | 15,602.2 | 17,322.8 | 17,515.7 | 18,675.0 | 19,348.2 | 17,710.4 | - | - 8.5 | + 2.6 |

Source: NBB (calculations based on the Belgian accounts filed with the Central Balance Sheet Office, and the Belgian IOTs).

TABLE 15 VALUE ADDED TOP 10 AT THE PORT OF ANTWERP IN 2009⁵⁰

| Ranking | Company name | Sector |
|---------|---------------------------------|-------------------|
| 1 | B.A.S.F. ANTWERPEN | Chemicals |
| 2 | KUWAIT PETROLEUM (BELGIUM) | Trade |
| 3 | EXXONMOBIL PETROLEUM & CHEMICAL | Fuel production |
| 4 | ELECTRABEL | Energy |
| 5 | ANTWERP PORT AUTHORITY | Port authority |
| 6 | TOTAL RAFFINADERIJ ANTWERPEN | Fuel production |
| 7 | BAYER ANTWERPEN | Chemicals |
| 8 | GENERAL MOTORS BELGIUM | Car manufacturing |
| 9 | EVONIK DEGUSSA ANTWERPEN | Chemicals |
| 10 | PSA ANTWERP | Cargo handling |

Source: NBB. The estimates for the multi-regional firms are based on surveys, annual reports and allocation formulas based on regional statistics.

2.3 Employment

In the port of Antwerp, employment suffered proportionately less than value added from the economic recession in 2009. Total direct employment at the port was down by 2.3 % year-on-year, bringing it close to the 2005 figure. The non-maritime cluster declined more than the maritime cluster. In the latter, shipping agents and cargo handlers were unable to prevent the reduction in port traffic from influencing employment. The expansion of employment in the port construction and dredging sector bears witness to the vigour of activity in this sector.

In the non-maritime cluster, direct employment is at its lowest for six years. That is due mainly to industry. While employment increased in the energy, electronics and food segments, it declined everywhere else except in the fuel production industry, where it remained stable. The biggest fall occurred in car manufacturing, but construction is also at its lowest for six years. The metalworking industry was down by over 8 % in two years. Land transport, supported by the BNRC group, recorded an increase, as did other logistic services. These two segments are at their highest level for six years. Conversely, employment in trade was down for the second year running.

Highlights in the maritime cluster in 2009:

- Most shipping agents and forwarders recorded a stable or reduced workforce.
- The decline in employment in cargo handling firms is attributable to the reduction in the number of dockers.
- Cobelfret Bulk Carriers and NYK Bulkship (Atlantic) account for the expansion of employment in shipping companies.
- In the port construction and dredging sector, new jobs were created by a number of firms in the DEME group and at the marine and waterway contractor Herbosch-Kiere.

⁵⁰ The top ten tables are based on information from annual accounts, surveys, annual reports and allocation formulas based on regional statistics. In this edition, no individual figures are published as accurate 2009 data could not be obtained for all companies.

TABLE 16 EMPLOYMENT AT THE PORT OF ANTWERP FROM 2004 TO 2009
(FTE)

| Sectors | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Share in 2009 (in p.c.) | Change from 2008 to 2009 (in p.c.) | Annual average change from 2004 to 2009 (in p.c.) |
|--------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------------------|---------------------------------------|--|
| 1. DIRECT EFFECTS | 61,931 | 62,550 | 63,275 | 64,156 | 64,054 | 62,577 | 100.0 | - 2.3 | + 0.2 |
| MARITIME CLUSTER | 24,388 | 25,181 | 26,407 | 26,521 | 27,479 | 27,000 | 43.1 | - 1.7 | + 2.1 |
| Shipping agents and forwarders | 6,499 | 6,795 | 6,980 | 6,987 | 7,242 | 6,876 | 11.0 | - 5.1 | + 1.1 |
| Cargo handling | 13,929 | 14,253 | 15,109 | 15,143 | 15,453 | 15,135 | 24.2 | - 2.1 | + 1.7 |
| Shipping companies | 595 | 769 | 887 | 1,012 | 1,109 | 1,150 | 1.8 | + 3.7 | + 14.1 |
| Shipbuilding and repair | 604 | 651 | 656 | 593 | 779 | 809 | 1.3 | + 3.9 | + 6.0 |
| Port construction and dredging | 953 | 887 | 930 | 956 | 1,060 | 1,136 | 1.8 | + 7.2 | + 3.6 |
| Fishing | 11 | 15 | 21 | 17 | 18 | 25 | 0.0 | + 35.0 | + 17.0 |
| Port trade | 179 | 167 | 178 | 174 | 186 | 209 | 0.3 | + 12.6 | + 3.2 |
| Port authority | 1,619 | 1,646 | 1,647 | 1,640 | 1,631 | 1,659 | 2.7 | + 1.7 | + 0.5 |
| Public sector | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | n. | n. |
| <i>Allocation (p.m.)</i> | <i>1,245</i> | <i>1,491</i> | <i>2,059</i> | <i>2,054</i> | <i>2,205</i> | <i>2,283</i> | - | + 3.5 | + 12.9 |
| NON-MARITIME CLUSTER ... | 37,542 | 37,369 | 36,867 | 37,635 | 36,575 | 35,577 | 56.9 | - 2.7 | - 1.1 |
| TRADE | 2,206 | 2,237 | 2,312 | 2,425 | 2,399 | 2,335 | 3.7 | - 2.7 | + 1.1 |
| INDUSTRY | 26,369 | 26,181 | 25,522 | 26,010 | 24,760 | 23,484 | 37.5 | - 5.2 | - 2.3 |
| Energy | 858 | 949 | 914 | 946 | 1,036 | 1,101 | 1.8 | + 6.3 | + 5.1 |
| Fuel production | 2,658 | 2,676 | 2,597 | 2,641 | 2,650 | 2,651 | 4.2 | + 0.1 | - 0.0 |
| Chemicals | 10,998 | 11,099 | 10,876 | 10,901 | 10,869 | 10,616 | 17.0 | - 2.3 | - 0.7 |
| Car manufacturing | 7,091 | 6,826 | 6,608 | 6,730 | 5,424 | 4,542 | 7.3 | - 16.3 | - 8.5 |
| Electronics | 127 | 127 | 100 | 130 | 128 | 200 | 0.3 | + 56.9 | + 9.5 |
| Metalworking industry | 2,587 | 2,543 | 2,512 | 2,776 | 2,770 | 2,541 | 4.1 | - 8.3 | - 0.4 |
| Construction | 1,324 | 1,190 | 1,178 | 1,145 | 1,142 | 1,095 | 1.8 | - 4.1 | - 3.7 |
| Food industry | 452 | 483 | 469 | 453 | 459 | 478 | 0.8 | + 4.1 | + 1.2 |
| Other industries | 274 | 287 | 269 | 287 | 282 | 260 | 0.4 | - 7.8 | - 1.1 |
| LAND TRANSPORT | 3,605 | 3,459 | 3,488 | 3,675 | 3,837 | 4,022 | 6.4 | + 4.8 | + 2.2 |
| Road transport | 1,561 | 1,565 | 1,584 | 1,708 | 1,805 | 1,811 | 2.9 | + 0.3 | + 3.0 |
| Other land transport | 2,044 | 1,894 | 1,904 | 1,967 | 2,031 | 2,211 | 3.5 | + 8.9 | + 1.6 |
| OTHER LOGISTIC SERVICES | 5,362 | 5,492 | 5,545 | 5,526 | 5,579 | 5,736 | 9.2 | + 2.8 | + 1.4 |
| Other services | 3,382 | 3,499 | 3,536 | 3,494 | 3,573 | 3,683 | 5.9 | + 3.1 | + 1.7 |
| Public sector | 1,980 | 1,993 | 2,009 | 2,032 | 2,007 | 2,054 | 3.3 | + 2.3 | + 0.7 |
| 2. INDIRECT EFFECTS | 81,113 | 84,524 | 86,819 | 90,164 | 92,968 | 86,749 | - | - 6.7 | + 1.4 |
| MARITIME CLUSTER | 28,303 | 32,279 | 32,401 | 33,217 | 34,701 | 32,678 | - | - 5.8 | + 2.9 |
| NON-MARITIME CLUSTER ... | 52,810 | 52,245 | 54,417 | 56,948 | 58,267 | 54,071 | - | - 7.2 | + 0.5 |
| TOTAL EMPLOYMENT | 143,043 | 147,073 | 150,094 | 154,320 | 157,021 | 149,326 | - | - 4.9 | + 0.9 |

Source: NBB (calculations based on the Belgian accounts filed with the Central Balance Sheet Office, and the Belgian IOTs).

Highlights in the non-maritime cluster in 2009:

- Chemtura Belgium terminated its chemical wholesaling activities.
- The Electrabel workforce at the Doel and Kalo nuclear power stations increased by 66 full-time employees.
- At a number of large chemical firms, such as Bayer Antwerp, 3M Belgium, Lanxess, Lanxess Rubber and Basf Antwerp, the workforce declined.
- Owing to the reduction in assembly activities at General Motors Belgium, the ensuing impact on GM Automotive Services, and lower production at New Holland Tractor Belgium, the workforce employed in car manufacturing declined.
- Fabricom Maintenance set up an operating establishment in the Antwerp port area.
- The bankruptcy of Climt Belgium and staff cuts in a number of major installation firms led to a decline in the numbers employed in the metalworking industry
- The BNRC group stepped up its presence in the port by 175 employees.
- Schenk Tanktransport Belgium took over the bankrupt firm of Duintransport, in De Haan.
- In the other services sector, the decline in employment at the Chiquita group was offset, in particular, by the arrival of PDM Industrial Management Services.

TABLE 17 EMPLOYMENT TOP 10 AT THE PORT OF ANTWERP IN 2009

| Ranking | Company name | Sector |
|---------|---------------------------------|----------------------|
| 1 | B.A.S.F. ANTWERPEN | Chemicals |
| 2 | GENERAL MOTORS BELGIUM | Car manufacturing |
| 3 | PUBLIC ADMINISTRATION | Public sector |
| 4 | BNRC group | Other land transport |
| 5 | PSA ANTWERP | Cargo handling |
| 6 | ANTWERP PORT AUTHORITY | Port authority |
| 7 | EXXONMOBIL PETROLEUM & CHEMICAL | Fuel production |
| 8 | ELECTRABEL | Energy |
| 9 | TOTAL RAFFINADERIJ ANTWERPEN | Fuel production |
| 10 | EVONIK DEGUSSA ANTWERPEN | Chemicals |

Source: NBB. The estimates for the multi-regional firms are based on surveys, annual reports and allocation formulas based on regional statistics.

2.4 Investment

Investment in the port of Antwerp declined in 2009 in both the maritime cluster (-19.4 %) and the non-maritime cluster (-16.3 %). The maritime cluster represented two-thirds of investment in the port. The port authority cut its investment by half, while shipping agents and forwarders, port trade and shipping companies cut theirs by more than a quarter. However, investment in this cluster has reverted to a level fairly similar to the 2007 figure.

In the non-maritime cluster, other logistic services was the only segment to expand. Trade, industry and land transport declined. The energy sector doubled its investments, and the fuel production industry – though down slightly – invested more in 2009 than during the years 2004 to 2007. However, investment in chemicals was down to its lowest level for six years. The same applies to trade, where Kuwait Petroleum Belgium accounted for just under half of the investment. In land transport, the investment reflects the slowdown in economic activity and consumption.

Highlights in the maritime cluster in 2009:

- Sea-Tank Terminal Antwerp brought the Total Euro Hub into service. This terminal has 30 tanks for storing miscellaneous oil products for the Total group.
- ITC Rubis Terminal Antwerp invested in a terminal for the storage and handling of bulk liquid chemicals.
- PSA Antwerp invested in six container cranes and straddle carriers for the terminal at the Deurganckdok.
- MSC Home Terminal invested in flooring for its premises and straddle carriers.
- The tank storage capacity of Oiltanking Stolthaven Antwerp was increased.
- Belgian New Fruit Wharf brought the automated fruit terminal at the Albertdok into service.
- Euronav's Suezmax fleet has been expanded by the delivery of the vessels "Felicity" (157,667 dwt) and "Fraternity" (157,714 dwt).

- Bocimar International added its new bulk carriers "Mineral Dalian" and "Mineral Ningbo" to the official list of Belgian sea-going vessels.
- The Express shipping company became the owner of the gas tanker "Express". The ship was used by Exceleate Energy LP under a time charter contract.
- The DEME group dominates the port construction and dredging sector. The trailing suction hopper dredger "Artevelde", the water injection dredger "Dhamra", the cutter dredger "Ganga" and the self-propelled split and hopper barges "Sloeber" and "Pagadder" were delivered.
- The Antwerp Port Authority invested in tugs and in its docks and quay walls.

Highlights in the non-maritime cluster in 2009:

- Kuwait Petroleum Belgium invested in a new tank farm with 24 new storage tanks on the site of its lubricant blending plant on the banks of river Scheldt in Antwerp. This tank farm is Kuwait Petroleum International's biggest plant in Europe.
- Electricity producer Electrabel investments included the new turbine for its Doel 4 power station and replacement of the steam generators in its Doel 1 power station.
- ExxonMobil Petroleum & Chemicals expanded its refinery with a High Pressure HydroTreater (HPHT), an installation which desulphurises diesel with hydrogen under high pressure. The installation will enable the Antwerp refinery to produce more low-sulphur diesel, much of it destined for export.
- Basf Antwerp invested in the elimination of bottlenecks and optimisation at the Performance Polymers division, the new sulphuric acid plant and the Deacon project (plant for recycling HCl into chlorine).
- Lanxess Rubber invested in a cogeneration power plant.
- The BNRC group invested in the second rail link beneath the Scheldt, maintenance of the tracks on the Left and Right Banks and the expansion of various rail fans in the port.
- The Flemish Region's main investments in the port of Antwerp concerned the Amoras sludge processing plant and the Deurganckdok.

TABLE 18 INVESTMENT AT THE PORT OF ANTWERP FROM 2004 TO 2009

(in € million - current prices)

| Sectors | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Share in 2009 (in p.c.) | Change from 2008 to 2009 (in p.c.) | Annual average change from 2004 to 2009 (in p.c.) |
|--------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------------------|---------------------------------------|--|
| MARITIME CLUSTER | 1,526.4 | 2,835.9 | 1,456.6 | 1,918.1 | 2,473.0 | 1,994.3 | 67.1 | - 19.4 | + 5.5 |
| Shipping agents and forwarders | 38.7 | 41.3 | 56.2 | 63.9 | 110.1 | 70.3 | 2.4 | - 36.1 | + 12.7 |
| Cargo handling | 352.2 | 670.2 | 368.9 | 589.5 | 701.0 | 636.1 | 21.4 | - 9.3 | + 12.5 |
| Shipping companies | 1,022.2 | 2,021.4 | 889.2 | 1,018.8 | 1,360.1 | 1,035.5 | 34.9 | - 23.9 | + 0.3 |
| Shipbuilding and repair | 5.7 | 3.0 | 4.0 | 4.6 | 7.7 | 6.5 | 0.2 | - 15.1 | + 2.6 |
| Port construction and dredging | 13.4 | 48.4 | 94.6 | 177.4 | 199.6 | 198.9 | 6.7 | - 0.3 | + 71.5 |
| Fishing | 0.1 | 0.0 | 0.1 | 0.2 | 0.3 | 0.3 | 0.0 | + 4.7 | + 18.5 |
| Port trade | 5.9 | 1.0 | 1.0 | 2.0 | 2.7 | 1.9 | 0.1 | - 29.5 | - 20.5 |
| Port authority | 88.2 | 50.5 | 42.7 | 61.9 | 91.6 | 44.7 | 1.5 | - 51.2 | - 12.7 |
| Public sector | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| <i>Allocation (p.m.)</i> | <i>57.6</i> | <i>113.8</i> | <i>134.5</i> | <i>208.7</i> | <i>186.9</i> | <i>249.3</i> | <i>-</i> | <i>+ 33.4</i> | <i>+ 34.0</i> |
| NON-MARITIME CLUSTER | 1,119.2 | 1,090.0 | 1,147.0 | 1,423.2 | 1,165.2 | 975.7 | 32.9 | - 16.3 | - 2.7 |
| TRADE | 55.1 | 42.5 | 49.5 | 52.6 | 57.9 | 37.6 | 1.3 | - 35.0 | - 7.4 |
| INDUSTRY | 896.2 | 861.7 | 927.9 | 1,214.0 | 899.0 | 713.4 | 24.0 | - 20.7 | - 4.5 |
| Energy | 61.0 | 99.5 | 74.1 | 42.6 | 60.0 | 131.9 | 4.4 | + 119.9 | + 16.7 |
| Fuel production | 170.8 | 174.4 | 144.1 | 166.3 | 200.2 | 185.4 | 6.2 | - 7.4 | + 1.7 |
| Chemicals | 517.2 | 506.4 | 643.9 | 939.3 | 570.9 | 352.7 | 11.9 | - 38.2 | - 7.4 |
| Car manufacturing | 99.5 | 59.1 | 35.1 | 30.6 | 21.9 | 11.2 | 0.4 | - 48.8 | - 35.4 |
| Electronics | 0.1 | 0.0 | 1.2 | 0.4 | 0.3 | 2.0 | 0.1 | + 645.6 | + 68.3 |
| Metalworking industry | 9.3 | 3.9 | 6.9 | 5.7 | 7.1 | 9.0 | 0.3 | + 27.5 | - 0.5 |
| Construction | 13.6 | 8.4 | 11.7 | 13.0 | 14.1 | 6.0 | 0.2 | - 57.3 | - 15.1 |
| Food industry | 20.0 | 7.8 | 8.3 | 12.6 | 20.8 | 11.1 | 0.4 | - 46.5 | - 11.1 |
| Other industries | 4.8 | 2.2 | 2.5 | 3.6 | 3.8 | 4.0 | 0.1 | + 5.3 | - 3.3 |
| LAND TRANSPORT | 39.6 | 48.3 | 42.3 | 40.9 | 56.4 | 34.8 | 1.2 | - 38.4 | - 2.6 |
| Road transport | 18.1 | 14.7 | 16.0 | 20.3 | 35.5 | 12.4 | 0.4 | - 65.0 | - 7.2 |
| Other land transport..... | 21.5 | 33.6 | 26.3 | 20.6 | 20.9 | 22.3 | 0.8 | + 6.8 | + 0.7 |
| OTHER LOGISTIC SERVICES | 128.3 | 137.6 | 127.1 | 115.6 | 151.8 | 190.0 | 6.4 | + 25.1 | + 8.2 |
| Other services | 46.2 | 65.3 | 75.9 | 88.4 | 110.4 | 148.6 | 5.0 | + 34.7 | + 26.3 |
| Public sector | 82.1 | 72.2 | 51.3 | 27.2 | 41.5 | 41.4 | 1.4 | - 0.3 | - 12.8 |
| DIRECT INVESTMENT | 2,645.6 | 3,925.9 | 2,603.5 | 3,341.3 | 3,638.2 | 2,970.1 | 100.0 | - 18.4 | + 2.3 |

Source: NBB (calculations based on the Belgian accounts filed with the Central Balance Sheet Office).

TABLE 19 INVESTMENT TOP 10 AT THE PORT OF ANTWERP IN 2009

| Ranking | Company name | Sector |
|---------|--|--------------------------------|
| 1 | EURONAV | Shipping companies |
| 2 | BOCIMAR INTERNATIONAL | Shipping companies |
| 3 | B.A.S.F. ANTWERPEN | Chemicals |
| 4 | SAFMARINE CONTAINER LINES | Shipping companies |
| 5 | DREDGING, ENVIRONMENTAL AND MARINE ENGINEERING | Port construction and dredging |
| 6 | ELECTRABEL | Energy |
| 7 | EXXONMOBIL PETROLEUM & CHEMICAL | Fuel production |
| 8 | KLEIMAR | Shipping companies |
| 9 | EXQUISITE | Shipping companies |
| 10 | SEA-TANK TERMINAL ANTWERP | Cargo handling |

Source: NBB. The estimates for the multi-regional firms are based on surveys, annual reports and allocation formulas based on regional statistics.

3 PORT OF GHENT

3.1 Port developments⁵¹

Despite limited losses in the fourth quarter, maritime traffic at the port of Gand fell by 23 % in 2009. Both bulk and general cargo fell by one-fifth. Bulk goods account for 80 % of traffic. Dry bulk goods, however, fell sharply, by 28 %, whereas liquid bulk goods managed to limit their decline to under 3 %. The decline did not prevent bulk goods from remaining the principal type of goods handled, with three-fifths of traffic. As for general cargo, the volume of containers loaded and unloaded shrank by 5 %. In 2009 it represented 2 % of total maritime traffic. Conventional general cargo and ro-ro traffic fell by more than 20 %. These poor results are principally attributable to weak conditions in the automobile industry and the metalworking industry. The biodiesel production industry, conversely, bolstered traffic.

The categories of goods most affected by the drop in volumes include agricultural products (-45 %), chemical products (-42 %), solid mineral fuel (-39 %) and ore and metal residues (-35 %). Only crude minerals and building materials, along with agricultural products and foodstuffs managed to hold their ground. The categories of ore and metal residues and agricultural products and foodstuffs each represent 18 % of goods handled. They are followed by solid mineral fuels and petroleum products, each with 12 % of traffic.

Inland waterway transport held up somewhat better, at slightly more than 16 million tonnes, an 18 % drop. Dry bulk goods, the principal type of transshipped cargo, was hit the hardest, down 26 %, whereas liquid bulk goods, notably petroleum products, actually rose slightly. As a result crude minerals and building materials are no longer the top category of transshipped goods, losing that distinction to petroleum products. Together, these two categories represent 52 % of traffic.

The port of Gand gets some hope for an improvement in the situation as the economy gets back on its feet and industrial production resumes.

On January 2009 the Stakeholders Advice Forum unanimously advised to build a new sealock within the existing lock complex for improving the maritime accessibility of the canal zone. Besides this, an exploratory study gave the Flemish and Dutch administrators enough information to decide on the follow-up of this project. On September 2009 the Flemish Government and the Dutch Government started financial negotiations for the construction of this new lock.

At the end of 2009 the infrastructure works and dredging works in and around the Kluizendok were almost finished. This project added 400 hectares of industrial space to the Ghent port area. At the northern side of the Kluizendok, a quay wall was built with a length of 440 metres and a depth of 8 metres. This completed - for the time being - the construction of quay walls. The accessibility of this port area was improved with the completion of the road network especially with the connection from Ghent to Zelzate by way of the left bank of the canal.

The Ghent Port Authority has also invested in a new water boat, the Aquarius, which is able to deliver drinking water in a more efficient way and enhances the comfort and safety of the crew. The rebuilding of the Singel was finished in 2009 and the Ghent Port Authority has continued its investments in ICT and the demolition works for the development of the industrial area Rieme-North.

The direct value added of the port of Ghent declined by 5.1 % (-6.2 % by volume). With the indirect effects, total value added was down by 1.4 % In 2009, the share of direct value added in Flemish GDP amounted to 1.6 %, and that of total value added came to 3.6 %. That figure is a little higher than in 2008. The share in Belgian GDP was unchanged, at 0.9 % for direct value added and 2 % for total value added.

Direct employment in firms in the port of Ghent declined by 3.3 % in 2009. That movement was amplified by a steeper fall among their subcontractors. In 2009, the proportion of direct and total employment in Flemish employment stood at 1.2 % and 2.9 % respectively, the latter figure being down by 0.1 % against 2008. In relation to employment in Belgium, the figures are unchanged at 0.7 % and 1.7 % respectively.

⁵¹ Sources: *Jaaroverzicht Vlaamse havens 2009* of the Vlaamse Havencommissie and *Annual Report 2009* of the Ghent Port Authority.

CHART 6 CHANGE IN DIRECT VALUE ADDED
(in € million, current prices)

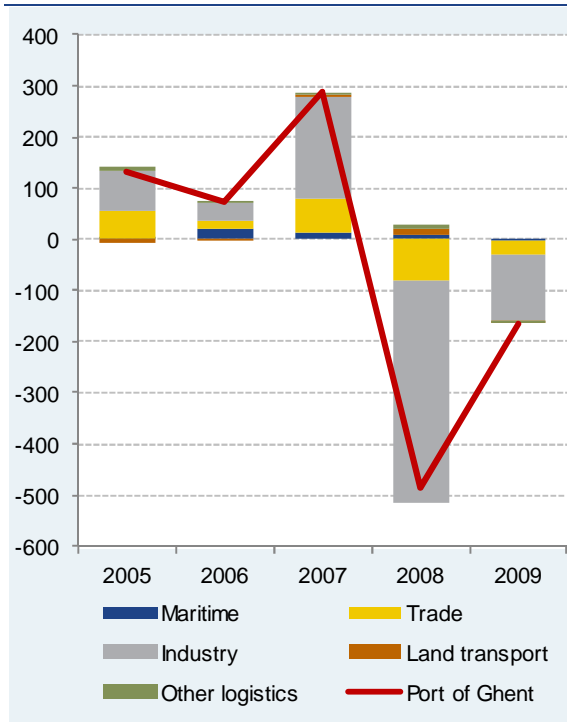
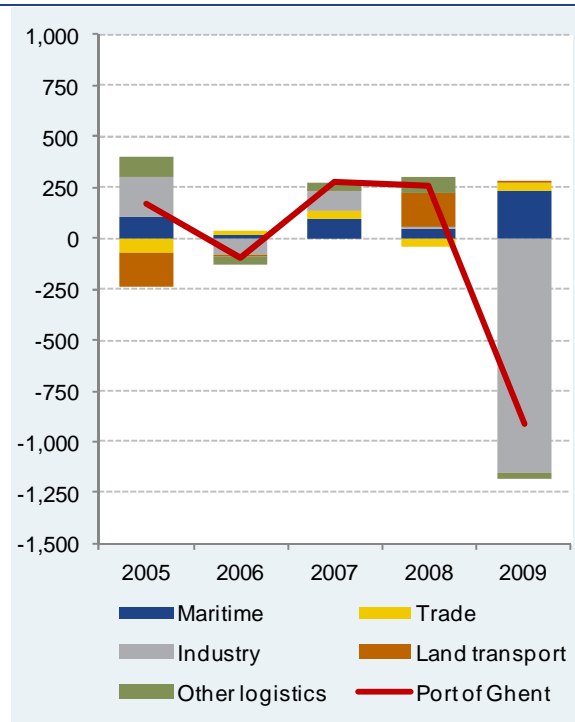


CHART 7 CHANGE IN DIRECT EMPLOYMENT
(FTE)



Source: NBB (calculations based on the Belgian accounts filed with the Central Balance Sheet Office).

3.2 Value added

Direct value added at the port of Ghent fell by 5.1 % between 2008 and 2009. That decline is due mainly to the non-maritime cluster, as the maritime cluster stood up relatively well (-1.4 %) to the bad international economic situation and the ensuing reduction in traffic at the port of Ghent. Surprisingly, the cargo handling segment actually expanded, but that was due essentially to restructuring in the Katoen Natie group. Sectors in the non-maritime cluster are either stagnating or declining. Trade, particularly affected by the poor results in the petroleum trade branch, was down by 3.6 %. Industry, in which cars and metalworking hold a key position, declined by 6.2 %. In addition, the chemicals, car manufacturing and metalworking segments recorded their lowest value added for six years. Other services were down by 8.7 %.

Highlights in the maritime cluster in 2009:

- The developments in the various sectors were influenced by the reorganisation of a number of firms belonging to the Katoen Natie group.
- The distribution centre launched by DSV Solutions (Automotive) during 2008 was operating for a whole year in 2009, thus recording more value added. DSV Solutions (Automotive) was the largest firm in terms of value added, along with the Ghent Port Authority.
- The Ghent Port Authority recorded value added totalling 23.6 million. The decline in port fees as a result of the reduction in cargo transshipment had a negative impact on turnover. Conversely, entry into service of the Kluizendok sites and the associated concession fees augmented turnover.

Highlights in the non-maritime cluster in 2009:

- Owing to the slowdown in economic activity, many trading companies were confronted by a reduction in both turnover and operating results. Honda Europe and Delphi Europe felt the impact of lower sales volumes and the pressure on prices in car manufacturing. Belgian Shell achieved lower value added as a result of the movement in prices on the international petroleum market.
- At Electrabel, turnover and operating expenses were down as a result of the transfer of the Walloon natural gas and electricity distribution to Ores at the beginning of 2009. The increase in other operating income had a positive impact on the operating profit. In 2008, this electricity producer's results were still heavily influenced by the implementation of a new collective labour agreement.

- SPE's operating results were up as a result of various factors, including the expansion of nuclear capacity from the end of February 2009, the impact of restructuring on prices, the greater availability of the electricity generating stations compared to 2008, and the reduction in costs via self-sufficiency in gas.
- 2009 was the first fully operational year for Alco Bio Fuel. In the second half of the year, in particular, Alco Bio Fuel benefited from strengthening European demand which drove up the market price of ethanol, and the change in the law which made it compulsory to add biofuels to petrol. Alco Bio Fuel also benefited from lower energy and grain prices.
- Bioro also saw an increase in value added as a result of the change in the law on biofuels and the depreciation of its new production unit. Since entry into force of the compulsory use of biofuels on 1 July 2009, sales on the Belgian market have really taken off. As a result of exemption from excise duty for quota holders, lower logistics costs and stronger demand, they produce a reasonable operating margin on top of the firm's expenses.
- The Oleon production units were operating at low level or shut down owing to the lack of demand.
- Kronos Europe, which makes titanium dioxide, a product very sensitive to the business cycle, was hard hit by the economic crisis.
- CRI Catalyst Company Belgium also posted a decline in the operating result and turnover.
- The increase in value added at Taminco compensated to some extent for the reduction at the other chemical firms. Taminco achieved an increase in its operating profit as a result of the successful integration of the activities taken over in previous years.
- The car manufacturing sector suffered in 2009. Production volumes were down at Volvo Trucks and Volvo Cars. Suppliers such as Plastal and Tower Automotive Belgium recorded lower turnover.
- ArcelorMittal Gent used 50 % of its capacity in the first half of 2009, with only one furnace operating in Ghent. The Sidgal galvanising line was closed down. Since the beginning of August, the factory has returned to "normal" production levels. To improve performance in terms of delivery times, a number of finishing lines were restarted in the fourth quarter.
- Most firms in the other services sector saw a reduction in value added.

TABLE 20 VALUE ADDED AT THE PORT OF GHENT FROM 2004 TO 2009

(in € million - current prices)

| Sectors | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Share in 2009 (in p.c.) | Change from 2008 to 2009 (in p.c.) | Annual average change from 2004 to 2009 (in p.c.) |
|--------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------------------|---------------------------------------|--|
| 1. DIRECT EFFECTS | 3,251.5 | 3,383.3 | 3,456.9 | 3,744.7 | 3,258.2 | 3,093.6 | 100.0 | - 5.1 | - 1.0 |
| MARITIME CLUSTER | 208.2 | 210.2 | 229.0 | 241.0 | 248.3 | 244.8 | 7.9 | - 1.4 | + 3.3 |
| Shipping agents and forwarders | 41.5 | 44.5 | 50.9 | 59.8 | 55.6 | 51.5 | 1.7 | - 7.4 | + 4.4 |
| Cargo handling | 127.2 | 129.0 | 140.6 | 136.6 | 144.1 | 149.2 | 4.8 | + 3.6 | + 3.3 |
| Shipping companies | 12.0 | 9.5 | 8.3 | 11.1 | 15.7 | 11.8 | 0.4 | - 24.8 | - 0.3 |
| Shipbuilding and repair | 3.9 | 4.0 | 4.2 | 4.8 | 4.4 | 4.7 | 0.2 | + 6.2 | + 4.1 |
| Port construction and dredging | 0.0 | 0.0 | 0.0 | -0.1 | -0.1 | -1.1 | 0.0 | n. | n. |
| Fishing | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | n. | n. |
| Port trade | 5.5 | 6.6 | 6.5 | 6.7 | 4.6 | 4.6 | 0.1 | + 0.9 | - 3.3 |
| Port authority | 18.3 | 16.6 | 18.6 | 22.3 | 24.0 | 23.6 | 0.8 | - 1.4 | + 5.3 |
| Public sector | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| Allocation (p.m.) | 6.0 | 5.5 | 4.9 | 5.9 | 10.6 | 9.1 | - | - 13.7 | + 8.9 |
| NON-MARITIME CLUSTER ... | 3,043.3 | 3,173.1 | 3,227.9 | 3,503.7 | 3,009.9 | 2,848.8 | 92.1 | - 5.4 | - 1.3 |
| TRADE | 726.0 | 778.8 | 794.7 | 862.9 | 782.1 | 753.9 | 24.4 | - 3.6 | + 0.8 |
| INDUSTRY | 2,162.5 | 2,240.9 | 2,279.1 | 2,477.0 | 2,041.3 | 1,914.4 | 61.9 | - 6.2 | - 2.4 |
| Energy | 59.4 | 48.7 | 61.3 | 71.5 | 84.4 | 114.6 | 3.7 | + 35.7 | + 14.0 |
| Fuel production | 7.8 | 6.6 | 5.8 | 11.0 | 9.3 | 32.9 | 1.1 | + 254.6 | + 33.3 |
| Chemicals | 224.4 | 245.4 | 255.2 | 274.9 | 271.9 | 215.4 | 7.0 | - 20.8 | - 0.8 |
| Car manufacturing | 632.2 | 611.3 | 636.2 | 646.0 | 628.6 | 555.3 | 18.0 | - 11.7 | - 2.6 |
| Electronics | 47.6 | 41.6 | 59.3 | 60.7 | 59.0 | 62.8 | 2.0 | + 6.6 | + 5.7 |
| Metalworking industry | 955.7 | 1,027.8 | 944.5 | 1,109.5 | 678.3 | 630.4 | 20.4 | - 7.1 | - 8.0 |
| Construction | 69.7 | 69.0 | 77.5 | 78.2 | 88.7 | 88.4 | 2.9 | - 0.3 | + 4.9 |
| Food industry | 57.8 | 61.1 | 65.3 | 73.0 | 64.0 | 60.4 | 2.0 | - 5.6 | + 0.9 |
| Other industries | 107.8 | 129.5 | 174.0 | 152.1 | 157.1 | 154.2 | 5.0 | - 1.9 | + 7.4 |
| LAND TRANSPORT | 62.2 | 53.5 | 52.0 | 56.9 | 68.3 | 68.3 | 2.2 | - 0.0 | + 1.9 |
| Road transport..... | 38.2 | 37.9 | 37.5 | 43.4 | 51.6 | 49.0 | 1.6 | - 5.0 | + 5.1 |
| Other land transport | 24.0 | 15.6 | 14.5 | 13.5 | 16.7 | 19.2 | 0.6 | + 15.3 | - 4.3 |
| OTHER LOGISTIC SERVICES | 92.7 | 99.9 | 102.2 | 106.9 | 118.3 | 112.2 | 3.6 | - 5.1 | + 3.9 |
| Other services | 80.8 | 87.8 | 87.2 | 91.5 | 101.2 | 92.4 | 3.0 | - 8.7 | + 2.7 |
| Public sector | 11.9 | 12.2 | 15.0 | 15.4 | 17.1 | 19.8 | 0.6 | + 16.0 | + 10.8 |
| 2. INDIRECT EFFECTS | 3,494.0 | 3,430.9 | 3,464.8 | 3,743.9 | 3,719.9 | 3,784.8 | - | + 1.7 | + 1.6 |
| MARITIME CLUSTER | 334.1 | 372.4 | 378.5 | 384.8 | 361.4 | 364.9 | - | + 0.9 | + 1.8 |
| NON-MARITIME CLUSTER ... | 3,159.8 | 3,058.5 | 3,086.3 | 3,359.0 | 3,358.5 | 3,419.9 | - | + 1.8 | + 1.6 |
| TOTAL VALUE ADDED | 6,745.5 | 6,814.2 | 6,921.8 | 7,488.6 | 6,978.2 | 6,878.4 | - | - 1.4 | + 0.4 |

Source: NBB (calculations based on the Belgian accounts filed with the Central Balance Sheet Office, and the Belgian IOTs).

TABLE 21 VALUE ADDED TOP 10 AT THE PORT OF GHENT IN 2009

| Ranking | Company name | Sector |
|---------|-------------------------|-----------------------|
| 1 | ARCELORMITTAL BELGIUM | Metalworking industry |
| 2 | TOTAL BELGIUM | Trade |
| 3 | VOLVO CARS | Car manufacturing |
| 4 | VOLVO GROUP BELGIUM | Car manufacturing |
| 5 | BELGIAN SHELL | Trade |
| 6 | STORA ENSO LANGERBRUGGE | Other industries |
| 7 | TAMINCO | Chemicals |
| 8 | S.P.E. | Energy |
| 9 | HONDA EUROPE | Trade |
| 10 | ELECTRABEL | Energy |

Source: NBB. The estimates for the multi-regional firms are based on surveys, annual reports and allocation formulas based on regional statistics.

3.3 Employment

Direct employment in the port of Ghent contracted by 3.3 %, falling to its lowest level for six years. Despite a reduction in traffic, employment in the maritime cluster expanded by 10.1 %, essentially on account of a reorganisation in the Katoen Natie group and the growth of the workforce of DSV Solutions (Automotive). Conversely, employment in the non-maritime cluster was down by 4.5 %. Employment in trade expanded slightly, but industry – which represents just under three-quarters of employment in the port – contracted by 5.6 %, mainly on account of the car manufacturing, metalworking and chemicals sectors, all three reaching their lowest level for six years. Land transport remained stable, in contrast to other services which declined by 2.9 %.

Compared to the figures published last year, employment in the energy segment showed a marked fall for all the years considered. Following a survey at Electrabel, it emerged that jobs in independent administrative services of the port of Ghent had been included in our previous studies. In this edition, only the production plants are taken into consideration.

Highlights in the maritime cluster in 2009:

- The developments in the various sectors were influenced by the internal reorganisation of a number of firms belonging to the Katoen Natie group. Thus, in the shipping agents and forwarders sector, Flanders Logistics suffered a sharp reduction in turnover following the takeover of part of its activity by Ghent Handling & Distribution in the cargo handling segment.
- The distribution centre launched by DSV Solutions (Automotive) during 2008 was operating for a whole year in 2009, so that the workforce increased by 220 full-time employees.

Highlights in the non-maritime cluster in 2009:

- The bankruptcy of Nilefos Chemie and its subsidiary Misa Eco caused the loss of 107 full-time jobs.
- Volvo Cars and Volvo Group Belgium cut their workforce in line with the lower production volumes. Both assembly firms introduced a system of temporary reductions in working time for white-collar workers. Volvo Cars introduced a system of temporary lay-offs on economic grounds for blue-collar workers. At Volvo Group Belgium, the number of temporary contracts was reduced and permanent staff retiring in 2009 were not replaced.
- The volume of production was also down at ArcelorMittal Belgium. One furnace and several production lines were temporarily closed down. The steel producer ArcelorMittal Belgium cut its workforce in line with the lower production volumes. It introduced lay-offs on economic grounds for blue-collar workers and a similar system for white-collar workers. The "Plan 2009" was applied to all blue and white-collar workers employed in Ghent. "Plan 2009" entails a workforce reduction amounting to 987 full-time equivalents and will be implemented over a three-year period using (early) retirement schemes and a voluntary redundancy programme.
- The growth of employment in the construction segment is largely attributable to Denys.
- In the electronics industry, all firms reduced their staff, but it was the job cuts at GE Industrial Belgium that had the biggest impact on the segment.
- Other logistics services were hard hit by the reduction in employment at Geo Measuring & Analyses.

TABLE 22 EMPLOYMENT AT THE PORT OF GHENT FROM 2004 TO 2009
(FTE)

| Sectors | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Share in 2009 (in p.c.) | Change from 2008 to 2009 (in p.c.) | Annual average change from 2004 to 2009 (in p.c.) |
|--------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------------------|---------------------------------------|--|
| 1. DIRECT EFFECTS | 27,038 | 27,203 | 27,109 | 27,385 | 27,643 | 26,733 | 100.0 | - 3.3 | - 0.2 |
| MARITIME CLUSTER | 2,075 | 2,179 | 2,194 | 2,287 | 2,332 | 2,569 | 9.6 | + 10.1 | + 4.4 |
| Shipping agents and forwarders | 530 | 559 | 599 | 666 | 620 | 567 | 2.1 | - 8.6 | + 1.4 |
| Cargo handling | 1,178 | 1,264 | 1,273 | 1,287 | 1,370 | 1,648 | 6.2 | + 20.3 | + 6.9 |
| Shipping companies | 103 | 92 | 58 | 64 | 77 | 69 | 0.3 | - 10.8 | - 7.7 |
| Shipbuilding and repair | 73 | 71 | 72 | 78 | 66 | 74 | 0.3 | + 11.6 | + 0.3 |
| Port construction and dredging | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | n. | n. |
| Fishing | 0 | 0 | 0 | 0 | 0 | 5 | 0.0 | n. | n. |
| Port trade | 42 | 45 | 43 | 42 | 50 | 51 | 0.2 | + 2.0 | + 4.1 |
| Port authority | 150 | 148 | 150 | 150 | 150 | 155 | 0.6 | + 3.5 | + 0.6 |
| Public sector | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | n. | n. |
| <i>Allocation (p.m.)</i> | <i>66</i> | <i>65</i> | <i>78</i> | <i>77</i> | <i>99</i> | <i>108</i> | <i>-</i> | <i>+ 9.0</i> | <i>+ 10.4</i> |
| NON-MARITIME CLUSTER ... | 24,963 | 25,024 | 24,915 | 25,097 | 25,310 | 24,164 | 90.4 | - 4.5 | - 0.6 |
| TRADE | 2,186 | 2,111 | 2,130 | 2,169 | 2,128 | 2,166 | 8.1 | + 1.8 | - 0.2 |
| INDUSTRY | 20,595 | 20,795 | 20,709 | 20,809 | 20,816 | 19,661 | 73.5 | - 5.6 | - 0.9 |
| Energy | 224 | 225 | 289 | 277 | 320 | 327 | 1.2 | + 2.1 | + 7.9 |
| Fuel production | 63 | 59 | 52 | 59 | 79 | 87 | 0.3 | + 10.4 | + 6.8 |
| Chemicals | 1,898 | 1,884 | 1,860 | 1,953 | 1,950 | 1,786 | 6.7 | - 8.4 | - 1.2 |
| Car manufacturing | 8,345 | 8,708 | 8,565 | 8,577 | 8,564 | 7,909 | 29.6 | - 7.7 | - 1.1 |
| Electronics | 923 | 790 | 732 | 728 | 708 | 647 | 2.4 | - 8.6 | - 6.9 |
| Metalworking industry | 6,478 | 6,535 | 6,509 | 6,456 | 6,354 | 5,990 | 22.4 | - 5.7 | - 1.6 |
| Construction | 1,069 | 980 | 1,021 | 1,050 | 1,125 | 1,270 | 4.8 | + 12.9 | + 3.5 |
| Food industry | 488 | 501 | 502 | 518 | 554 | 560 | 2.1 | + 1.2 | + 2.8 |
| Other industries | 1,107 | 1,113 | 1,179 | 1,190 | 1,162 | 1,084 | 4.1 | - 6.7 | - 0.4 |
| LAND TRANSPORT | 944 | 782 | 774 | 777 | 945 | 947 | 3.5 | + 0.3 | + 0.1 |
| Road transport | 473 | 486 | 505 | 542 | 669 | 649 | 2.4 | - 2.9 | + 6.6 |
| Other land transport | 471 | 295 | 270 | 235 | 276 | 298 | 1.1 | + 7.9 | - 8.8 |
| OTHER LOGISTIC SERVICES | 1,238 | 1,337 | 1,301 | 1,343 | 1,422 | 1,390 | 5.2 | - 2.2 | + 2.3 |
| Other services | 970 | 1,078 | 1,041 | 1,083 | 1,157 | 1,123 | 4.2 | - 2.9 | + 3.0 |
| Public sector | 268 | 259 | 261 | 260 | 265 | 267 | 1.0 | + 0.8 | - 0.1 |
| 2. INDIRECT EFFECTS | 38,723 | 36,629 | 37,334 | 39,278 | 41,184 | 38,537 | - | - 6.4 | - 0.1 |
| MARITIME CLUSTER | 3,855 | 4,422 | 4,155 | 4,285 | 4,298 | 4,336 | - | + 0.9 | + 2.4 |
| NON-MARITIME CLUSTER ... | 34,867 | 32,207 | 33,178 | 34,993 | 36,886 | 34,201 | - | - 7.3 | - 0.4 |
| TOTAL EMPLOYMENT | 65,760 | 63,832 | 64,443 | 66,662 | 68,826 | 65,270 | - | - 5.2 | - 0.1 |

Source: NBB (calculations based on the Belgian accounts filed with the Central Balance Sheet Office, and the Belgian IOTs).

TABLE 23 EMPLOYMENT TOP 10 AT THE PORT OF GHENT IN 2009

| Ranking | Company name | Sector |
|---------|---------------------------|-----------------------|
| 1 | ARCELORMITTAL BELGIUM | Metalworking industry |
| 2 | VOLVO CARS | Car manufacturing |
| 3 | VOLVO GROUP BELGIUM | Car manufacturing |
| 4 | DENYS | Construction |
| 5 | HONDA EUROPE | Trade |
| 6 | DSV SOLUTIONS(AUTOMOTIVE) | Cargo handling |
| 7 | GE INDUSTRIAL BELGIUM | Electronics |
| 8 | STORA ENSO LANGERBRUGGE | Other industries |
| 9 | TOWER AUTOMOTIVE BELGIUM | Car manufacturing |
| 10 | TAMINCO | Chemicals |

Source: NBB. The estimates for the multi-regional firms are based on surveys, annual reports and allocation formulas based on regional statistics.

3.4 Investment

Investment in the maritime cluster of the port of Ghent was relatively stable in 2009, as the decline among shipping companies was offset by the increase in cargo handling. Conversely, in the non-maritime cluster investment was down by 17.2 %. This fall affected all sectors, the decline ranging between 16.7 % for industry and 28 % for land transport. Nonetheless, the value of total investment for the non-maritime cluster was still well above the figures for 2006 and previous years.

Highlights in the maritime cluster in 2009:

- Tailormade Logistics took out a lease on a warehouse and an office building.
- The main investment by Louis Dreyfus Commodities Belgium concerned the creation of a new NFC (not-from-concentrate) terminal for receiving, processing and distributing fruit juices.
- Ghent Transport and Storage invested in the renovation of the Middendok Terminal and the construction of additional storage capacity at the Kluizendok.
- Sabeen, part of the Katoen Natie group, invested in its depot complex in the Desteldonk zone.
- The Ghent shipping company Danca-Shipping bought the "San Remo", an inland waterway vessel.
- The Ghent Port Authority invested in the "Aquarius", a vessel supplying drinking water in the port area, reconstruction of the Singel road, the electronic information system Enigma, expansion of the camera network, and renovation of the radio communication network.

Highlights in the non-maritime cluster in 2009:

- At Oiltanking Ghent, new tank storage capacity totalling 220,000 cubic metres came into service. This additional capacity is used mainly for strategic storage.
- Electrabel continued construction at its Knippegroen steam power station. This power station with a capacity of 350 MW converts blast furnace gas from the steel producer ArcelorMittal Belgium into electricity. The power station entered into operation during 2010.
- Owing to the completion of several large investment projects, mainly in biofuels, there was a decline in investment in the fuel production sector.
- Most chemical firms cut their investment. Oleon and Taminco invested substantial sums respectively in the fatty acid factory in Ertvelde and a combined heat and power station.
- Volvo Cars invested large amounts in modifying the plant for the new S60 model. Investment declined at most firms in the car manufacturing sector.
- ArcelorMittal Belgium made various investments in Ghent, including linking its gas network to Electrabel's Knippegroen power station, a coal grinding plant and a new portal crane.
- In the food industry, the biggest investors were Cargill and Algist Bruggeman. Cargill⁵² invested in the conversion of its Ghent site to a multi-crush plant. Algist Bruggeman invested in a combined heat and power plant which is to become operational in 2010.
- In the other industries sector, the dominant investor was Stora Enso Langerbrugge. This paper producer made further investments in a multi-fuel combined heat and power station and an automated sorting line for recycled waste. Both projects are scheduled to become operational in 2010.
- DFDS Logistics (formerly Hallens) acquired 300 new trailers.

⁵² The annual accounts of Cargill cover part of the year 2008.

- The Flemish Region invested mainly in the Kluizendok and the Ghent-Terneuzen canal.

TABLE 24 INVESTMENT AT THE PORT OF GHENT FROM 2004 TO 2009

(in € million - current prices)

| Sectors | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Share in 2009 (in p.c.) | Change from 2008 to 2009 (in p.c.) | Annual average change from 2004 to 2009 (in p.c.) |
|--------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------------------|---------------------------------------|--|
| MARITIME CLUSTER | 40.8 | 57.2 | 54.4 | 95.8 | 80.3 | 80.8 | 13.6 | + 0.7 | + 14.6 |
| Shipping agents and forwarders | 7.3 | 2.3 | 2.4 | 9.7 | 5.6 | 3.1 | 0.5 | - 44.6 | - 15.8 |
| Cargo handling | 13.3 | 24.9 | 27.1 | 47.3 | 34.3 | 44.7 | 7.5 | + 30.3 | + 27.5 |
| Shipping companies | 2.4 | 9.0 | 7.6 | 11.3 | 20.4 | 10.6 | 1.8 | - 48.3 | + 34.3 |
| Shipbuilding and repair | 1.1 | 0.2 | 0.4 | 0.5 | 0.5 | 0.8 | 0.1 | + 44.7 | - 7.3 |
| Port construction and dredging | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | n. | n. |
| Fishing | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | n. | n. |
| Port trade | 0.0 | 0.1 | 0.1 | 0.2 | 0.0 | 0.0 | 0.0 | n. | n. |
| Port authority | 16.6 | 20.8 | 16.8 | 27.0 | 19.3 | 21.6 | 3.6 | + 11.6 | + 5.3 |
| Public sector | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| <i>Allocation (p.m.)</i> | <i>3.3</i> | <i>4.2</i> | <i>8.0</i> | <i>11.9</i> | <i>9.8</i> | <i>7.5</i> | <i>-</i> | <i>- 22.9</i> | <i>+ 17.8</i> |
| NON-MARITIME CLUSTER ... | 295.6 | 293.4 | 338.2 | 592.0 | 621.5 | 514.8 | 86.4 | - 17.2 | + 11.7 |
| TRADE | 30.6 | 33.5 | 26.7 | 40.9 | 52.5 | 42.7 | 7.2 | - 18.7 | + 6.9 |
| INDUSTRY | 228.3 | 219.2 | 244.4 | 488.2 | 518.8 | 431.9 | 72.5 | - 16.7 | + 13.6 |
| Energy | 1.9 | 8.6 | 4.8 | 61.1 | 125.4 | 179.2 | 30.1 | + 42.9 | + 147.6 |
| Fuel production | 1.1 | 1.4 | 31.7 | 72.0 | 55.9 | 11.7 | 2.0 | - 79.0 | + 60.0 |
| Chemicals | 25.3 | 29.9 | 38.9 | 72.5 | 61.8 | 34.6 | 5.8 | - 44.0 | + 6.5 |
| Car manufacturing | 61.7 | 78.6 | 54.4 | 111.2 | 94.8 | 52.3 | 8.8 | - 44.9 | - 3.3 |
| Electronics | 4.9 | 4.4 | 3.2 | 5.2 | 6.3 | 3.0 | 0.5 | - 51.7 | - 9.3 |
| Metalworking industry | 91.1 | 64.2 | 61.8 | 113.6 | 74.9 | 55.3 | 9.3 | - 26.2 | - 9.5 |
| Construction | 5.1 | 6.8 | 13.8 | 12.4 | 13.9 | 17.5 | 2.9 | + 25.4 | + 27.7 |
| Food industry | 10.6 | 6.0 | 21.5 | 19.8 | 27.6 | 20.1 | 3.4 | - 27.3 | + 13.7 |
| Other industries | 26.6 | 19.4 | 14.3 | 20.5 | 58.1 | 58.2 | 9.8 | + 0.2 | + 17.0 |
| LAND TRANSPORT | 11.6 | 6.1 | 15.0 | 14.5 | 15.0 | 10.8 | 1.8 | - 28.0 | - 1.4 |
| Road transport | 9.4 | 3.7 | 11.9 | 12.2 | 11.5 | 9.7 | 1.6 | - 16.0 | + 0.6 |
| Other land transport | 2.2 | 2.5 | 3.0 | 2.3 | 3.5 | 1.2 | 0.2 | - 67.4 | - 12.2 |
| OTHER LOGISTIC SERVICES | 25.1 | 34.6 | 52.2 | 48.4 | 35.2 | 29.4 | 4.9 | - 16.5 | + 3.2 |
| Other services | 10.5 | 17.8 | 31.6 | 22.3 | 21.5 | 21.6 | 3.6 | + 0.9 | + 15.6 |
| Public sector | 14.7 | 16.7 | 20.6 | 26.2 | 13.7 | 7.7 | 1.3 | - 43.6 | - 12.1 |
| DIRECT INVESTMENT | 336.4 | 350.6 | 392.6 | 687.8 | 701.8 | 595.7 | 100.0 | - 15.1 | + 12.1 |

Source: NBB (calculations based on the Belgian accounts filed with the Central Balance Sheet Office).

TABLE 25 INVESTMENT TOP 10 AT THE PORT OF GHENT IN 2009

| Ranking | Company name | Sector |
|---------|-------------------------|-----------------------|
| 1 | ELECTRABEL | Energy |
| 2 | S.P.E. | Energy |
| 3 | STORA ENSO LANGERBRUGGE | Other industries |
| 4 | ARCELORMITTAL BELGIUM | Metalworking industry |
| 5 | VOLVO CARS | Car manufacturing |
| 6 | GHENT PORT AUTHORITY | Port authority |
| 7 | SABEEN | Cargo handling |
| 8 | OILTANKING GHENT | Trade |
| 9 | TAMINCO | Chemicals |
| 10 | OLEON | Chemicals |

Source: NBB. The estimates for the multi-regional firms are based on surveys, annual reports and allocation formulas based on regional statistics.

4 PORT OF OSTEND

4.1 Port developments⁵³

The port of Ostend was hit by the full brunt of the economic crisis and the resulting decrease in maritime transport. Traffic slumped by nearly 37 % between 2008 and 2009. Due to the severe economic slowdown, the Dart Line services to Killinghome and Purfleet were suspended. At end-June, Cobelfret shut down its TerminalCo subsidiary. TerminalCo ran the top-performing ro-ro operation in the port. The closure put an end to the connection with Ipswich. TransEuropa Ferries was the only company that operated a service to Ramsgate in the UK continuously throughout the year. This service catered principally to accompanied trailers, which represent 85 % of its clientele. The service provided by TransEuropa Ferries varied little over the course of the year. All in all, the Ostend port's ro-ro traffic fell from 6.7 million tonnes to 3.9 million, a decrease of practically 42 %. Tourist cars and passenger traffic fell by more than one-fifth.

The number of cruise ships docking at the port of Ostend was fairly consistent. Port managers hope that the new pier will attract a category of passenger ships previously unable to dock at the port. Because the operators of these ships try their best to vary the routes they take, expanding the range of ships that can make a call at the port is necessary to keep these visits coming.

In general cargo, the excellent result of 2008 – with 1.7 million tonnes – was obviously not repeated. The volume of dry bulk goods loaded and unloaded in 2009 was 1.4 million tonnes, mostly sand and aggregates.

Faced with this steep drop in activity, especially in ro-ro traffic, the Port of Ostend decided to invest in the renewable energy sector. This sector, which admittedly generates little traffic, is developing briskly, generating value added and jobs. Naturally, certain investments, notably to shore up the soundness of the quays, are needed. However, the port of Ostend is not abandoning its other maritime activities. When the port conducted a review of its strategic goals, it decided to continue to prioritise ro-ro transport, sand and gravel, fishing and cruise ships.

Improvements to the entry of the port of Ostend are clearly critically important. However, work has been delayed by the discovery of unexploded ordnance. Work on the eastern pier was able to start. But the port also has to deal with a shortage of land. To make up for this shortage, it plans to fill in a portion of the Visserijdok. Another project involves moving the pilotage fleet of the Flemish Government to give it access to more adequate infrastructure.

The direct value added produced by the port of Ostend was down by 4.2 % in 2009 (5.4 % by volume). Total value added, which includes the part generated upstream of the firms under review, declined by 3.5 %. In relation to the GDP of the Flemish Region, direct value added represented 0.2 % in 2009 and total value added represented 0.5 %. These two percentages are the same as in 2008. In 2009, direct value added and total value added amounted to 0.1 % and 0.3 % respectively of Belgian GDP.

Direct employment in the port of Ostend was up by 1.1 %. The total of direct and indirect employment, adversely affected by the national situation, was down by 3.4 %. As in the previous year, the workforce in the firms under review at the port corresponded to 0.2 % of employment in the Flemish Region. Total employment – direct plus indirect employment – came to 0.4 % of Flemish employment. In 2009, direct and total employment represented 0.1 and 0.3 % respectively of Belgian employment.

⁵³ Sources: *Jaaroverzicht Vlaamse havens 2009* of the Vlaamse Havencommissie and *Annual Report 2009* of the Ostend Port Authority.

CHART 8 CHANGE IN DIRECT VALUE ADDED
(in € million, current prices)

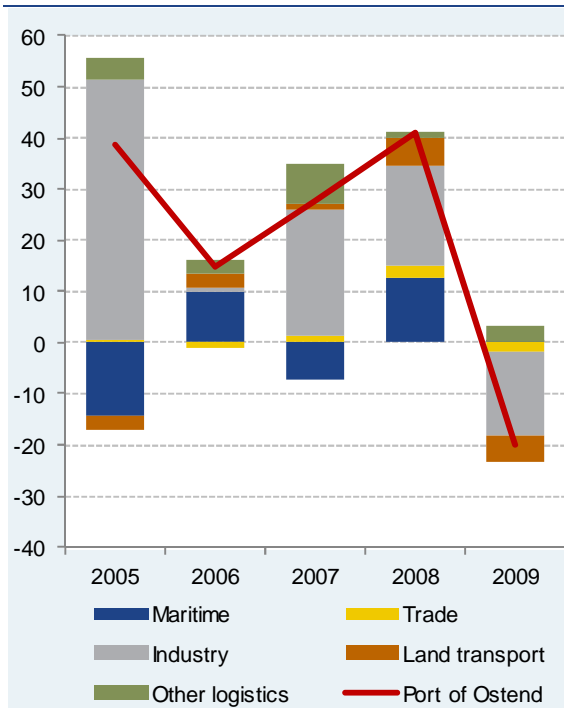
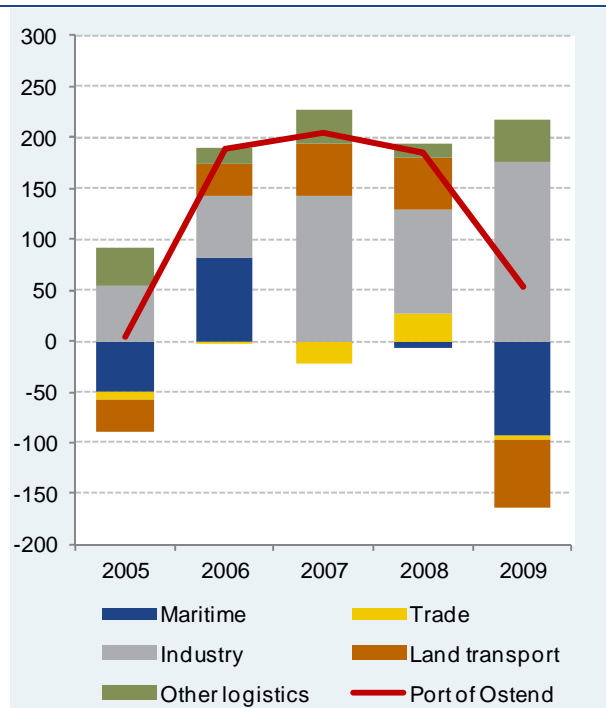


CHART 9 CHANGE IN DIRECT EMPLOYMENT
(FTE)



Source: NBB (calculations based on the Belgian accounts filed with the Central Balance Sheet Office).

4.2 Value added

In the port of Ostend, direct value added was down by 4.2 %. The value added produced in the maritime cluster remained stable, while the increase in port construction and dredging offset the decline in cargo handling and shipping companies. In the case of shipping companies, the decline is due to the departure of a company operating on the route to Great Britain. In the non-maritime cluster value added was 5.8 % down. The fall was felt mainly in the metalworking industry, where value added declined by 23.6 %. Trade was down by 8.8 %, but the figure achieved was still above that for 2007 and previous years. The same is true for land transport, despite a 17.2 % decline. Other logistic services recorded 5.4 % growth.

Highlights in the maritime cluster in 2009:

- The port construction and dredging sector was supported by the excellent results of Baggerwerken Decloedt en Zoon. This company also raised the beach at Mariakerke, as well as carrying out dredging work for the new fairway into Ostend and widening of the Pas Van Zand. Routine dredging was also carried out at the Blankenberge yacht harbour and at Ostend.
- The decline in value added among cargo handlers is due to TerminalCo which had to close its business down following the loss of its single customer.
- The collapse of value added among shipping companies is due to the departure of Dart Line to Zeebrugge

Highlights in the non-maritime cluster in 2009:

- In the energy sector, Electrawinds-Biomassa saw its turnover increase as a result of the renewal of the engines installed at the beginning of 2009, which put an end to its production problems, but also thanks to a better return on the refining of used oils.
- Electrawinds Biostoom also posted an increase in turnover.
- At Daikin Europe, turnover was down as a result of falling demand, particularly in the construction sector which was hit by the economic recession.
- Algemene Ondernemingen Soetaert transferred its headquarters to the port area.
- At Transport Maenhout, the financial year brought a decline in the number of consignments plus a serious reduction in turnover and results. The fall in turnover is due partly to a reduction in services to clients, but also to cuts in selling prices.

TABLE 26 VALUE ADDED AT THE PORT OF OSTEND FROM 2004 TO 2009

(in € million - current prices)

| Sectors | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Share in 2009 (in p.c.) | Change from 2008 to 2009 (in p.c.) | Annual average change from 2004 to 2009 (in p.c.) |
|--------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------------------|---------------------------------------|--|
| 1. DIRECT EFFECTS | 354.9 | 393.6 | 408.6 | 436.2 | 477.3 | 457.2 | 100.0 | - 4.2 | + 5.2 |
| MARITIME CLUSTER | 125.3 | 111.1 | 121.2 | 114.0 | 126.6 | 126.8 | 27.7 | + 0.1 | + 0.2 |
| Shipping agents and forwarders | 2.8 | 3.2 | 3.3 | 3.9 | 3.9 | 4.3 | 0.9 | + 11.2 | + 8.8 |
| Cargo handling | 8.5 | 7.7 | 8.1 | 5.9 | 7.3 | 2.9 | 0.6 | - 60.5 | - 19.3 |
| Shipping companies | 3.4 | 2.9 | 0.8 | -0.6 | 9.0 | 0.2 | 0.0 | - 97.7 | - 42.7 |
| Shipbuilding and repair | 14.5 | 13.9 | 13.3 | 15.0 | 12.4 | 13.3 | 2.9 | + 7.5 | - 1.7 |
| Port construction and dredging | 47.5 | 31.8 | 39.7 | 30.2 | 41.9 | 55.4 | 12.1 | + 32.0 | + 3.1 |
| Fishing | 32.2 | 34.9 | 39.8 | 42.3 | 36.3 | 37.2 | 8.1 | + 2.5 | + 3.0 |
| Port trade | 0.2 | 0.2 | 0.2 | 0.2 | 0.3 | 0.4 | 0.1 | + 27.8 | + 10.7 |
| Port authority | 4.8 | 5.2 | 4.3 | 4.7 | 4.6 | 3.0 | 0.7 | - 35.1 | - 9.1 |
| Public sector | 11.3 | 11.3 | 11.6 | 12.3 | 10.8 | 10.1 | 2.2 | - 6.4 | - 2.3 |
| Allocation (p.m.) | 11.3 | 10.3 | 13.3 | 14.7 | 10.9 | 11.1 | - | + 2.3 | - 0.3 |
| NON-MARITIME CLUSTER ... | 229.6 | 282.4 | 287.3 | 322.2 | 350.7 | 330.4 | 72.3 | - 5.8 | + 7.6 |
| TRADE | 16.6 | 17.0 | 15.9 | 17.4 | 19.7 | 18.0 | 3.9 | - 8.8 | + 1.7 |
| INDUSTRY | 152.8 | 203.6 | 204.2 | 228.6 | 248.1 | 231.6 | 50.7 | - 6.6 | + 8.7 |
| Energy | 0.2 | 1.4 | 5.0 | 3.3 | -6.5 | 13.6 | 3.0 | n. | + 131.1 |
| Fuel production | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| Chemicals | 35.8 | 37.2 | 33.6 | 33.5 | 34.7 | 36.6 | 8.0 | + 5.5 | + 0.5 |
| Car manufacturing | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| Electronics | 0.7 | 0.7 | 0.6 | 0.7 | 1.0 | 1.0 | 0.2 | - 5.1 | + 7.0 |
| Metalworking industry | 98.3 | 150.6 | 152.1 | 176.3 | 203.5 | 155.5 | 34.0 | - 23.6 | + 9.6 |
| Construction | 5.1 | 5.3 | 5.6 | 6.2 | 6.8 | 16.0 | 3.5 | + 136.8 | + 25.6 |
| Food industry | 9.7 | 8.2 | 7.4 | 8.0 | 7.2 | 7.3 | 1.6 | + 0.9 | - 5.5 |
| Other industries | 3.0 | 0.3 | -0.1 | 0.6 | 1.4 | 1.7 | 0.4 | + 22.7 | - 10.8 |
| LAND TRANSPORT | 22.7 | 19.8 | 22.4 | 23.7 | 29.2 | 24.1 | 5.3 | - 17.2 | + 1.3 |
| Road transport | 17.6 | 18.2 | 21.6 | 22.9 | 28.9 | 24.1 | 5.3 | - 16.5 | + 6.5 |
| Other land transport | 5.1 | 1.6 | 0.8 | 0.7 | 0.3 | 0.0 | 0.0 | - 100.0 | - 100.0 |
| OTHER LOGISTIC SERVICES | 37.6 | 42.1 | 44.8 | 52.5 | 53.7 | 56.7 | 12.4 | + 5.4 | + 8.6 |
| Other services | 17.1 | 16.6 | 18.3 | 23.3 | 22.6 | 24.1 | 5.3 | + 6.4 | + 7.0 |
| Public sector | 20.4 | 25.5 | 26.5 | 29.2 | 31.1 | 32.6 | 7.1 | + 4.7 | + 9.8 |
| 2. INDIRECT EFFECTS | 339.2 | 357.2 | 387.5 | 397.9 | 446.0 | 433.5 | - | - 2.8 | + 5.0 |
| MARITIME CLUSTER | 149.9 | 133.1 | 146.7 | 129.1 | 148.1 | 146.8 | - | - 0.9 | - 0.4 |
| NON-MARITIME CLUSTER ... | 189.2 | 224.0 | 240.8 | 268.7 | 297.9 | 286.7 | - | - 3.8 | + 8.7 |
| TOTAL VALUE ADDED | 694.0 | 750.7 | 796.0 | 834.0 | 923.4 | 890.7 | - | - 3.5 | + 5.1 |

Source: NBB (calculations based on the Belgian accounts filed with the Central Balance Sheet Office, and the Belgian IOTs).

TABLE 27 VALUE ADDED TOP 10 AT THE PORT OF OSTEND IN 2009

| Ranking | Company name | Sector |
|---------|---------------------------------|--------------------------------|
| 1 | DAIKIN EUROPE | Metalworking industry |
| 2 | BAGGERWERKEN DECLOEDT EN ZOON | Port construction and dredging |
| 3 | PUBLIC ADMINISTRATION | Public sector |
| 4 | PROVIRON FUNCTIONAL CHEMICALS | Chemicals |
| 5 | MORUBEL | Fishing |
| 6 | BELGIAN NAVY | Public sector |
| 7 | ALGEMENE ONDERNEMINGEN SOETAERT | Construction |
| 8 | ELECTRAWINDS BIOMASSA | Energy |
| 9 | TRANSPORT MAENHOUT | Road transport |
| 10 | PROVIRON BASIC CHEMICALS | Chemicals |

Source: NBB. The estimates for the multi-regional firms are based on surveys, annual reports and allocation formulas based on regional statistics.

4.3 Employment

Despite a difficult year for cross-Channel traffic, there was no decline in employment at the port of Ostend in 2009. In the maritime cluster, 93 FTEs were lost whereas 146 jobs were created in the non-maritime cluster. In the maritime cluster, cargo handling, shipping companies, shipbuilding and repair and fishing were the main segments accounting for the decline. In the non-maritime cluster, trade and land transport were down while industry and other logistic services recorded an increase. Land transport was particularly affected, with FTEs down by 16 %.

Highlights in the maritime cluster in 2009:

- The activity of Dart Line consisted of the operation of 3 scheduled services from Ostend. The services in Ostend were terminated on 30 June 2009.
- Once TerminalCo's sole customer pulled out, the company decided to terminate the activities. In winding up the business, the necessary reorganisation was carried out, and no more staff are being employed.
- The Belgian Navy increased its presence in the port of Ostend.

Highlights in the non-maritime cluster in 2009:

- In July 2009 the power station owned by Electrawinds Biostoom came into operation. The electricity is sold to an energy company under a long-term contract.
- Algemene Ondernemingen Soetaert transferred its headquarters to the port area.
- The Proviron group cut its workforce when reorganising its activities.
- At Electrawinds, the workforce expanded by more than half.
- The transport firm Maenhout Logistics cut its workforce in view of the slackening of its activities.
- Natrajacali expanded its workforce.

TABLE 28 EMPLOYMENT AT THE PORT OF OSTEND FROM 2004 TO 2009
(FTE)

| Sectors | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Share in 2009 (in p.c.) | Change from 2008 to 2009 (in p.c.) | Annual average change from 2004 to 2009 (in p.c.) |
|--------------------------------------|--------------|--------------|--------------|--------------|---------------|--------------|----------------------------|---------------------------------------|--|
| 1. DIRECT EFFECTS | 4,441 | 4,445 | 4,634 | 4,839 | 5,025 | 5,079 | 100.0 | + 1.1 | + 2.7 |
| MARITIME CLUSTER | 1,609 | 1,558 | 1,640 | 1,639 | 1,632 | 1,539 | 30.3 | - 5.7 | - 0.9 |
| Shipping agents and forwarders | 43 | 50 | 47 | 53 | 58 | 60 | 1.2 | + 2.8 | + 6.8 |
| Cargo handling | 154 | 154 | 160 | 183 | 171 | 134 | 2.6 | - 21.8 | - 2.8 |
| Shipping companies | 18 | 21 | 25 | 7 | 35 | 3 | 0.1 | - 90.8 | - 29.2 |
| Shipbuilding and repair | 280 | 255 | 266 | 281 | 256 | 245 | 4.8 | - 4.1 | - 2.6 |
| Port construction and dredging | 396 | 353 | 350 | 328 | 352 | 348 | 6.9 | - 1.0 | - 2.6 |
| Fishing | 435 | 449 | 514 | 512 | 496 | 489 | 9.6 | - 1.4 | + 2.4 |
| Port trade | 3 | 3 | 3 | 4 | 5 | 6 | 0.1 | + 9.6 | + 16.1 |
| Port authority | 41 | 42 | 42 | 47 | 46 | 44 | 0.9 | - 4.3 | + 1.7 |
| Public sector | 239 | 231 | 233 | 225 | 213 | 211 | 4.2 | - 0.9 | - 2.4 |
| <i>Allocation (p.m.)</i> | <i>196</i> | <i>164</i> | <i>192</i> | <i>198</i> | <i>175</i> | <i>153</i> | <i>-</i> | <i>- 12.6</i> | <i>- 4.8</i> |
| NON-MARITIME CLUSTER ... | 2,832 | 2,886 | 2,994 | 3,200 | 3,394 | 3,540 | 69.7 | + 4.3 | + 4.6 |
| TRADE | 214 | 207 | 206 | 185 | 212 | 208 | 4.1 | - 2.1 | - 0.6 |
| INDUSTRY | 1,648 | 1,702 | 1,762 | 1,905 | 2,006 | 2,182 | 43.0 | + 8.8 | + 5.8 |
| Energy | 1 | 4 | 12 | 21 | 34 | 50 | 1.0 | + 50.4 | + 118.7 |
| Fuel production | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | n. | n. |
| Chemicals | 449 | 424 | 400 | 419 | 419 | 391 | 7.7 | - 6.6 | - 2.7 |
| Car manufacturing | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | n. | n. |
| Electronics | 12 | 10 | 10 | 11 | 12 | 12 | 0.2 | + 0.0 | + 0.9 |
| Metalworking industry | 942 | 1,069 | 1,135 | 1,230 | 1,302 | 1,332 | 26.2 | + 2.3 | + 7.2 |
| Construction | 102 | 104 | 113 | 114 | 118 | 232 | 4.6 | + 96.7 | + 17.9 |
| Food industry | 79 | 86 | 91 | 99 | 101 | 121 | 2.4 | + 19.9 | + 8.9 |
| Other industries | 64 | 6 | 1 | 10 | 20 | 43 | 0.8 | + 109.3 | - 7.8 |
| LAND TRANSPORT | 316 | 285 | 317 | 369 | 421 | 354 | 7.0 | - 16.0 | + 2.3 |
| Road transport | 224 | 240 | 268 | 320 | 385 | 354 | 7.0 | - 8.2 | + 9.6 |
| Other land transport | 92 | 45 | 49 | 49 | 35 | 0 | 0.0 | - 100.0 | - 100.0 |
| OTHER LOGISTIC SERVICES | 653 | 692 | 709 | 742 | 754 | 796 | 15.7 | + 5.6 | + 4.0 |
| Other services | 158 | 164 | 150 | 167 | 189 | 202 | 4.0 | + 6.9 | + 5.0 |
| Public sector | 495 | 528 | 559 | 575 | 565 | 594 | 11.7 | + 5.1 | + 3.7 |
| 2. INDIRECT EFFECTS | 4,337 | 4,499 | 4,624 | 4,587 | 5,295 | 4,893 | - | - 7.6 | + 2.4 |
| MARITIME CLUSTER | 1,902 | 1,968 | 1,994 | 1,635 | 2,115 | 1,562 | - | - 26.2 | - 3.9 |
| NON-MARITIME CLUSTER ... | 2,435 | 2,532 | 2,630 | 2,951 | 3,180 | 3,331 | - | + 4.7 | + 6.5 |
| TOTAL EMPLOYMENT | 8,779 | 8,944 | 9,258 | 9,426 | 10,320 | 9,972 | - | - 3.4 | + 2.6 |

Source: NBB (calculations based on the Belgian accounts filed with the Central Balance Sheet Office, and the Belgian IOTs).

TABLE 29 EMPLOYMENT TOP 10 AT THE PORT OF OSTEND IN 2009

| Ranking | Company name | Sector |
|---------|---------------------------------|--------------------------------|
| 1 | DAIKIN EUROPE | Metalworking industry |
| 2 | PUBLIC ADMINISTRATION | Public sector |
| 3 | BAGGERWERKEN DECLOEDT EN ZOON | Port construction and dredging |
| 4 | BELGIAN NAVY | Public sector |
| 5 | PROVIRON FUNCTIONAL CHEMICALS | Chemicals |
| 6 | CLEMACO CONTRACTING | Shipbuilding and repair |
| 7 | EUROPEAN FREIGHT SERVICES | Road transport |
| 8 | ALGEMENE ONDERNEMINGEN SOETAERT | Construction |
| 9 | NATRAJACALI | Food industry |
| 10 | MAENHOUT LOGISTICS | Road transport |

Source: NBB. The estimates for the multi-regional firms are based on surveys, annual reports and allocation formulas based on regional statistics.

4.4 Investment

Investment declined in the port of Ostend after two particularly good years. In the maritime cluster, it was down by 47.3 %, and in the non-maritime cluster by 29.7 %. Since Electrawinds Biostoom had completed its investment in a bio steam power station, investment in the energy sector showed a marked fall. Altogether, port enterprises invested just over € 116 million.

Highlights in the maritime cluster in 2009:

- Investment in the port construction and dredging sector was attributable mainly to Baggerwerken Decloedt en Zoon

Highlights in the non-maritime cluster in 2009:

- Most of the investment in the energy sector was carried out by Electrawinds-Biomassa.
- The arrival of Algemene Ondernemingen Soetaert gave a boost to the construction sector.
- Daikin Europe continued to invest in the metalworking industry.
- The main government investment concerns the dredging of the Bruges-Ostend canal at the port of Ostend, in order to improve access.

TABLE 30 INVESTMENT AT THE PORT OF OSTEND FROM 2004 TO 2009
(in € million - current prices)

| Sectors | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Share in 2009 (in p.c.) | Change from 2008 to 2009 (in p.c.) | Annual average change from 2004 to 2009 (in p.c.) |
|--------------------------------------|-------------|-------------|-------------|--------------|--------------|--------------|----------------------------|---------------------------------------|--|
| MARITIME CLUSTER | 21.5 | 41.7 | 23.8 | 81.6 | 74.7 | 39.4 | 33.9 | - 47.3 | + 12.9 |
| Shipping agents and forwarders | 1.5 | 0.8 | 0.9 | 1.8 | 1.5 | 1.3 | 1.1 | - 13.8 | - 2.9 |
| Cargo handling | 0.7 | 1.0 | 1.3 | 2.0 | 3.8 | 1.5 | 1.3 | - 60.9 | + 14.9 |
| Shipping companies | 0.2 | 13.6 | 1.2 | 25.1 | 3.0 | 0.0 | 0.0 | - 98.5 | - 22.3 |
| Shipbuilding and repair | 1.8 | 0.8 | 1.7 | 2.0 | 2.1 | 1.2 | 1.0 | - 43.8 | - 8.2 |
| Port construction and dredging | 5.1 | 11.9 | 10.3 | 39.6 | 55.7 | 28.9 | 24.8 | - 48.2 | + 41.5 |
| Fishing | 5.9 | 6.4 | 6.6 | 7.0 | 5.6 | 5.0 | 4.3 | - 12.3 | - 3.5 |
| Port trade | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | - 26.1 | - 23.6 |
| Port authority | 6.3 | 7.2 | 1.6 | 4.0 | 3.0 | 1.6 | 1.3 | - 47.4 | - 24.3 |
| Public sector | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| <i>Allocation (p.m.)</i> | <i>3.7</i> | <i>2.0</i> | <i>2.5</i> | <i>4.8</i> | <i>4.5</i> | <i>4.1</i> | <i>-</i> | <i>- 7.8</i> | <i>+ 2.2</i> |
| NON-MARITIME CLUSTER ... | 63.2 | 56.9 | 53.1 | 74.0 | 109.4 | 76.9 | 66.1 | - 29.7 | + 4.0 |
| TRADE | 20.0 | 6.2 | 3.8 | 5.1 | 4.0 | 2.5 | 2.1 | - 37.5 | - 34.0 |
| INDUSTRY | 20.3 | 36.4 | 24.8 | 47.7 | 78.1 | 29.8 | 25.6 | - 61.9 | + 8.0 |
| Energy | 1.0 | 16.7 | 2.3 | 6.6 | 54.7 | 8.9 | 7.6 | - 83.7 | + 55.2 |
| Fuel production | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| Chemicals | 5.9 | 7.8 | 7.5 | 25.5 | 7.1 | 1.6 | 1.4 | - 77.9 | - 23.1 |
| Car manufacturing | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| Electronics | 0.0 | 0.1 | 0.0 | 0.1 | 0.0 | 0.1 | 0.1 | + 168.6 | + 20.5 |
| Metalworking industry | 9.2 | 10.5 | 10.1 | 11.4 | 13.1 | 14.3 | 12.3 | + 9.1 | + 9.3 |
| Construction | 0.7 | 0.6 | 1.3 | 1.3 | 1.1 | 3.8 | 3.3 | + 245.0 | + 39.1 |
| Food industry | 2.6 | 0.7 | 3.4 | 0.7 | 0.7 | 0.3 | 0.2 | - 61.8 | - 36.1 |
| Other industries | 0.8 | 0.1 | 0.1 | 2.0 | 1.3 | 0.8 | 0.7 | - 39.8 | - 0.8 |
| LAND TRANSPORT | 2.6 | 5.4 | 5.6 | 8.7 | 4.4 | 1.6 | 1.4 | - 63.6 | - 9.3 |
| Road transport | 1.9 | 3.4 | 3.3 | 7.2 | 4.2 | 1.6 | 1.4 | - 62.3 | - 3.3 |
| Other land transport | 0.7 | 2.0 | 2.3 | 1.5 | 0.2 | 0.0 | 0.0 | - 100.0 | - 100.0 |
| OTHER LOGISTIC SERVICES | 20.3 | 9.0 | 18.9 | 12.6 | 22.9 | 43.0 | 37.0 | + 87.8 | + 16.2 |
| Other services | 9.3 | 4.9 | 4.8 | 7.7 | 8.8 | 6.0 | 5.2 | - 30.9 | - 8.2 |
| Public sector | 11.1 | 4.1 | 14.1 | 4.9 | 14.1 | 37.0 | 31.8 | + 161.2 | + 27.3 |
| DIRECT INVESTMENT | 84.7 | 98.6 | 76.9 | 155.6 | 184.1 | 116.3 | 100.0 | - 36.8 | + 6.5 |

Source: NBB (calculations based on the Belgian accounts filed with the Central Balance Sheet Office).

TABLE 31 INVESTMENT TOP 10 AT THE PORT OF OSTEND IN 2009

| Ranking | Company name | Sector |
|---------|---------------------------------|--------------------------------|
| 1 | PUBLIC ADMINISTRATION | Public sector |
| 2 | BAGGERWERKEN DECLOEDT EN ZOON | Port construction and dredging |
| 3 | DAIKIN EUROPE | Metalworking industry |
| 4 | ELECTRAWINDS BIOMASSA | Energy |
| 5 | ALGEMENE ONDERNEMINGEN SOETAERT | Construction |
| 6 | ELECTRAWINDS | Other services |
| 7 | OSTEND PORT AUTHORITY | Port authority |
| 8 | DE BRUYCKER | Trade |
| 9 | TRANSPORT MAENHOUT | Road transport |
| 10 | SYTECH | Metalworking industry |

Source: NBB. The estimates for the multi-regional firms are based on surveys, annual reports and allocation formulas based on regional statistics.

5 PORT OF ZEEBRUGGE

5.1 Port developments⁵⁴

Even though fewer vessels called at Zeebrugge in 2009, the tonnage transshipped increased by 6.8 %, a real accomplishment in a tough year. The port achieved a new record of 44.9 million tonnes of cargo handled. The biggest increase was in volume unloaded, which rose 10.6 % to more than 23 million tonnes.

Passenger numbers were relatively stable. By contrast, tourist vehicle traffic fell by more than 18 %. The decline was felt in both vehicles loaded and vehicles unloaded. The number of heavy trucks fell by more than 11 %. And the number of new cars unloaded fell by just under 38 %, while the number of new cars loaded slumped by more than 41 %.

Expressed in TEU, container traffic rose by more than 5 %. The biggest increase was in containers loaded. Expressed in volumes, containers represented over 55 % of the Zeebrugge port's traffic. The highlight of 2009 was the fact that container traffic increased by more than 17 % over 12 months. The strongest growth was in containers either from or headed to other continents; they now represent a little under 43 % of container traffic. The port of Zeebrugge now welcomes several of the major global operators' intercontinental lines. These lines are operated through the use of Ultra Large Container Carriers (ULCC), and the transshipment of merchandise to or from other ports in northeast Europe is growing.

Liquid bulk goods represent just under 18 % of the port's traffic. Natural gas transshipment has risen strongly, whereas that of refined petroleum products slipped by nearly 22 %. Dry bulk goods also fell sharply, down 18 %, due notably to the 19 % drop in construction materials.

As indicated earlier, ro-ro traffic fell by nearly one-fifth. There were two principal reasons for the decline. The economic crisis caused household consumption to shrink, which led to fewer car sales in 2009. The port of Zeebrugge dominates the market for handling and receiving new vehicles bound for the European market. The second explanation is the slowing of the UK economy, which began in 2008, resulting in stagnant real GDP growth. As a result, the port of Zeebrugge saw its ferry traffic with the UK diminish considerably despite the return of Cobelfret's service from Ostend and resumption of the Zeebrugge-Rosyth route.

The port of Zeebrugge continued to carry out a variety of projects designed to improve its port infrastructures in 2009. For example, construction began on a new commercial landing stage in the Britannia dock. Work continued on the Verbindings dock jetty and the Bastenaken quay. The extension of the Canada quay with a jetty is finished. The port authority has also contracted out various roadway infrastructure projects to improve access to different areas of the port: for example, a bridge linking the Bastenaken terminal to the maritime logistics area by passing above the Verbindings dock. In 2009 the URS company⁵⁵ received delivery of the "Union Onyx" and "Union Topaz", two tug boats, that completed the renovation of its Zeebrugge tug fleet. The new inspection post for the Customs Administration and the Federal Agency for the Safety of the Food Chain, financed by the Port of Zeebrugge, the Customs Administration and the Buildings Agency, was inaugurated in September. Private companies continued to develop their operations at the port. ICO opened a cleaning and inspection centre for cars destined for Ireland and the UK, among other markets. Wallenius Wilhemsen invested in a new 7,600 square metres vehicle processing centre. And Seabridge Logistics started up a new 20,000 square metres distribution centre equipped with solar panels. This company is part of the Efico group, a coffee trader. Lastly, a new fresh produce centre, Zeebrugge Food Logistics (ZFL), designed to handle refrigerated and deep-frozen goods and provide cold store services, was opened in 2009. This facility covers 5,000 square metres and has 80,000 cubic metres of storage capacity. It was specially designed to facilitate the handling of pallets. It has six loading docks. Four of them offer direct access to the cold storage through an air lock, and two are equipped to receive containers.

⁵⁴ Sources: *Annual Report 2009* of the Zeebrugge Port Authority and Lloyd Special Report "*Port of Zeebrugge*".

⁵⁵ Unie van Redding- en Sleepdienst nv

The direct value added of the port of Zeebrugge was 7.3 % down against 2008 (-8.4 % by volume). Total value added, the sum of direct and indirect effects, declined by 5.3 %. As in previous years, direct and total value added represented 0.5 and 0.9 % respectively of Flemish GDP. In relation to Belgian GDP, the figures were 0.3 and 0.5 % respectively. These percentages are the same as in 2008.

Direct employment at the port of Zeebrugge was down by 3.8 % in 2009. Indirect employment dropped by 2.8 %. The proportion of direct employment in Flemish and Belgian employment has been unchanged for six years, at 0.5 % and 0.3 % respectively. In terms of total employment (direct and indirect), the respective proportions of Flemish and Belgian employment came to 1.1 % and 0.6 %, and have been stable for the past four years.

CHART 10 CHANGE IN DIRECT VALUE ADDED
(in € million, current prices)

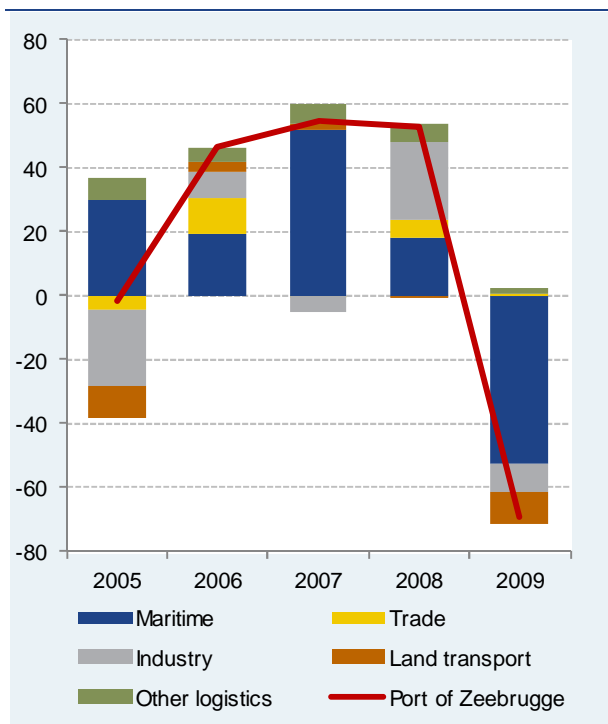
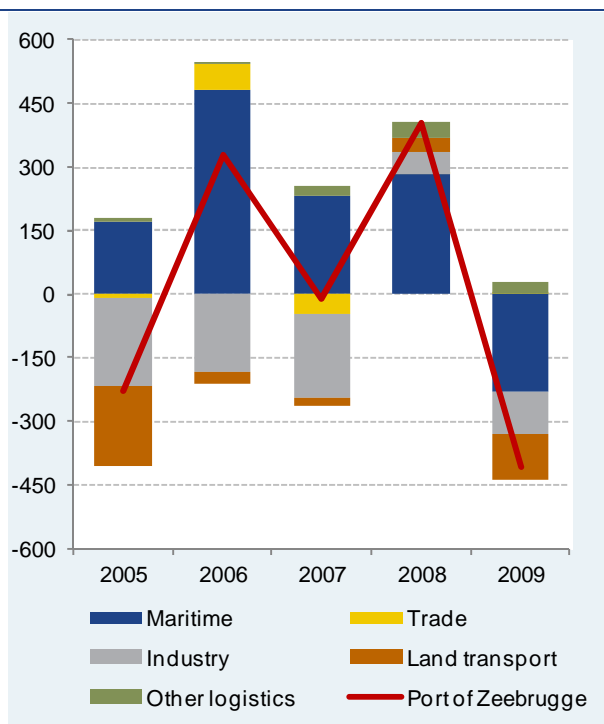


CHART 11 CHANGE IN DIRECT EMPLOYMENT
(FTE)



Source: NBB (calculations based on the Belgian accounts filed with the Central Balance Sheet Office).

5.2 Value added

Value added in the port of Zeebrugge was down by 7.3 %. The decline was attributable to the maritime cluster, where value added was down by more than € 50 million. The biggest falls occurred in the shipping company, cargo handling and fishing segments, which were hit by the crisis and the reduction in volumes. In the non-maritime cluster, the picture varied from one sector to another. The trade sector stood up well and actually saw a small increase in its value added, as did other logistic services. In contrast, despite the good performance in the energy sector, value added declined in industry, and the same applied to land transport.

Highlights in the maritime cluster in 2009:

- Most shipping agents and forwarders achieved value added of less than or equal to the 2008 figure. The exceptions included Inter Ferry Boats and UECC Belgium.
- Most cargo handlers and related services had to contend with lower cargo volumes and fewer ships arriving. It was particularly the firms involved in the transshipment of cars that saw their value added decline.
- The value added of Sea-Ro Terminal fell significantly as a result of the sale of the activities at the Wielingendok to PSA Wielingen Zeebrugge.
- Cobelfret Ferries, as the biggest company, accounts for the large decline in the shipping company sector. The turnover of Cobelfret Ferries declined dramatically as a result of the reduced supply of transport and lower rates.

- The fishing sector was hit by the closure of a number of shippers and the operating loss at Seafood Incorporation⁵⁶.

Highlights in the non-maritime cluster in 2009:

- The growth of value added in the energy sector was due to Fluxys and Fluxys LNG. Entry into service of the new LNG plants in 2008 had a positive effect on the result. Modification of the fairway in Zeebrugge made the moorings accessible to larger LNG vessels. In 2009, 22 Q-Flex vessels moored. Q-Flex vessels have a capacity of 217,000 cubic metres of LNG. The maximum capacity of the LNG vessels used to be 155,000 cubic metres of LNG. In 2009 a total of 82 ships called at the Fluxys LNG terminal.
- The restructuring of Pemco Brugge had a negative impact on the value added of the chemical industry. Pemco Brugge specialises in the development, production and sale of enamel and related products. Those products are used mainly in industrial applications, such as the extrusion of steel tubes, and in the domestic appliances sector, such as boilers, ovens, pots and pans.
- In the metalworking industry, Werkhuizen Landuyt, a manufacturer of woodworking machinery, felt the impact of the crisis. Value added was down as a result of lower sales and profitability. As in many other firms, economy measures were implemented and use was made of the measures to combat the crisis.
- The markets in flat glass and windscreens, where AGC Flat Glass Europe operates, were affected by the economic crisis. Lower production volumes and sharp price cuts resulted in lower value added in the construction sector.
- At PBI Fruit Juice Company, part of the Pepsi group, sales were organised at group level from 2009. Since the operating income still consisted solely of production payments, turnover and operating results were down. As PBI Fruit Juice Company is the biggest company in the food industry, less value added was created in this sector.
- The value added of the other industries sector was almost halved by the closure of Walleyne Graphics (printing of manuals for large multinationals) and Uco Yarns (industrial spinning).
- The road transport sector was seriously affected in the crisis year of 2009. Carriers suffered from substantial excess capacity and low transport rates.

⁵⁶ Seafood Incorporation was declared bankrupt on 4 February 2011.

TABLE 32 VALUE ADDED AT THE PORT OF ZEEBRUGGE FROM 2004 TO 2009

(in € million - current prices)

| Sectors | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Share in 2009 (in p.c.) | Change from 2008 to 2009 (in p.c.) | Annual average change from 2004 to 2009 (in p.c.) |
|--------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------------------|---------------------------------------|--|
| 1. DIRECT EFFECTS | 795.5 | 793.9 | 840.3 | 895.1 | 947.7 | 878.6 | 100.0 | - 7.3 | + 2.0 |
| MARITIME CLUSTER | 305.4 | 335.5 | 354.7 | 406.7 | 425.1 | 372.7 | 42.4 | - 12.3 | + 4.1 |
| Shipping agents and forwarders | 38.7 | 40.0 | 45.5 | 48.1 | 54.3 | 54.9 | 6.3 | + 1.2 | + 7.3 |
| Cargo handling | 120.2 | 128.4 | 140.2 | 172.2 | 178.6 | 161.0 | 18.3 | - 9.8 | + 6.0 |
| Shipping companies | 10.3 | 25.8 | 22.5 | 32.6 | 43.5 | 11.0 | 1.3 | - 74.8 | + 1.2 |
| Shipbuilding and repair | 7.7 | 7.8 | 8.4 | 8.4 | 8.7 | 8.7 | 1.0 | - 0.8 | + 2.5 |
| Port construction and dredging | 12.4 | 11.1 | 11.2 | 13.3 | 14.3 | 14.5 | 1.7 | + 1.8 | + 3.2 |
| Fishing | 24.5 | 25.9 | 20.5 | 21.4 | 17.6 | 13.7 | 1.6 | - 22.0 | - 11.0 |
| Port trade | 0.5 | 0.4 | 0.4 | 0.5 | 0.6 | 0.6 | 0.1 | + 5.1 | + 2.5 |
| Port authority | 21.3 | 22.1 | 26.1 | 29.1 | 31.1 | 31.8 | 3.6 | + 2.1 | + 8.3 |
| Public sector | 69.8 | 73.8 | 79.9 | 81.1 | 76.4 | 76.5 | 8.7 | + 0.0 | + 1.9 |
| <i>Allocation (p.m.)</i> | <i>16.9</i> | <i>16.2</i> | <i>12.1</i> | <i>12.0</i> | <i>12.8</i> | <i>11.8</i> | <i>-</i> | <i>- 7.8</i> | <i>- 7.0</i> |
| NON-MARITIME CLUSTER ... | 490.0 | 458.4 | 485.6 | 488.4 | 522.6 | 506.0 | 57.6 | - 3.2 | + 0.6 |
| TRADE | 64.9 | 60.4 | 72.0 | 71.8 | 77.3 | 78.1 | 8.9 | + 1.1 | + 3.8 |
| INDUSTRY | 278.1 | 254.6 | 262.3 | 257.5 | 282.1 | 272.7 | 31.0 | - 3.3 | - 0.4 |
| Energy | 63.6 | 56.6 | 56.3 | 53.0 | 80.1 | 95.0 | 10.8 | + 18.7 | + 8.4 |
| Fuel production | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| Chemicals | 26.0 | 23.6 | 27.2 | 28.9 | 28.3 | 26.2 | 3.0 | - 7.3 | + 0.2 |
| Car manufacturing | 0.1 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.0 | + 10.0 | + 7.5 |
| Electronics | 83.7 | 77.8 | 89.9 | 74.7 | 71.8 | 71.9 | 8.2 | + 0.1 | - 3.0 |
| Metalworking industry | 23.4 | 19.7 | 13.4 | 12.8 | 12.2 | 10.5 | 1.2 | - 13.7 | - 14.7 |
| Construction | 38.0 | 37.8 | 38.3 | 44.0 | 44.4 | 39.5 | 4.5 | - 11.1 | + 0.8 |
| Food industry | 28.8 | 27.0 | 24.1 | 30.0 | 32.3 | 22.4 | 2.6 | - 30.6 | - 4.9 |
| Other industries | 14.6 | 11.8 | 12.9 | 14.0 | 12.8 | 6.9 | 0.8 | - 45.7 | - 13.8 |
| LAND TRANSPORT | 87.0 | 76.6 | 79.7 | 81.7 | 80.7 | 71.2 | 8.1 | - 11.8 | - 3.9 |
| Road transport | 68.6 | 63.2 | 65.0 | 68.2 | 63.8 | 54.7 | 6.2 | - 14.2 | - 4.4 |
| Other land transport..... | 18.4 | 13.3 | 14.7 | 13.5 | 16.9 | 16.4 | 1.9 | - 2.8 | - 2.3 |
| OTHER LOGISTIC SERVICES | 60.0 | 66.9 | 71.6 | 77.5 | 82.6 | 84.0 | 9.6 | + 1.7 | + 7.0 |
| Other services | 41.8 | 47.6 | 50.7 | 54.8 | 57.1 | 57.3 | 6.5 | + 0.4 | + 6.5 |
| Public sector | 18.1 | 19.4 | 21.0 | 22.6 | 25.5 | 26.6 | 3.0 | + 4.4 | + 8.0 |
| 2. INDIRECT EFFECTS | 674.1 | 712.9 | 749.5 | 819.7 | 800.2 | 776.4 | - | - 3.0 | + 2.9 |
| MARITIME CLUSTER | 309.1 | 371.5 | 389.6 | 452.9 | 419.4 | 387.3 | - | - 7.7 | + 4.6 |
| NON-MARITIME CLUSTER ... | 365.1 | 341.4 | 359.9 | 366.8 | 380.8 | 389.1 | - | + 2.2 | + 1.3 |
| TOTAL VALUE ADDED | 1,469.6 | 1,506.8 | 1,589.8 | 1,714.8 | 1,747.9 | 1,655.1 | - | - 5.3 | + 2.4 |

Source: NBB (calculations based on the Belgian accounts filed with the Central Balance Sheet Office, and the Belgian IOTs).

TABLE 33 VALUE ADDED TOP 10 AT THE PORT OF ZEEBRUGGE IN 2009

| Ranking | Company name | Sector |
|---------|---------------------------------|----------------|
| 1 | BELGIAN NAVY | Public sector |
| 2 | PHILIPS INNOVATIVE APPLICATIONS | Electronics |
| 3 | FLUXYS LNG | Energy |
| 4 | ZEEBRUGGE PORT AUTHORITY | Port authority |
| 5 | CONTAINER HANDLING ZEEBRUGGE | Cargo handling |
| 6 | COMBINED TERMINAL OPERATORS | Cargo handling |
| 7 | PUBLIC ADMINISTRATION | Public sector |
| 8 | MARINE HARVEST PIETERS | Trade |
| 9 | SEA-RO TERMINAL | Cargo handling |
| 10 | FLUXYS | Energy |

Source: NBB. The estimates for the multi-regional firms are based on surveys, annual reports and allocation formulas based on regional statistics.

5.3 Employment

For the first time in six years, there was a fall in employment in the maritime cluster at the port of Zeebrugge. This decline was attributable mainly to the shipping agents and forwarders, cargo handling, and public sector sectors. In the non-maritime cluster, the trade sector was stable, while employment in other logistic services expanded by 2.3 %. There was a decline in employment in industry, with a steep fall in the other industries segment. Land transport was affected by the decline in the volume of freight.

Highlights in the maritime cluster in 2009:

- Only a few shipping agents and forwarders were able to expand their workforce. Most firms in this sector cut jobs.
- The number of dockers was down by over 5 %.
- The restructuring of Sea-Ro Terminal also affected employment in the cargo handling sector. PSA Wielingen Zeebrugge, which took over some of Sea-Ro Terminal's activities, took on fewer staff than the number leaving Sea-Ro Terminal.
- Dart Line closed its services from Ostend. In mid-2009 the Zeebrugge-Ipswich shipping line was launched⁵⁷. The operation of this new line increased the number of jobs in the shipping companies sector at the port of Zeebrugge.

Highlights in the non-maritime cluster in 2009:

- At Philips Innovative Applications in Bruges, a social plan was approved at the end of 2009 to provide assistance for the closure of the pilot production of television sets. Around 170 employees are to leave the electronics company.
- It was mainly the larger road transport firms that laid off staff.
- In the other land transport sector, it was the BNRC group that reduced its presence in the port of Zeebrugge.

⁵⁷ Dart Line closed down its Zeebrugge-Ipswich scheduled service on 1 March 2010.

TABLE 34 EMPLOYMENT AT THE PORT OF ZEEBRUGGE FROM 2004 TO 2009
(FTE)

| Sectors | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Share in 2009 (in p.c.) | Change from 2008 to 2009 (in p.c.) | Annual average change from 2004 to 2009 (in p.c.) |
|--------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------------------|---------------------------------------|--|
| 1. DIRECT EFFECTS | 10,390 | 10,162 | 10,492 | 10,483 | 10,889 | 10,480 | 100.0 | - 3.8 | + 0.2 |
| MARITIME CLUSTER | 4,110 | 4,281 | 4,761 | 4,994 | 5,276 | 5,048 | 48.2 | - 4.3 | + 4.2 |
| Shipping agents and forwarders | 395 | 422 | 565 | 568 | 543 | 507 | 4.8 | - 6.6 | + 5.1 |
| Cargo handling | 1,594 | 1,757 | 2,029 | 2,263 | 2,419 | 2,281 | 21.8 | - 5.7 | + 7.4 |
| Shipping companies | 70 | 67 | 124 | 168 | 212 | 232 | 2.2 | + 9.7 | + 27.1 |
| Shipbuilding and repair | 148 | 148 | 140 | 141 | 136 | 140 | 1.3 | + 3.0 | - 1.2 |
| Port construction and dredging | 170 | 167 | 171 | 176 | 195 | 186 | 1.8 | - 4.5 | + 1.8 |
| Fishing | 400 | 359 | 293 | 264 | 238 | 211 | 2.0 | - 11.0 | - 12.0 |
| Port trade | 8 | 8 | 8 | 9 | 10 | 9 | 0.1 | - 11.5 | + 2.1 |
| Port authority | 150 | 145 | 141 | 144 | 141 | 138 | 1.3 | - 2.4 | - 1.7 |
| Public sector | 1,175 | 1,207 | 1,291 | 1,261 | 1,384 | 1,344 | 12.8 | - 2.9 | + 2.7 |
| <i>Allocation (p.m.)</i> | <i>353</i> | <i>258</i> | <i>277</i> | <i>287</i> | <i>272</i> | <i>243</i> | <i>-</i> | <i>- 10.6</i> | <i>- 7.2</i> |
| NON-MARITIME CLUSTER | 6,280 | 5,881 | 5,730 | 5,489 | 5,613 | 5,432 | 51.8 | - 3.2 | - 2.9 |
| TRADE | 949 | 940 | 1,000 | 953 | 956 | 957 | 9.1 | + 0.1 | + 0.2 |
| INDUSTRY..... | 2,752 | 2,545 | 2,361 | 2,163 | 2,213 | 2,111 | 20.1 | - 4.6 | - 5.2 |
| Energy | 132 | 124 | 118 | 117 | 122 | 123 | 1.2 | + 0.6 | - 1.4 |
| Fuel production | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | n. | n. |
| Chemicals | 277 | 240 | 232 | 244 | 252 | 245 | 2.3 | - 2.9 | - 2.4 |
| Car manufacturing | 2 | 2 | 2 | 1 | 2 | 1 | 0.0 | - 45.0 | - 7.2 |
| Electronics | 882 | 765 | 769 | 565 | 571 | 552 | 5.3 | - 3.3 | - 8.9 |
| Metalworking industry | 351 | 325 | 205 | 181 | 181 | 172 | 1.6 | - 4.9 | - 13.3 |
| Construction | 496 | 501 | 443 | 453 | 478 | 485 | 4.6 | + 1.3 | - 0.5 |
| Food industry | 343 | 347 | 352 | 349 | 350 | 346 | 3.3 | - 1.2 | + 0.2 |
| Other industries | 270 | 240 | 242 | 252 | 257 | 188 | 1.8 | - 27.0 | - 7.0 |
| LAND TRANSPORT | 1,515 | 1,325 | 1,296 | 1,278 | 1,312 | 1,206 | 11.5 | - 8.1 | - 4.5 |
| Road transport | 1,190 | 1,047 | 998 | 993 | 1,018 | 948 | 9.0 | - 6.8 | - 4.4 |
| Other land transport..... | 326 | 277 | 298 | 285 | 294 | 258 | 2.5 | - 12.5 | - 4.6 |
| OTHER LOGISTIC SERVICES | 1,064 | 1,071 | 1,073 | 1,095 | 1,132 | 1,158 | 11.1 | + 2.3 | + 1.7 |
| Other services | 768 | 778 | 776 | 782 | 805 | 811 | 7.7 | + 0.8 | + 1.1 |
| Public sector | 296 | 294 | 297 | 313 | 327 | 347 | 3.3 | + 6.1 | + 3.2 |
| 2. INDIRECT EFFECTS | 11,227 | 11,503 | 12,783 | 13,477 | 14,475 | 14,073 | - | - 2.8 | + 4.6 |
| MARITIME CLUSTER | 5,733 | 6,286 | 7,663 | 8,493 | 9,248 | 8,731 | - | - 5.6 | + 8.8 |
| NON-MARITIME CLUSTER | 5,494 | 5,217 | 5,121 | 4,984 | 5,227 | 5,342 | - | + 2.2 | - 0.6 |
| TOTAL EMPLOYMENT | 21,617 | 21,665 | 23,275 | 23,960 | 25,364 | 24,552 | - | - 3.2 | + 2.6 |

Source: NBB (calculations based on the Belgian accounts filed with the Central Balance Sheet Office, and the Belgian IOTs).

TABLE 35 EMPLOYMENT TOP 10 AT PORT OF ZEEBRUGGE IN 2009

| Ranking | Company name | Sector |
|---------|---------------------------------|----------------------|
| 1 | BELGIAN NAVY | Public sector |
| 2 | PHILIPS INNOVATIVE APPLICATIONS | Electronics |
| 3 | PUBLIC ADMINISTRATION | Public sector |
| 4 | MARINE HARVEST PIETERS | Trade |
| 5 | COMBINED TERMINAL OPERATORS | Cargo handling |
| 6 | SEA-RO TERMINAL | Cargo handling |
| 7 | CONTAINER HANDLING ZEEBRUGGE | Cargo handling |
| 8 | BNRC group | Other land transport |
| 9 | BELGIAN NEW FRUIT WHARF | Cargo handling |
| 10 | I.V.B.O. | Other services |

Source: NBB. The estimates for the multi-regional firms are based on surveys, annual reports and allocation formulas based on regional statistics.

5.4 Investment

Investment in the port of Zeebrugge was down by € 55 million in 2009. In the maritime cluster, the decline in the shipping agents and forwarders, shipbuilding and repair, and port authority segments was offset by investments in cargo handling. Overall, investment increased in this cluster, in contrast to the non-maritime cluster where investment declined by € 60 million. While investment doubled in the trade sector, it declined in the other three sectors. It fell particularly sharply in the energy and road transport sectors, and in the other services sector.

Highlights in the maritime cluster in 2009:

- Huktra and New Class Shipping were the biggest investors in the shipping agents and forwarders sector. Huktra reinvested in tank containers and a maintenance centre. Most firms in this sector invested less than last year.
- In the cargo handling sector, investment was attributable to Seabridge. This subsidiary of the Antwerp coffee trader, Efico, built a new European distribution centre for coffee in Zeebrugge.
- Other significant investors in the cargo handling sector were 2XL (purchase of trailers and installation of solar panels) and Wallenius Wilhelmsen Logistics Zeebrugge (Vehicle Processing Centre).
- The Zeebrugge Port Authority (MBZ) invested in wharfs, quays, a bridge in the inner harbour, a border inspection post for the Customs and the FAVV⁵⁸, and acquisition of a ro-ro terminal.

Highlights in the non-maritime cluster in 2009:

- Marine Harvest Pieters is the biggest investor in the trade sector. The fishing company is currently conducting an investment project worth € 10 million. Over a three-year period, the production area for the handling and packing of fresh fish will be expanded and new loading quays will be built.
- In the energy sector, the companies in the Fluxys group are still the biggest investors. Fluxys is planning a new capacity extension at the LNG terminal.
- The increase in the tangible fixed assets of PBI Fruit Juice Company consisted mainly of a new PET production line and completion of the new palletisation and production hall.
- Most road transport firms scaled down their investment. The biggest investors were D.D. Trans (rolling stock, truck wash and brake test bed) and North Sea Express.
- The Flemish Region's biggest investment project concerned the construction of the new quay in the Zuidelijk Insteekdok of the inner harbour.

⁵⁸ Federal Agency for the Safety of the Food Chain FASFC.

TABLE 36 INVESTMENT AT THE PORT OF ZEEBRUGGE FROM 2004 TO 2009

(in € million - current prices)

| Sectors | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Share in 2009 (in p.c.) | Change from 2008 to 2009 (in p.c.) | Annual average change from 2004 to 2009 (in p.c.) |
|--------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------------------|---------------------------------------|--|
| MARITIME CLUSTER | 65.6 | 274.1 | 163.2 | 171.8 | 95.3 | 100.6 | 50.0 | + 5.6 | + 8.9 |
| Shipping agents and forwarders | 14.5 | 11.4 | 10.1 | 8.2 | 7.2 | 4.9 | 2.4 | - 31.3 | - 19.5 |
| Cargo handling | 28.7 | 126.3 | 127.7 | 75.8 | 44.2 | 57.6 | 28.6 | + 30.4 | + 15.0 |
| Shipping companies | 3.2 | 122.6 | 10.3 | 60.6 | 2.0 | 1.9 | 0.9 | - 5.8 | - 10.0 |
| Shipbuilding and repair | 1.6 | 0.9 | 0.5 | 0.4 | 4.8 | 1.3 | 0.7 | - 72.3 | - 3.5 |
| Port construction and dredging | 1.5 | 1.0 | 1.4 | 1.9 | 2.2 | 2.1 | 1.1 | - 0.7 | + 7.2 |
| Fishing | 4.2 | 2.3 | 1.5 | 3.3 | 4.5 | 5.3 | 2.6 | + 18.2 | + 4.8 |
| Port trade | 0.1 | 0.1 | 0.1 | 0.0 | 0.1 | 0.1 | 0.0 | - 25.0 | + 5.7 |
| Port authority | 11.8 | 9.5 | 11.4 | 21.6 | 30.4 | 27.3 | 13.6 | - 10.0 | + 18.3 |
| Public sector | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| <i>Allocation (p.m.)</i> | <i>13.2</i> | <i>9.3</i> | <i>11.5</i> | <i>18.3</i> | <i>15.0</i> | <i>17.6</i> | <i>-</i> | <i>+ 17.1</i> | <i>+ 6.0</i> |
| NON-MARITIME CLUSTER | 134.1 | 135.3 | 142.3 | 133.9 | 161.0 | 100.7 | 50.0 | - 37.4 | - 5.6 |
| TRADE | 7.4 | 7.6 | 11.1 | 5.1 | 6.3 | 12.7 | 6.3 | + 100.4 | + 11.5 |
| INDUSTRY | 65.6 | 76.1 | 91.5 | 62.7 | 79.5 | 46.8 | 23.3 | - 41.1 | - 6.5 |
| Energy | 30.6 | 49.1 | 61.1 | 34.7 | 38.2 | 16.1 | 8.0 | - 57.9 | - 12.1 |
| Fuel production | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| Chemicals | 4.2 | 3.5 | 2.0 | 2.9 | 3.3 | 1.5 | 0.8 | - 54.0 | - 18.3 |
| Car manufacturing | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.0 | 0.0 | - 100.0 | n. |
| Electronics | 14.1 | 10.0 | 12.1 | 4.5 | 7.6 | 5.9 | 2.9 | - 22.1 | - 16.0 |
| Metalworking industry | 1.2 | 1.6 | 1.6 | 3.4 | 1.2 | 1.0 | 0.5 | - 11.9 | - 3.7 |
| Construction | 4.1 | 3.9 | 6.2 | 6.7 | 7.6 | 5.8 | 2.9 | - 23.6 | + 7.1 |
| Food industry | 8.6 | 7.0 | 6.1 | 8.6 | 19.1 | 15.5 | 7.7 | - 18.8 | + 12.6 |
| Other industries | 2.8 | 1.1 | 2.3 | 1.7 | 2.5 | 1.0 | 0.5 | - 60.7 | - 18.9 |
| LAND TRANSPORT | 19.9 | 24.7 | 20.1 | 27.1 | 28.2 | 10.0 | 5.0 | - 64.4 | - 12.8 |
| Road transport | 17.8 | 20.1 | 14.2 | 21.1 | 25.6 | 8.8 | 4.4 | - 65.5 | - 13.2 |
| Other land transport..... | 2.1 | 4.5 | 5.9 | 6.0 | 2.6 | 1.2 | 0.6 | - 53.4 | - 10.1 |
| OTHER LOGISTIC SERVICES | 41.1 | 26.9 | 19.6 | 39.0 | 46.9 | 31.1 | 15.5 | - 33.6 | - 5.4 |
| Other services | 24.4 | 13.2 | 11.6 | 18.3 | 17.4 | 10.1 | 5.0 | - 41.8 | - 16.1 |
| Public sector | 16.7 | 13.7 | 8.0 | 20.7 | 29.5 | 21.0 | 10.4 | - 28.8 | + 4.6 |
| DIRECT INVESTMENT | 199.6 | 409.4 | 305.5 | 305.7 | 256.3 | 201.3 | 100.0 | - 21.4 | + 0.2 |

Source: NBB (calculations based on the Belgian accounts filed with the Central Balance Sheet Office).

TABLE 37 INVESTMENT TOP 10 AT THE PORT OF ZEEBRUGGE IN 2009

| Ranking | Company name | Sector |
|---------|---------------------------------|----------------|
| 1 | SEABRIDGE | Cargo handling |
| 2 | ZEEBRUGGE PORT AUTHORITY | Port authority |
| 3 | PUBLIC ADMINISTRATION | Public sector |
| 4 | P.B.I. FRUIT JUICE COMPANY | Food industry |
| 5 | FLUXYS | Energy |
| 6 | PHILIPS INNOVATIVE APPLICATIONS | Electronics |
| 7 | BELGIAN NEW FRUIT WHARF | Cargo handling |
| 8 | FLUXYS LNG | Energy |
| 9 | AGC GLASS EUROPE | Construction |
| 10 | MARINE HARVEST PIETERS | Trade |

Source: NBB. The estimates for the multi-regional firms are based on surveys, annual reports and allocation formulas based on regional statistics.

6 PORT OF LIÈGE

6.1 Port developments⁵⁹

Water transport through the autonomous port of Liège fell by 2.8 million tonnes in 2009, a decline of more than 17 %. Non-metallic mineral products, the principal category of goods transported by water through the Liège port, fell by 0.9 million tonnes, or 17 %. This was attributable to weaker shipping of building materials. A similar drop was seen in metals. Coal and lignite volumes fell by one-quarter, or a half million tonnes. Ore traffic plummeted by more than 80 %, from 2.8 million tonnes to 0.5 million. The closure of the last Liège furnace and the Chertal steel factory unquestionably left a mark on port traffic, with a collapse in imports of ore and coal and exports of metal products. Naturally, fewer maritime vessels called at the port (78, down from 160). But there are some bright spots among the bad news. The ancillary raw materials and waste sector more than doubled due to slags⁶⁰ imported and used in the cement industry. Agricultural products also posted strong growth, up 64 %, due to the start-up of Biowanze. Wood products, notably for the pellet-fired power plant in Awirs, experienced a 10 % surge in 2009, greater than that of ore.

The top three categories for cargo transported by water – non-metallic mineral products, coke and refined petroleum products; and ancillary raw materials and waste – represented 70 % of traffic in 2009.

The Port is gratified that because of past diversification efforts, the closure of large metalworking sites in Liège had only a limited impact on the port. Completion of the Triligiport platform will help diversify the port even further.

The port of Liège is trying to reduce its dependence on steel industry traffic, not only by diversifying the type of merchandise it handles, but also by capitalising on its geographic location and its strengths to become an inland maritime port for the North Sea ports. To this end, it has increased its contacts with the ports of Dunkirk, Rotterdam, Antwerp and Le Havre to expand its role in this area.

The Triligiport project is also a part of the Liège region's diversification and economic redeployment strategy. This multimodal platform aims to attract new companies, including European distribution centres, and thus new traffic. The facility's urban planning permit application for the platform, its access roads and rail links was filed in 2010. The Minister of Public Works is expected to make a decision on the permit in the second quarter of this year.

The decline in the direct value added of the Liège port complex came to 7.3 % for firms in the port, and 5.3 % taking all effects together (-8.4 and -6.4 % by volume). The contribution of direct and total value added to the GDP of the Walloon Region was down by 0.1 %, at 1.7 and 3.4 % respectively. In the past five years the percentages in relation to national GDP have remained stable at 0.4 % (direct) and 0.8 % (total).

Direct employment in the Liège port complex recorded a decline of 7.9 %. It represented 1.0 % of domestic employment in the Walloon Region, i.e. 0.1 % less than in 2008. Total employment represented 2.5 % of Walloon employment. In relation to employment in Belgium, the figures are unchanged at 0.3 % (direct employment) and 0.7 % (total employment).

⁵⁹ Sources: Lloyd Special Report *Annuaire du Port Autonome de Liège 2009-2010* and Press release 8 February 2010 from the Liège Port Authority.

⁶⁰ Slag is a partially vitrious by-product of smelting ore to separate the metal from the unwanted fraction.

CHART 12 CHANGE IN DIRECT VALUE ADDED
(in € million, current prices)

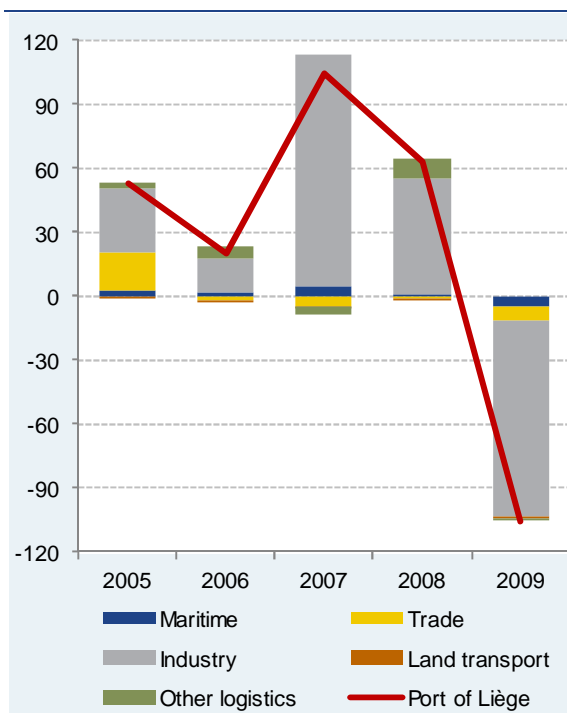
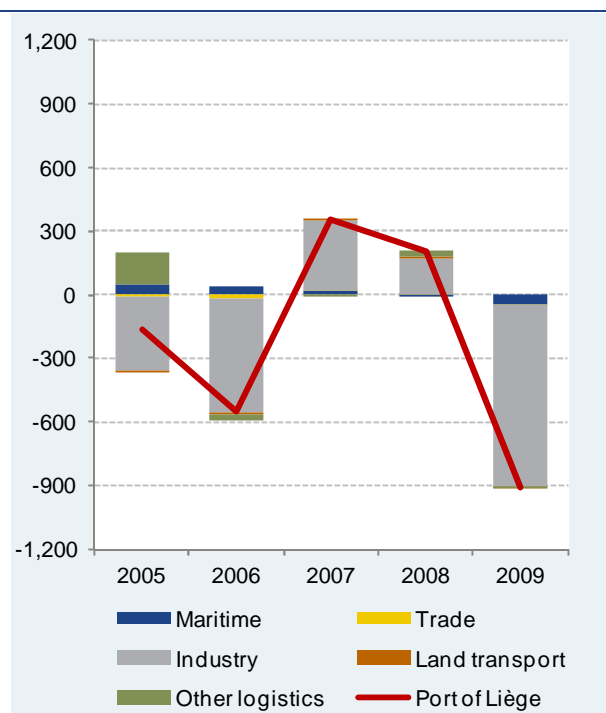


CHART 13 CHANGE IN DIRECT EMPLOYMENT
(FTE)



Source: NBB (calculations based on the Belgian accounts filed with the Central Balance Sheet Office).

6.2 Value added

Value added was down in all segments of the maritime cluster at the port of Liège, except for the port authority. Overall, the value added of this cluster declined by 14.4 %. In the non-maritime cluster, all sectors were down, leading to a 7.1 % fall in value added. Trade was the sector recording the biggest decline, with an 8.4 % fall. Other logistic services suffered the least, with a reduction of 2.4 %. Between these two extremes, industry contracted by 7.3 % with a decline in the chemicals, fuel production and metalworking sectors, while land transport was 6.8 % down. The steel industry was at its lowest level for six years.

Highlights in the maritime cluster in 2009:

- Magetra saw a reduction in costs following the departure of some employees and the introduction of a time credit scheme.
- Magasins Généraux Manutention recorded a sharp fall in their gross operating margin and in their staff costs.
- SOMEF suffered a 64 % decline in turnover. It has experienced severe problems since the fourth quarter of 2008 as a result of the economic situation, especially the developments in the steel industry in the Liège basin and its dependence on its main customer, ArcelorMittal. The decline in turnover is due to the announcement by the ArcelorMittal group of the closure of furnace 6 at Seraing followed by furnace B at Ougrée. This reduction in activities began in September 2008 and continued during 2009.

TABLE 38 VALUE ADDED IN THE LIÈGE PORT COMPLEX FROM 2004 TO 2009

(in € million - current prices)

| Sectors | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Share in 2009 (in p.c.) | Change from 2008 to 2009 (in p.c.) | Annual average change from 2004 to 2009 (in p.c.) |
|--------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------------------|---------------------------------------|--|
| 1. DIRECT EFFECTS | 1,203.7 | 1,256.5 | 1,276.7 | 1,381.1 | 1,444.4 | 1,338.9 | 100.0 | - 7.3 | + 2.2 |
| MARITIME CLUSTER | 22.5 | 24.9 | 26.5 | 31.3 | 32.3 | 27.6 | 2.1 | - 14.4 | + 4.2 |
| Shipping agents and forwarders | 5.5 | 5.5 | 6.7 | 8.5 | 8.1 | 7.6 | 0.6 | - 5.8 | + 6.9 |
| Cargo handling | 11.6 | 12.6 | 13.2 | 15.4 | 15.9 | 14.1 | 1.1 | - 10.9 | + 4.0 |
| Shipping companies | 3.1 | 4.3 | 4.1 | 4.5 | 5.7 | 3.4 | 0.3 | - 40.7 | + 1.4 |
| Shipbuilding and repair | 0.6 | 0.6 | 0.5 | 0.6 | 0.6 | 0.4 | 0.0 | - 29.6 | - 5.2 |
| Port construction and dredging | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| Fishing | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| Port trade | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| Port authority | 1.7 | 1.9 | 2.1 | 2.2 | 2.1 | 2.1 | 0.2 | + 2.2 | + 4.0 |
| Public sector | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| NON-MARITIME CLUSTER | 1,181.2 | 1,231.6 | 1,250.2 | 1,349.8 | 1,412.1 | 1,311.3 | 97.9 | - 7.1 | + 2.1 |
| TRADE | 72.8 | 90.5 | 88.2 | 83.3 | 82.3 | 75.3 | 5.6 | - 8.4 | + 0.7 |
| INDUSTRY | 1,060.4 | 1,090.5 | 1,106.6 | 1,215.0 | 1,269.2 | 1,177.1 | 87.9 | - 7.3 | + 2.1 |
| Energy | 239.7 | 229.7 | 257.7 | 305.8 | 342.0 | 449.8 | 33.6 | + 31.5 | + 13.4 |
| Fuel production | 0.0 | 0.0 | 0.0 | -2.7 | -3.9 | -10.7 | -0.8 | - 174.8 | n. |
| Chemicals | 99.2 | 110.1 | 100.9 | 104.8 | 192.4 | 61.0 | 4.6 | - 68.3 | - 9.3 |
| Car manufacturing | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | + 0.5 | n. |
| Electronics | 5.1 | 6.3 | 6.3 | 3.0 | 3.9 | 2.7 | 0.2 | - 30.4 | - 11.8 |
| Metalworking industry | 526.3 | 558.0 | 509.1 | 601.3 | 512.0 | 461.3 | 34.5 | - 9.9 | - 2.6 |
| Construction | 150.0 | 142.9 | 192.6 | 161.1 | 171.3 | 172.1 | 12.9 | + 0.4 | + 2.8 |
| Food industry | 26.2 | 30.4 | 25.0 | 24.8 | 32.0 | 27.3 | 2.0 | - 14.8 | + 0.8 |
| Other industries | 13.9 | 13.0 | 15.0 | 16.9 | 19.4 | 13.6 | 1.0 | - 29.9 | - 0.4 |
| LAND TRANSPORT | 8.1 | 7.4 | 6.4 | 6.4 | 6.3 | 5.9 | 0.4 | - 6.8 | - 6.0 |
| Road transport | 5.8 | 5.3 | 4.8 | 5.1 | 5.2 | 4.8 | 0.4 | - 7.9 | - 3.7 |
| Other land transport..... | 2.3 | 2.0 | 1.6 | 1.3 | 1.1 | 1.1 | 0.1 | - 1.5 | - 13.4 |
| OTHER LOGISTIC SERVICES | 40.0 | 43.2 | 48.9 | 45.2 | 54.3 | 53.0 | 4.0 | - 2.4 | + 5.8 |
| Other services | 40.0 | 43.2 | 48.9 | 45.2 | 54.3 | 53.0 | 4.0 | - 2.4 | + 5.8 |
| Public sector | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| 2. INDIRECT EFFECTS | 1,061.1 | 1,144.7 | 1,151.2 | 1,265.7 | 1,400.4 | 1,355.7 | - | - 3.2 | + 5.0 |
| MARITIME CLUSTER | 36.5 | 45.7 | 46.0 | 51.3 | 51.2 | 47.7 | - | - 6.9 | + 5.5 |
| NON-MARITIME CLUSTER | 1,024.6 | 1,099.1 | 1,105.2 | 1,214.3 | 1,349.2 | 1,308.0 | - | - 3.1 | + 5.0 |
| TOTAL VALUE ADDED | 2,264.8 | 2,401.3 | 2,427.9 | 2,646.8 | 2,844.8 | 2,694.6 | - | - 5.3 | + 3.5 |

Source: NBB (calculations based on the Belgian accounts filed with the Central Balance Sheet Office, and the Belgian IOTs).

Highlights in the non-maritime cluster in 2009:

- Eagle Energy was unable to maintain the exceptionally strong results of 2008. Its gross operating margin and staff costs were down sharply.
- Terval recorded a steep decline in operating income.
- Intramet Metal Center suffered from the bad conditions on the market in stainless steel. At the end of May it gave up its special steel distribution activities.
- The increase in value added in the energy sector is due to Electrabel and S.P.E.
- Prayon's value added collapsed in 2009 to one-tenth of the 2008 figure. The first six months of 2009 saw an unprecedented decline in demand for Prayon products. In the second half of the year there was a gradual recovery.
- ArcelorMittal Liège Upstream plant saw a slowdown in its activities, notably on account of the closure of furnace 6 for the entire year, closure of the agglomeration plant, furnace B, the steel works and continuous casting from May onwards, the closure of the TLB-site⁶¹ from May to November, and the reduced rate of production at the coking plant.
- Oxycoupage had a particularly bad year in terms of both volumes and margins. The very sharp slowdown in activity which had begun in 2008 continued and actually worsened throughout 2009. The peeling activity had to be mothballed. In addition, selling prices plummeted.
- The other industries sector was hit by the bankruptcy of Alpha Gravure, Imprimerie Fortemps, and Alphagravic.
- George et Compagnie was affected by a sharp decline in volumes processed in both ferrous and non-ferrous metals.

TABLE 39 VALUE ADDED TOP 10 AT THE LIÈGE PORT COMPLEX IN 2009

| Ranking | Company name | Sector |
|---------|---|-----------------------|
| 1 | ELECTRABEL | Energy |
| 2 | ARCELORMITTAL BELGIUM | Metalworking industry |
| 3 | ARCELORMITTAL LIEGE UPSTREAM | Metalworking industry |
| 4 | S.P.E. | Energy |
| 5 | COCKERILL MAINTENANCE & INGENIERIE | Metalworking industry |
| 6 | CIMENTERIES CBR | Construction |
| 7 | CARRIERES ET FOURS A CHAUX DUMONT-WAUTIER | Construction |
| 8 | TOTAL BELGIUM | Trade |
| 9 | IMERYS MINERAUX BELGIQUE | Chemicals |
| 10 | INTRADEL | Other services |

Source: NBB. The estimates for the multi-regional firms are based on surveys, annual reports and allocation formulas based on regional statistics.

6.3 Employment

Direct employment in the Liège port complex was seriously affected by the decline in economic activity. Between 2008 and 2009 there was a 7.9 % fall. All sectors in the maritime cluster were in decline. Overall, this cluster recorded a 10.5 % fall. The non-maritime cluster was down by 7.8 %. While trade and other logistic services stood up relatively well, industry and land transport were hard hit. In industry, most of the decline (-8.4 %) was attributable to the metalworking industry, but electronics, food and other industries were also affected.

Highlights in the maritime cluster in 2009:

- Somef cut its staff by around 20 %. That was achieved by voluntary departures, redundancies for economic reasons in most cases, retirement and transfer to another group company.
- Magetra introduced time credit from 1 May, followed by crisis time credit.

⁶¹ Train à larges bandes

TABLE 40 EMPLOYMENT IN THE LIÈGE PORT COMPLEX FROM 2004 TO 2009
(FTE)

| Sectors | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Share in 2009 (in p.c.) | Change from 2008 to 2009 (in p.c.) | Annual average change from 2004 to 2009 (in p.c.) |
|--------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------------------|---------------------------------------|--|
| 1. DIRECT EFFECTS | 11,729 | 11,568 | 11,016 | 11,375 | 11,581 | 10,670 | 100.0 | - 7.9 | - 1.9 |
| MARITIME CLUSTER | 313 | 361 | 401 | 418 | 415 | 371 | 3.5 | - 10.5 | + 3.5 |
| Shipping agents and forwarders | 72 | 76 | 102 | 112 | 104 | 91 | 0.9 | - 12.7 | + 4.8 |
| Cargo handling | 141 | 163 | 176 | 177 | 179 | 169 | 1.6 | - 5.7 | + 3.7 |
| Shipping companies | 52 | 72 | 71 | 78 | 78 | 63 | 0.6 | - 19.1 | + 4.1 |
| Shipbuilding and repair | 13 | 12 | 12 | 13 | 14 | 11 | 0.1 | - 23.6 | - 3.2 |
| Port construction and dredging | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | n. | n. |
| Fishing | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | n. | n. |
| Port trade | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | n. | n. |
| Port authority | 36 | 37 | 40 | 39 | 39 | 37 | 0.3 | - 5.1 | + 0.5 |
| Public sector | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | n. | n. |
| NON-MARITIME CLUSTER | 11,415 | 11,207 | 10,615 | 10,957 | 11,166 | 10,298 | 96.5 | - 7.8 | - 2.0 |
| TRADE | 324 | 318 | 299 | 301 | 307 | 304 | 2.8 | - 0.9 | - 1.3 |
| INDUSTRY | 10,538 | 10,187 | 9,655 | 9,991 | 10,159 | 9,305 | 87.2 | - 8.4 | - 2.5 |
| Energy | 1,062 | 1,083 | 1,149 | 1,209 | 1,265 | 1,298 | 12.2 | + 2.6 | + 4.1 |
| Fuel production | 0 | 0 | 0 | 0 | 13 | 92 | 0.9 | + 590.2 | n. |
| Chemicals | 1,021 | 1,016 | 1,004 | 1,003 | 1,060 | 1,078 | 10.1 | + 1.8 | + 1.1 |
| Car manufacturing | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | n. | n. |
| Electronics | 74 | 83 | 92 | 89 | 73 | 62 | 0.6 | - 15.5 | - 3.4 |
| Metalworking industry | 6,639 | 6,260 | 5,765 | 6,035 | 6,128 | 5,208 | 48.8 | - 15.0 | - 4.7 |
| Construction | 1,347 | 1,371 | 1,283 | 1,278 | 1,245 | 1,245 | 11.7 | - 0.0 | - 1.6 |
| Food industry | 161 | 164 | 148 | 153 | 136 | 124 | 1.2 | - 9.4 | - 5.2 |
| Other industries | 232 | 212 | 215 | 223 | 239 | 199 | 1.9 | - 16.9 | - 3.1 |
| LAND TRANSPORT | 137 | 129 | 115 | 122 | 125 | 117 | 1.1 | - 6.5 | - 3.1 |
| Road transport | 98 | 93 | 90 | 99 | 106 | 99 | 0.9 | - 6.8 | + 0.2 |
| Other land transport..... | 39 | 36 | 25 | 23 | 19 | 18 | 0.2 | - 5.3 | - 14.3 |
| OTHER LOGISTIC SERVICES | 417 | 573 | 545 | 543 | 575 | 573 | 5.4 | - 0.4 | + 6.6 |
| Other services | 417 | 573 | 545 | 543 | 575 | 573 | 5.4 | - 0.4 | + 6.6 |
| Public sector | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | n. | n. |
| 2. INDIRECT EFFECTS | 16,590 | 16,276 | 16,239 | 17,039 | 17,155 | 16,001 | - | - 6.7 | - 0.7 |
| MARITIME CLUSTER | 617 | 766 | 822 | 863 | 860 | 716 | - | - 16.7 | + 3.0 |
| NON-MARITIME CLUSTER | 15,973 | 15,510 | 15,417 | 16,176 | 16,295 | 15,285 | - | - 6.2 | - 0.9 |
| TOTAL EMPLOYMENT | 28,319 | 27,844 | 27,255 | 28,414 | 28,736 | 26,670 | - | - 7.2 | - 1.2 |

Source: NBB (calculations based on the Belgian accounts filed with the Central Balance Sheet Office, and the Belgian IOTs).

Highlights in the non-maritime cluster in 2009:

- Electrabel expanded its workforce at its Liège sites.
- To cope with the reduction in orders, CE+T introduced a system of economic lay-offs for blue-collar workers, and - from August 2009 – special crisis measures for white-collar workers, principally crisis time credit.
- Almost all firms in the metalworking industry reduced their staff. Obviously, the ArcelorMittal group was the biggest factor in that decline. In this group, various measures were taken to increase staff flexibility and adjust staff costs: economic lay-offs, time credit, time off in respect of overtime worked in the past, voluntary departures, mainly early retirement, shut-down periods for factories and offices, etc.
- BioWanze took on extra staff.
- In the other industries segment, the closure of Alpha Gravure, Imprimerie Fortemps, and Alphagravic due to bankruptcy had a negative impact on employment.
- Cuypers Logistics cut its workforce.
- TPF Utilities and Revatech reduced their staff as part of a cost-cutting exercise.

TABLE 41 EMPLOYMENT TOP 10 AT THE LIÈGE PORT COMPLEX IN 2009

| Ranking | Company name | Sector |
|---------|---|-----------------------|
| 1 | ARCELORMITTAL LIEGE UPSTREAM | Metalworking industry |
| 2 | ARCELORMITTAL BELGIUM | Metalworking industry |
| 3 | ELECTRABEL | Energy |
| 4 | COCKERILL MAINTENANCE & INGENIERIE | Metalworking industry |
| 5 | PRAYON | Chemicals |
| 6 | CIMENTERIES CBR | Construction |
| 7 | COFELY SERVICES | Construction |
| 8 | S.P.E. | Energy |
| 9 | INTRADEL | Other services |
| 10 | CARRIERES ET FOURS A CHAUX DUMONT-WAUTIER | Construction |

Source: NBB. The estimates for the multi-regional firms are based on surveys, annual reports and allocation formulas based on regional statistics.

6.4 Investment

Investment in the Liège port complex increased by 28.4 % in 2009, thanks to the other logistic services sector. In the maritime cluster, it was at its lowest level for six years, and the same applies to the shipping agents and forwarders and cargo handling segments. In the non-maritime cluster, investment in industry slumped, and declined sharply in transport. Conversely, it increased in trade, and particularly in other services.

Highlights in the non-maritime cluster in 2009:

- The three main investors in the maritime cluster in 2009 were Société Industrielle Renory, Petroleum Products Storage and Transport Company and CTB Magemon.

Highlights in the non-maritime cluster in 2009:

- In the chemicals sector, Prayon continued to invest, notably in the construction of a new sulphuric acid production plant called Sulfine.
- Electrabel carried out a periodic major overhaul at Tihange. It replaced the turbine rotors using technology which increases efficiency.
- In fuel production, construction of the BioWanze plant came to an end.
- In 2009, Intradel continued building the new energy recovery unit. It entered into industrial service in mid-2009.

TABLE 42 INVESTMENT IN THE LIÈGE PORT COMPLEX FROM 2004 TO 2009

(in € million - current prices)

| Sectors | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Share in 2009 (in p.c.) | Change from 2008 to 2009 (in p.c.) | Annual average change from 2004 to 2009 (in p.c.) |
|--------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------------------|---------------------------------------|--|
| MARITIME CLUSTER | 5.6 | 3.7 | 5.5 | 5.1 | 9.2 | 2.5 | 0.4 | - 72.5 | - 14.7 |
| Shipping agents and forwarders | 1.5 | 0.4 | 0.5 | 1.0 | 2.9 | 0.1 | 0.0 | - 95.3 | - 38.3 |
| Cargo handling | 3.3 | 2.6 | 4.1 | 3.0 | 4.6 | 2.1 | 0.4 | - 53.5 | - 8.6 |
| Shipping companies | 0.6 | 0.3 | 0.1 | 0.8 | 0.7 | 0.2 | 0.0 | - 77.8 | - 22.9 |
| Shipbuilding and repair | 0.1 | 0.0 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | - 82.6 | - 30.7 |
| Port construction and dredging | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| Fishing | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| Port trade | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| Port authority | 0.1 | 0.3 | 0.7 | 0.1 | 0.9 | 0.1 | 0.0 | - 90.7 | + 3.6 |
| Public sector | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| NON-MARITIME CLUSTER | 136.9 | 136.9 | 153.1 | 336.8 | 427.5 | 558.2 | 99.6 | + 30.6 | + 32.5 |
| TRADE | 2.2 | 4.8 | 2.9 | 5.9 | 3.4 | 3.9 | 0.7 | + 12.6 | + 11.6 |
| INDUSTRY | 124.5 | 124.2 | 137.6 | 271.7 | 318.1 | 278.0 | 49.6 | - 12.6 | + 17.4 |
| Energy | 11.2 | 19.9 | 36.7 | 55.5 | 41.5 | 131.0 | 23.4 | + 215.6 | + 63.6 |
| Fuel production | 0.0 | 0.0 | 11.8 | 91.1 | 142.8 | 51.8 | 9.2 | - 63.7 | n. |
| Chemicals | 14.1 | 29.4 | 21.1 | 28.3 | 41.8 | 41.9 | 7.5 | + 0.1 | + 24.4 |
| Car manufacturing | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| Electronics | 0.2 | 0.6 | 0.9 | 0.6 | 0.5 | 0.3 | 0.1 | - 38.1 | + 16.1 |
| Metalworking industry | 75.8 | 43.8 | 29.9 | 63.2 | 60.3 | 34.7 | 6.2 | - 42.5 | - 14.5 |
| Construction | 17.6 | 24.5 | 28.3 | 24.3 | 23.6 | 15.3 | 2.7 | - 35.4 | - 2.8 |
| Food industry | 3.2 | 2.9 | 3.4 | 4.7 | 4.2 | 1.5 | 0.3 | - 62.8 | - 13.6 |
| Other industries | 2.5 | 3.1 | 5.5 | 3.9 | 3.4 | 1.5 | 0.3 | - 54.8 | - 8.9 |
| LAND TRANSPORT | 2.5 | 1.8 | 1.3 | 1.4 | 3.3 | 0.9 | 0.2 | - 73.5 | - 19.0 |
| Road transport | 1.0 | 0.4 | 0.4 | 0.7 | 2.5 | 0.1 | 0.0 | - 97.5 | - 42.9 |
| Other land transport..... | 1.5 | 1.3 | 0.9 | 0.8 | 0.8 | 0.8 | 0.1 | - 3.3 | - 11.6 |
| OTHER LOGISTIC SERVICES | 7.7 | 6.2 | 11.3 | 57.8 | 102.6 | 275.5 | 49.1 | + 168.5 | + 104.5 |
| Other services | 7.7 | 6.2 | 11.3 | 57.8 | 102.6 | 275.5 | 49.1 | + 168.5 | + 104.5 |
| Public sector | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| DIRECT INVESTMENT | 142.5 | 140.6 | 158.7 | 341.9 | 436.6 | 560.8 | 100.0 | + 28.4 | + 31.5 |

Source: NBB (calculations based on the Belgian accounts filed with the Central Balance Sheet Office).

TABLE 43 INVESTMENT TOP 10 IN THE LIÈGE PORT COMPLEX IN 2009

| Ranking | Company name | Sector |
|---------|---|-----------------------|
| 1 | INTRADEL | Other services |
| 2 | S.P.E. | Energy |
| 3 | ELECTRABEL | Energy |
| 4 | BIOWANZE | Fuel production |
| 5 | PRAYON | Chemicals |
| 6 | ARCELORMITTAL BELGIUM | Metalworking industry |
| 7 | ARCELORMITTAL LIEGE UPSTREAM | Metalworking industry |
| 8 | CARMEUSE | Construction |
| 9 | CIMENTERIES CBR | Construction |
| 10 | CARRIERES ET FOURS A CHAUX DUMONT-WAUTIER | Construction |

Source: NBB. The estimates for the multi-regional firms are based on surveys, annual reports and allocation formulas based on regional statistics.

7 PORT OF BRUSSELS

7.1 Port developments

The port of Brussels saw a sharp decrease in transport by water of its own traffic in 2009. Whereas transshipped volumes reached nearly 4.9 million tonnes in 2008, they fell back to 4 million tonnes in 2009, an 18 % drop. Building materials, which represented 55 % of traffic in 2009, suffered from both the economic slowdown and bad weather in January 2009, and fell 21 %. Petroleum products, which rank second in the breakdown of the own traffic between product categories, benefited from cold winter weather and limited their decline to 6 %. Together, these two categories represent more than 80 % of traffic. The transshipment of agricultural and food products shrank by more than one-fifth.

The container terminal, which had posted strong growth over the previous four years, was also hit by the crisis in 2009. The slump hurt trade with China and the USA, among others. All in all, container traffic in TEU fell by nearly one-quarter, from 17,900 to 13,500 TEU. Activity remains above what it was in 2006 but is well below the 2007 level.

The Netherlands confirmed its position as the privileged partner of the port of Brussels: just under 57 % of cargo loaded and unloaded came from or was destined for our northern neighbours. Trade with Germany was down, whereas trade with France rose slightly. Trade with Russia and the UK was reduced to a bare minimum.

The Port was pleased that there were no bankruptcies or closures among the companies operating in the port. It attributes the resilience to a series of measures taken to alleviate pressures on companies already forced to deal with weakening economic conditions.

Clean-up of soil on the Carcoke site continued throughout 2009 and was completed at the end of the year. Polluted soil was removed and transported by boat to a thermal treatment centre. Construction on the road bypassing the site continues and the treatment of underground water will not be completed for several years.

In January 2010 the government of the Brussels-Capital Region announced that the objections of several associations against the environmental permit granted to S.A. BILC had been upheld. The Brussels International Logistic Centre was intended to be a new logistic centre close to the existing TIR centre. The latter is old and a new, more modern warehouse offering more space would make it possible to meet companies' expectations. Abandoning the project revives the controversy over building a new logistic centre in the heart of the capital.

A regular weekly service between the ports of Brussels and Zeebrugge was also launched. This line, designed for containers, is intended to complement the existing line between the ports of Brussels and Antwerp.

The direct value added of the port of Brussels was up by 0.3 % in 2009. The direct value added represented 0.9 % of the GDP of the Brussels Capital Region, or 0.1 % less than the previous year. Similarly, the share of the total value added – direct plus indirect effects – in the GDP of the Brussels Region was down by 0.1 % at 1.8 % Expressed as a percentage of national GDP, direct and total value added came to 0.2 and 0.4 % respectively.

Employment in the port of Brussels declined by 2.2 % in 2009 against 2008. In 2009, direct and total employment respectively represented 0.8 and 1.8 % of employment in the Brussels Region. The share of Belgian domestic employment remained unchanged at 0.1 % for direct and 0.3 % for total employment.

CHART 14 CHANGE IN DIRECT VALUE ADDED
(in € million, current prices)

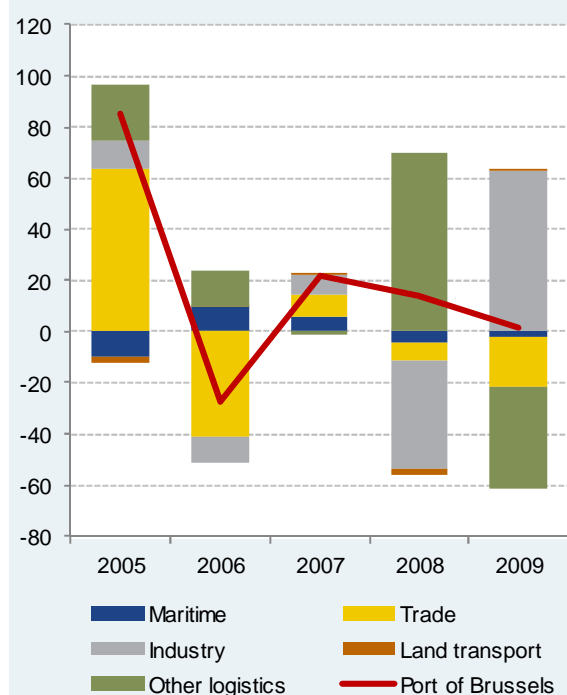
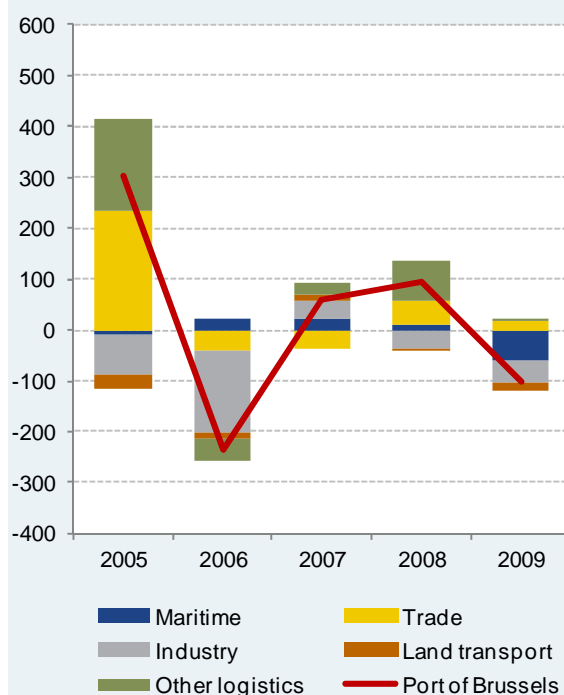


CHART 15 CHANGE IN DIRECT EMPLOYMENT
(FTE)



Source: NBB (calculations based on the Belgian accounts filed with the Central Balance Sheet Office).

7.2 Value added

The direct value added of the port of Brussels remained stable between 2008 and 2009. It held up relatively well in a number of maritime cluster segments, but in the cargo handling and shipping company segments it was almost halved. Overall, the cluster's value added was down by 7.8 %. However, in the non-maritime cluster, it increased by 0.6 %. The trade sector reverted to figures close to the 2004 level after a 7.8 % contraction. Conversely, the industrial sector enjoyed exceptional expansion of 38 %. That growth was due mainly to chemicals which, after particularly low value added in 2008, recovered to levels close to those of 2007 and previous years. The value added of the land transport sector remained steady, in contrast to that of other logistic services which slumped by 27.1 %.

Highlights in the maritime cluster in 2009:

- Almost all firms in the shipping agents and forwarders sector saw a decline in value added as a result of the economic crisis. One exception was Reibel, which secured a big transport contract from the United Nations.
- TRW specialised in the management of combined transport wagons of the BNRC freight group and transferred its activities to Inter Ferry Boats at the port of Antwerp.
- Hanzevast Carisbrooke Shipping I, as the issuer of ships' certificates, had to contend with the decline in freight rates. Turnover and operating results were much lower than expected.
- The value added of the Brussels port authority recorded a significant increase as a result of the reduction in the goods and services item. In 2008 a substantial sum was recorded for dredging work and for cleaning up the Carcoke site.

TABLE 44 VALUE ADDED AT THE PORT OF BRUSSELS FROM 2004 TO 2009

(in € million - current prices)

| Sectors | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Share in 2009 (in p.c.) | Change from 2008 to 2009 (in p.c.) | Annual average change from 2004 to 2009 (in p.c.) |
|--------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------------------|---------------------------------------|--|
| 1. DIRECT EFFECTS | 517.7 | 602.5 | 575.4 | 597.6 | 611.8 | 613.4 | 100.0 | + 0.3 | + 3.5 |
| MARITIME CLUSTER | 21.4 | 11.3 | 21.0 | 26.5 | 21.8 | 20.1 | 3.3 | - 7.8 | - 1.2 |
| Shipping agents and forwarders | 7.4 | 9.7 | 9.9 | 9.9 | 11.8 | 11.3 | 1.8 | - 4.7 | + 8.7 |
| Cargo handling | 7.6 | 6.5 | 7.4 | 11.0 | 10.0 | 5.6 | 0.9 | - 44.4 | - 5.9 |
| Shipping companies | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 0.8 | 0.1 | - 47.4 | n. |
| Shipbuilding and repair | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | n. | n. |
| Port construction and dredging | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| Fishing | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| Port trade | 2.6 | 0.8 | 0.7 | 0.6 | 0.6 | 0.7 | 0.1 | + 7.7 | - 23.2 |
| Port authority | 3.8 | -5.7 | 2.9 | 4.9 | -2.3 | 1.8 | 0.3 | n. | - 14.4 |
| Public sector | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| NON-MARITIME CLUSTER | 496.3 | 591.2 | 554.4 | 571.1 | 590.0 | 593.2 | 96.7 | + 0.6 | + 3.6 |
| TRADE | 231.0 | 294.9 | 253.9 | 262.9 | 256.1 | 236.1 | 38.5 | - 7.8 | + 0.4 |
| INDUSTRY | 198.7 | 209.8 | 199.6 | 207.8 | 165.5 | 228.4 | 37.2 | + 38.0 | + 2.8 |
| Energy | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| Fuel production | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| Chemicals | 140.1 | 141.4 | 127.4 | 138.1 | 85.8 | 149.7 | 24.4 | + 74.5 | + 1.3 |
| Car manufacturing | 10.6 | 13.1 | 16.5 | 17.1 | 18.2 | 14.8 | 2.4 | - 18.8 | + 6.9 |
| Electronics | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| Metalworking industry | 0.7 | 1.1 | 0.9 | 1.2 | 1.0 | 1.0 | 0.2 | + 2.2 | + 7.0 |
| Construction | 28.9 | 29.8 | 33.9 | 35.7 | 36.1 | 34.7 | 5.7 | - 4.0 | + 3.7 |
| Food industry | 13.8 | 19.4 | 14.9 | 8.8 | 15.4 | 21.5 | 3.5 | + 40.4 | + 9.3 |
| Other industries | 4.6 | 4.9 | 5.9 | 7.1 | 9.1 | 6.7 | 1.1 | - 26.4 | + 7.8 |
| LAND TRANSPORT | 24.2 | 22.4 | 22.7 | 23.4 | 21.2 | 21.4 | 3.5 | + 1.2 | - 2.4 |
| Road transport | 23.6 | 21.7 | 22.1 | 22.8 | 20.7 | 21.1 | 3.4 | + 1.8 | - 2.2 |
| Other land transport..... | 0.6 | 0.7 | 0.6 | 0.6 | 0.4 | 0.3 | 0.1 | - 23.5 | - 11.7 |
| OTHER LOGISTIC SERVICES | 42.4 | 64.2 | 78.2 | 77.1 | 147.1 | 107.3 | 17.5 | - 27.1 | + 20.4 |
| Other services | 38.4 | 60.2 | 74.0 | 72.7 | 143.4 | 103.4 | 16.9 | - 27.9 | + 21.9 |
| Public sector | 4.0 | 4.0 | 4.2 | 4.4 | 3.7 | 3.9 | 0.6 | + 3.9 | - 0.3 |
| 2. INDIRECT EFFECTS | 495.8 | 566.4 | 546.0 | 565.2 | 584.3 | 600.6 | - | + 2.8 | + 3.9 |
| MARITIME CLUSTER | 34.3 | 26.0 | 41.2 | 55.6 | 40.4 | 41.1 | - | + 1.6 | + 3.7 |
| NON-MARITIME CLUSTER | 461.5 | 540.4 | 504.8 | 509.6 | 543.8 | 559.4 | - | + 2.9 | + 3.9 |
| TOTAL VALUE ADDED | 1,013.5 | 1,168.9 | 1,121.4 | 1,162.7 | 1,196.0 | 1,213.9 | - | + 1.5 | + 3.7 |

Source: NBB (calculations based on the Belgian accounts filed with the Central Balance Sheet Office, and the Belgian IOTs).

Highlights in the non-maritime cluster in 2009:

- In the trade sector, several major companies accounted for the decline. The turnover of Duferco Special Steels (Europe), a distributor of special steels, slumped as a result of a decline in sales and lower selling prices, owing to the economic crisis, though another reason was that a big supplier closed down. The volume of sales was also down at Ineos Sales Belgium and Solvin. Belgian Shell's turnover was adversely affected by the big price fluctuations on the international oil markets.
- The chemicals firm, Solvay, also recorded lower turnover, but succeeded in improving its operating result by cutting costs.
- The crisis had a serious impact on car manufacturing. Inergy Automotive Systems Research cut its research efforts and concentrated on activities generating a quicker return.
- Although Ceres produced fewer flowers and selling prices were down, value added increased on account of the "other operating expenses" item.
- George et Cie saw a steep decline in the volumes handled in the case of both ferrous and non-ferrous metals. Prices fluctuated widely throughout the year, sales to steel factories were very difficult because of low consumption levels and regular closures.
- The Brussels North sewage treatment plant operated by Aquiris was shut down for a time during 2009 owing to the presence of excess sand and debris in the installations. Aquiris saw its operating income halved. The value added of the other services sector fell by roughly the same amount.

TABLE 45 VALUE ADDED TOP 10 AT THE PORT OF BRUSSELS IN 2009

| Ranking | Company name | Sector |
|---------|------------------------------------|-------------------|
| 1 | SOLVAY | Chemicals |
| 2 | BELGIAN SHELL | Trade |
| 3 | TOTAL BELGIUM | Trade |
| 4 | INEOS SERVICES BELGIUM | Other services |
| 5 | AQUIRIS | Other services |
| 6 | SPIE BELGIUM | Construction |
| 7 | CERES | Food industry |
| 8 | BRUXELLES ENERGIE | Other services |
| 9 | INERGY AUTOMOTIVE SYSTEMS RESEARCH | Car manufacturing |
| 10 | SITA RECYCLING SERVICES | Other services |

Source: NBB. The estimates for the multi-regional firms are based on surveys, annual reports and allocation formulas based on regional statistics.

7.3 Employment⁶²

Employment in the port of Brussels was down by 2.2 % in 2009. The maritime cluster was affected the most, with a 12.5 % fall. The cargo handling segment lost almost a third of its workers. The non-maritime cluster suffered less, with a 1 % fall in employment. The trade sector recorded a 1.2 % increase. In contrast, industry saw a decline, with a fairly marked fall in chemicals, and the same applied to land transport. Employment was stable in other logistic services.

Highlights in the maritime cluster in 2009:

- The workforce of firms in the shipping agents and forwarders sector stagnated or declined.
- TRW's combined transport activities were transferred to Inter Ferry Boats at the port of Antwerp. Job losses due to the departure of TRW are the main factor in the decline in employment in the cargo handling segment.

⁶² For the calculation of the employment figures data from the annual accounts and the results of the enquiries done by the "Observatoire bruxellois du marché du travail et des qualifications" for the study "*Poids socio-économique des entreprises implantées sur le site du port de Bruxelles*" (2010) were used.

TABLE 46 EMPLOYMENT AT THE PORT OF BRUSSELS FROM 2004 TO 2009
(FTE)

| Sectors | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Share in 2009 (in p.c.) | Change from 2008 to 2009 (in p.c.) | Annual average change from 2004 to 2009 (in p.c.) |
|--------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------------------|---------------------------------------|--|
| 1. DIRECT EFFECTS | 4,442 | 4,743 | 4,509 | 4,567 | 4,662 | 4,559 | 100.0 | - 2.2 | + 0.5 |
| MARITIME CLUSTER | 428 | 416 | 437 | 458 | 470 | 411 | 9.0 | - 12.5 | - 0.8 |
| Shipping agents and forwarders | 152 | 166 | 166 | 164 | 169 | 156 | 3.4 | - 7.9 | + 0.4 |
| Cargo handling | 137 | 131 | 137 | 163 | 171 | 116 | 2.5 | - 32.4 | - 3.3 |
| Shipping companies | 0 | 0 | 0 | 0 | 1 | 5 | 0.1 | + 475.0 | n. |
| Shipbuilding and repair | 0 | 0 | 3 | 3 | 2 | 0 | 0.0 | - 100.0 | n. |
| Port construction and dredging | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | n. | n. |
| Fishing | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | n. | n. |
| Port trade | 22 | 6 | 6 | 6 | 5 | 5 | 0.1 | + 0.0 | - 24.1 |
| Port authority | 117 | 114 | 124 | 123 | 122 | 130 | 2.9 | + 6.4 | + 2.2 |
| Public sector | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | n. | n. |
| NON-MARITIME CLUSTER | 4,014 | 4,327 | 4,072 | 4,109 | 4,191 | 4,148 | 91.0 | - 1.0 | + 0.7 |
| TRADE | 1,150 | 1,386 | 1,346 | 1,311 | 1,356 | 1,373 | 30.1 | + 1.2 | + 3.6 |
| INDUSTRY | 1,919 | 1,842 | 1,678 | 1,716 | 1,678 | 1,632 | 35.8 | - 2.7 | - 3.2 |
| Energy | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | n. | n. |
| Fuel production | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | n. | n. |
| Chemicals | 1,078 | 996 | 802 | 815 | 785 | 738 | 16.2 | - 6.0 | - 7.3 |
| Car manufacturing | 39 | 44 | 47 | 50 | 56 | 54 | 1.2 | - 3.4 | + 6.6 |
| Electronics | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | n. | n. |
| Metalworking industry | 17 | 17 | 18 | 18 | 18 | 18 | 0.4 | + 3.7 | + 1.9 |
| Construction | 514 | 524 | 553 | 579 | 572 | 575 | 12.6 | + 0.6 | + 2.3 |
| Food industry | 207 | 186 | 182 | 162 | 150 | 151 | 3.3 | + 0.8 | - 6.1 |
| Other industries | 64 | 73 | 77 | 92 | 98 | 96 | 2.1 | - 2.0 | + 8.4 |
| LAND TRANSPORT | 393 | 367 | 356 | 368 | 366 | 350 | 7.7 | - 4.4 | - 2.3 |
| Road transport | 377 | 350 | 342 | 357 | 356 | 338 | 7.4 | - 5.2 | - 2.2 |
| Other land transport..... | 16 | 17 | 14 | 12 | 10 | 12 | 0.3 | + 26.0 | - 5.2 |
| OTHER LOGISTIC SERVICES | 552 | 733 | 691 | 714 | 791 | 793 | 17.4 | + 0.2 | + 7.5 |
| Other services | 452 | 633 | 591 | 614 | 709 | 711 | 15.6 | + 0.3 | + 9.5 |
| Public sector | 100 | 100 | 100 | 100 | 82 | 82 | 1.8 | + 0.0 | - 3.9 |
| 2. INDIRECT EFFECTS | 6,311 | 6,765 | 6,043 | 6,147 | 6,373 | 5,937 | - | - 6.8 | - 1.2 |
| MARITIME CLUSTER | 715 | 795 | 785 | 836 | 864 | 773 | - | - 10.5 | + 1.6 |
| NON-MARITIME CLUSTER | 5,596 | 5,970 | 5,259 | 5,310 | 5,509 | 5,164 | - | - 6.3 | - 1.6 |
| TOTAL EMPLOYMENT | 10,753 | 11,508 | 10,552 | 10,714 | 11,034 | 10,496 | - | - 4.9 | - 0.5 |

Source: NBB (calculations based on the Belgian accounts filed with the Central Balance Sheet Office, and the Belgian IOTs).

Highlights in the non-maritime cluster in 2009:

- Employment in the trade sector expanded because Diamond Europe, the catering trade wholesaler, transferred its offices to the port area in order to start using its logistics centre.
- Chemicals were dominated by the Solvay group. Solvay cut its workforce at the Neder-Over-Heembeek site. Solvay is to make further job cuts under a 2010 restructuring plan. Peptisyntha, part of the Solvay group, restructured its activities following the loss of its biggest customer, and consequently made many of its staff redundant.
- The transport firm, Ziegler, adjusted its workforce in line with the lower transport volumes due to the economic crisis.

TABLE 47 EMPLOYMENT TOP 10 AT THE PORT OF BRUSSELS IN 2009

| Ranking | Company name | Sector |
|---------|-------------------------|----------------|
| 1 | SOLVAY | Chemicals |
| 2 | SPIE BELGIUM | Construction |
| 3 | SCANIA BELGIUM | Trade |
| 4 | INEOS SERVICES BELGIUM | Other services |
| 5 | SITA RECYCLING SERVICES | Other services |
| 6 | CERES | Food industry |
| 7 | BRUSSELS PORT AUTHORITY | Port authority |
| 8 | ZIEGLER | Road transport |
| 9 | SOLVIN | Trade |
| 10 | PUBLIC ADMINISTRATION | Public sector |

Source: NBB. The estimates for the multi-regional firms are based on surveys, annual reports and allocation formulas based on regional statistics.

7.4 Investment

Investment in the port of Brussels was down by 25 % in the maritime cluster and 29.7 % in the non-maritime cluster. In the maritime cluster, all segments saw a fall. In the non-maritime cluster, only the trade sector recorded an increase; in the other sectors, investment collapsed. The food industry replaced chemicals as the biggest investor in the industrial sector, where investment was down by 26 % in one year. Nevertheless, that figure is still higher than the levels recorded in land transport (-75.3 %) and in other services (-65.5 %).

Highlights in the maritime cluster in 2009:

- Reibel was the biggest investor in the shipping agents and forwarders sector. The forwarding company plans to build a new logistics centre at the port.
- The relocation of TRW and halting of the Brussels International Logistics Center project meant the loss of the biggest investors in the cargo handling sector.
- The Brussels port authority is the biggest investor in the port area. The clean-up of the polluted Carcoke site continued in 2009. Renovation of the Anderlecht and Molenbeek locks began in 2009. One major project concerns the construction of a passenger terminal in the outer port.

Highlights in the non-maritime cluster in 2009:

- In the trade sector, the biggest investors were Havelange and Diamond Europe. Havelange, a firm hiring out lift trucks and other cargo handling and storage machinery, expanded its stock of equipment for hire. Diamond Europe brought its new logistics centre into use.
- The confectionery manufacturer, Sebahat, accounted for almost all the investment in the food industry in 2009. At the end of 2007 the production hall and storage area were destroyed by fire. In 2009, the firm inaugurated its new warehouses at the site of the Brussels port.
- Practically all transport firms cut back their investment.
- There were no new major investment projects in the other services sector either. The biggest investors were Sita Recycling Services, Loxam and Seamar.

TABLE 48 INVESTMENT AT THE PORT OF BRUSSELS FROM 2004 TO 2009

(in € million - current prices)

| Sectors | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Share in 2009 (in p.c.) | Change from 2008 to 2009 (in p.c.) | Annual average change from 2004 to 2009 (in p.c.) |
|--------------------------------------|--------------|-------------|-------------|-------------|-------------|-------------|----------------------------|---------------------------------------|--|
| MARITIME CLUSTER | 7.4 | 6.1 | 5.7 | 7.0 | 18.8 | 14.1 | 25.0 | - 25.0 | + 13.8 |
| Shipping agents and forwarders | 1.0 | 1.2 | 0.8 | 0.6 | 0.9 | 0.6 | 1.1 | - 31.1 | - 8.1 |
| Cargo handling | 3.3 | 0.4 | 0.8 | 0.8 | 2.0 | 0.2 | 0.4 | - 89.4 | - 42.0 |
| Shipping companies | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| Shipbuilding and repair | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| Port construction and dredging | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| Fishing | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| Port trade | 1.5 | 0.0 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | n. | - 58.1 |
| Port authority | 1.7 | 4.5 | 3.8 | 5.5 | 15.8 | 13.2 | 23.4 | - 16.5 | + 51.4 |
| Public sector | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| NON-MARITIME CLUSTER | 123.4 | 71.7 | 88.6 | 53.8 | 60.2 | 42.3 | 75.0 | - 29.7 | - 19.3 |
| TRADE | 13.0 | 22.7 | 28.6 | 19.0 | 22.5 | 23.1 | 40.9 | + 2.4 | + 12.1 |
| INDUSTRY | 17.1 | 17.7 | 16.7 | 14.7 | 17.0 | 12.6 | 22.3 | - 26.0 | - 5.9 |
| Energy | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| Fuel production | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| Chemicals | 6.4 | 6.8 | 6.1 | 6.1 | 8.5 | 3.8 | 6.8 | - 54.9 | - 9.9 |
| Car manufacturing | 0.8 | 2.3 | 3.1 | 2.5 | 0.4 | 0.2 | 0.3 | - 58.5 | - 25.9 |
| Electronics | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| Metalworking industry | 0.0 | 0.1 | 0.1 | 0.2 | 0.2 | 0.1 | 0.2 | - 29.7 | + 33.6 |
| Construction | 2.1 | 2.7 | 2.6 | 3.7 | 3.6 | 3.1 | 5.5 | - 13.5 | + 8.0 |
| Food industry | 6.9 | 4.1 | 3.6 | 1.2 | 0.7 | 4.3 | 7.7 | + 520.5 | - 9.0 |
| Other industries | 0.7 | 1.7 | 1.2 | 1.0 | 3.6 | 1.0 | 1.8 | - 72.0 | + 6.3 |
| LAND TRANSPORT | 3.1 | 2.4 | 1.8 | 1.9 | 4.6 | 1.1 | 2.0 | - 75.3 | - 18.3 |
| Road transport | 3.1 | 2.3 | 1.8 | 1.9 | 4.6 | 0.9 | 1.6 | - 80.1 | - 21.6 |
| Other land transport..... | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.2 | 0.4 | n. | + 43.4 |
| OTHER LOGISTIC SERVICES | 90.1 | 28.9 | 41.4 | 18.3 | 16.1 | 5.6 | 9.9 | - 65.5 | - 42.7 |
| Other services | 90.1 | 28.9 | 41.4 | 18.3 | 16.1 | 5.6 | 9.9 | - 65.5 | - 42.7 |
| Public sector | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | n. | n. |
| DIRECT INVESTMENT | 130.8 | 77.7 | 94.3 | 60.8 | 79.0 | 56.4 | 100.0 | - 28.6 | - 15.5 |

Source: NBB (calculations based on the Belgian accounts filed with the Central Balance Sheet Office).

TABLE 49 INVESTMENT TOP 10 AT THE PORT OF BRUSSELS IN 2009

| Ranking | Company name | Sector |
|---------|---------------------------------|----------------|
| 1 | BRUSSELS PORT AUTHORITY | Port authority |
| 2 | SEBAHAT | Food industry |
| 3 | HAVELANGE | Trade |
| 4 | SOLVAY | Chemicals |
| 5 | MACIMMO | Trade |
| 6 | DIAMOND EUROPE | Trade |
| 7 | LOXAM | Other services |
| 8 | SITA RECYCLING SERVICES | Other services |
| 9 | VAN WAASDIJK | Trade |
| 10 | DUFERCO SPECIAL STEELS (EUROPE) | Trade |

Source: NBB. The estimates for the multi-regional firms are based on surveys, annual reports and allocation formulas based on regional statistics.

8 SUMMARY

Owing to the global economic crisis which led to a marked decline in international trade, traffic at the Belgian ports was down by practically 15 % in 2009. Subsequently, during 2010 there was a revival in traffic. The decline affected a broad range of types of maritime transport. For example, in container traffic only the port of Zeebrugge recorded growth. The port of Antwerp, where container traffic is well represented, lost almost 14 % of its traffic⁶³. In the case of ro/ro traffic, the decline in the Flemish ports amounted to just over 27 %. Ostend was the worst affected, losing two-fifths of its traffic. Conventional freight traffic was maintained at Ostend and Zeebrugge but declined sharply at Ghent and Antwerp. Liquid bulk is the only type of cargo to record growth. It remained stable at Antwerp, declined at Ghent and increased strongly at Zeebrugge. Conversely, dry bulk was down at all the Flemish ports, but the biggest fall was at Antwerp: -36 %. Taking all Flemish ports together, dry bulk was down by 32 %. Traffic at the Liège port complex recorded a 20 % decline, the figure being greatly affected by the reduction in transport of building materials and products related to the steel industry. Traffic at the port of Brussels was 18 % down, with the construction sector again accounting for part of the decline.

CHART 16 CHANGE IN DIRECT VALUE ADDED
(in € million, by volume)

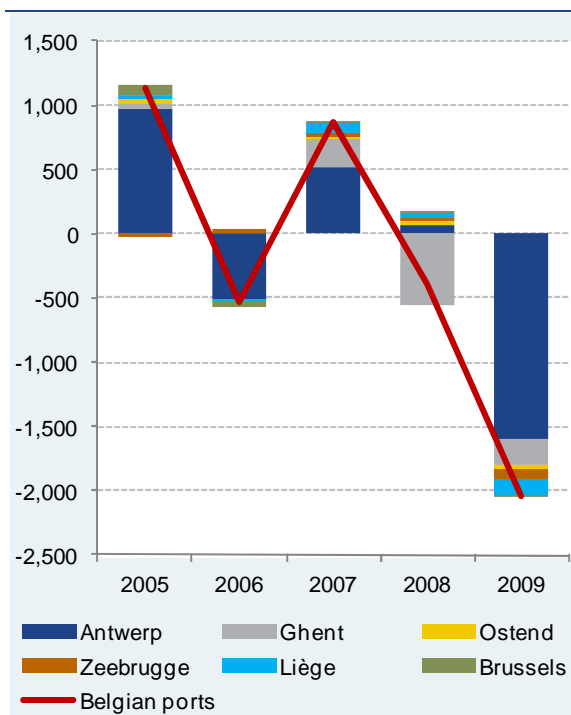
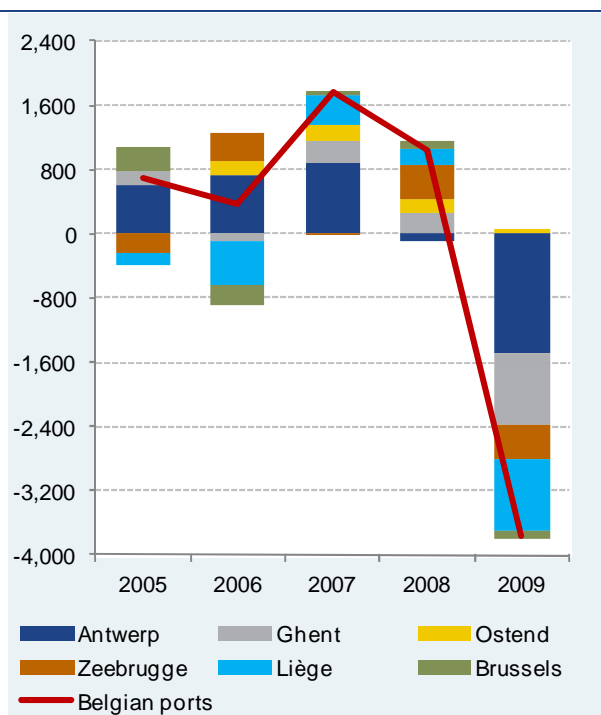


CHART 17 CHANGE IN DIRECT EMPLOYMENT
(FTE)



Source: NBB (calculations based on the Belgian accounts filed with the Central Balance Sheet Office).

After a year of stagnation, the value added produced by the Belgian ports displayed a clear downward trend. The maritime cluster lost over 28 %, mainly in the case of shipping companies and cargo handling, but other activities also contributed to this decline. In the non-maritime cluster, industry and trade had recorded a reduction in their value added in 2008, and the decline persisted in 2009. Nevertheless, the fall was weaker for industry, a sector where value added had already contracted sharply in 2008. Fuel production, car manufacturing and metalworking industry recorded the biggest falls. In contrast, energy is continuing to expand, and chemicals recovered slightly. Road transport also suffered from the reduction in transport volumes. Value added was also down in other services. The value added of the port of Brussels remained stable, supported mainly by the recovery of the chemical industry. The other five ports recorded a reduction in value added at current prices ranging

⁶³ Traffic expressed in tonnes, not TEU.

between 4.2 % at Ostend and 14.8 % at Antwerp. However, this is consistent with the picture for the national economy, where gross domestic product exceptionally declined in 2009⁶⁴. Overall, the value added of the non-maritime cluster was down by just under 4 %, and direct value added fell by 11 % altogether.

In the light of the decline in value added at the ports, one might fear the worst for employment. However, job losses in the firms located at the ports came to only 3 %. Shipping agents and forwarders and cargo handling were the main segments accounting for the decline in the maritime cluster. In the non-maritime cluster, it was industry that recorded the sharpest fall. There was a slump in employment in car manufacturing and metalworking industry. Chemicals and other industries also contracted, but to a much lesser extent. In trade and land transport, there was little change in employment, whereas the public sector recorded an increase.

Looking at employment in each port, Ostend was the only one to create jobs. The ports of Brussels, Antwerp, Ghent and Zeebrugge saw employment decline by between 2 and 4 %. The Liège port complex was more seriously affected, with job losses amounting to practically 8 %.

Once again, the conclusion is that the Belgian ports are following the trend for Belgium as a whole. However, being country's key entry and exit points for international trade, they are particularly affected by the global crisis.

Investment in the Belgian ports declined in 2009. That is hardly surprising in a period of scarce credit and an economic recession. In the maritime cluster, practically all activities saw a reduction. Overall, investment in this cluster was down by 19 %. In the non-maritime cluster, investment increased in other logistic services. Conversely, in land transport it was almost halved. Investment in the industry was 21 % down. Energy was the only industrial sector with growth. The trade segment contracted by 17 %.

Looking at the individual ports, investment in the Liège port complex expanded following strong growth in other services. At all the other ports, investment declined by an amount ranging between 15 % at the port of Ghent and 37 % at the port of Ostend.

⁶⁴ Publication of the indicators for Belgium on 1 June 2011 indicates that the volume of GDP declined by 2.7 % in 2009. See the website of the National Bank of Belgium (www.nbb.be).

LIST OF ABBREVIATIONS

| | |
|------|--|
| BNRC | Belgian National Railway Company |
| EU | European Union |
| FTE | Full-time equivalent |
| GDP | Gross Domestic Product |
| IOT | Input-Output Table |
| NAI | National Accounts Institute |
| NSI | National Statistical Institute, now FPS Economy, SMEs, independent Professions and Energy - Directorate General of Statistics and Economic Information |
| SMEs | Small and medium-sized enterprises |
| SUT | Supply and Use Table |
| TEU | Twenty-foot Equivalent Unit |

CONVENTIONAL SIGNS

| | |
|------|--|
| - | the datum does not exist or is meaningless |
| n. | not available |
| p.c. | per cent |
| p.m. | pro memoria |

ANNEX 1: DETAILED SOCIAL BALANCE SHEET IN 2009

TABLE 50 DETAILED SOCIAL BALANCE SHEET OF THE BELGIAN PORTS - 2009

| Sectors | AVERAGE NUMBER OF EMPLOYEES | | | | | | | | | | At the enterprise's disposal | | | |
|--------------------------------|-----------------------------|--------------|---------------------------|--------------|---------------------|--------------|-----------------------|--------------|----------------|--------------|------------------------------|--------------|--------------|--------------|
| | Number | | Hours actually worked (1) | | Personnel costs (2) | | Hired temporary staff | | costs | | hours | | costs | |
| | full-time | part-time | total | full-time | part-time | total | full-time | part-time | total | full-time | part-time | total | full-time | part-time |
| | 1001 | 1002 | 1003 | 1011 | 1012 | 1013 | 1021 | 1022 | 1023 | 1501 | 1511 | 1502 | 1512 | 1522 |
| MARITIME CLUSTER | 26,622 | 2,470 | 28,418 | 38.7 | 2.6 | 41.3 | 1,517.4 | 107.5 | 1,624.9 | 1,639 | 3.75 | 6,650 | 14.06 | 471.4 |
| Shipping agents and forwarders | 5,856 | 1,149 | 6,693 | 9.4 | 1.3 | 10.7 | 348.7 | 51.2 | 399.9 | 426 | 0.81 | 465 | 0.79 | 27.8 |
| Cargo handling | 15,122 | 951 | 15,818 | 19.7 | 0.9 | 20.5 | 774.2 | 37.7 | 811.9 | 1,122 | 2.17 | 6,167 | 13.24 | 442.6 |
| Shipping companies | 1,004 | 85 | 1,064 | 2.4 | 0.1 | 2.5 | 77.5 | 5.6 | 83.1 | 6 | 0.01 | 0 | 0.00 | 0.0 |
| Shipbuilding and repair | 650 | 70 | 698 | 1.0 | 0.1 | 1.1 | 36.6 | 2.4 | 39.0 | 25 | 0.05 | 5 | 0.01 | 0.3 |
| Port construction and dredging | 1,570 | 87 | 1,634 | 2.8 | 0.1 | 2.9 | 122.1 | 5.0 | 127.1 | 20 | 0.04 | 0 | 0.00 | 0.0 |
| Fishing | 249 | 29 | 272 | 0.3 | 0.0 | 0.4 | 10.3 | 1.1 | 11.4 | 20 | 0.04 | 0 | 0.00 | 0.0 |
| Port trade | 105 | 11 | 114 | 0.2 | 0.0 | 0.2 | 7.2 | 0.5 | 7.7 | 5 | 0.01 | 0 | 0.00 | 0.0 |
| Port authority | 2,066 | 89 | 2,126 | 3.0 | 0.1 | 3.1 | 140.8 | 4.0 | 144.9 | 14 | 0.02 | 12 | 0.02 | 0.7 |
| Public sector | n. | n. | n. | n. | n. | n. | n. | n. | n. | n. | n. | n. | n. | n. |
| NON-MARITIME CLUSTER | 67,239 | 7,288 | 72,553 | 97.1 | 8.4 | 105.5 | 4,849.8 | 395.9 | 5,230.6 | 1,916 | 3.62 | 105.2 | 0.90 | 37.7 |
| TRADE | 4,914 | 716 | 5,423 | 7.8 | 0.8 | 8.6 | 355.0 | 32.0 | 387.0 | 303 | 0.59 | 15.5 | 0.17 | 7.6 |
| INDUSTRY | 52,045 | 4,794 | 55,538 | 73.0 | 5.6 | 78.7 | 3,893.1 | 290.0 | 4,167.9 | 1,231 | 2.32 | 71.1 | 0.32 | 15.8 |
| Energy | 2,726 | 216 | 2,881 | 4.0 | 0.2 | 4.2 | 275.7 | 17.6 | 293.3 | 39 | 0.08 | 2.0 | 0.00 | 0.0 |
| Fuel production | 2,602 | 305 | 2,830 | 4.2 | 0.4 | 4.6 | 365.4 | 30.2 | 381.6 | 25 | 0.05 | 1.9 | 0.00 | 0.4 |
| Chemicals | 13,516 | 1,560 | 14,612 | 19.6 | 1.8 | 21.4 | 1,260.5 | 114.8 | 1,375.3 | 203 | 0.36 | 13.4 | 0.01 | 0.6 |
| Car manufacturing | 11,545 | 1,033 | 12,311 | 15.0 | 1.1 | 16.0 | 618.6 | 44.2 | 662.8 | 406 | 0.76 | 21.6 | 0.01 | 0.3 |
| Electronics | 1,181 | 214 | 1,338 | 1.7 | 0.2 | 2.0 | 84.6 | 10.1 | 94.7 | 29 | 0.06 | 1.6 | 0.00 | 0.0 |
| Metalworking industry | 14,032 | 870 | 14,693 | 18.7 | 1.3 | 20.0 | 903.8 | 47.9 | 951.6 | 138 | 0.27 | 10.1 | 0.14 | 8.3 |
| Construction | 3,582 | 267 | 3,777 | 5.4 | 0.4 | 5.9 | 205.1 | 12.2 | 216.1 | 93 | 0.18 | 6.0 | 0.01 | 0.2 |
| Food industry | 1,488 | 187 | 1,621 | 2.3 | 0.2 | 2.5 | 95.9 | 7.7 | 103.5 | 187 | 0.36 | 8.9 | 0.15 | 5.7 |
| Other industries | 1,373 | 142 | 1,475 | 2.0 | 0.1 | 2.2 | 83.6 | 5.4 | 89.0 | 109 | 0.21 | 5.6 | 0.01 | 0.3 |
| LAND TRANSPORT | 5,192 | 829 | 5,835 | 8.1 | 1.0 | 9.1 | 261.3 | 35.2 | 296.5 | 128 | 0.24 | 6.0 | 0.17 | 5.3 |
| Road transport | 2,962 | 216 | 3,116 | 4.9 | 0.2 | 5.1 | 137.9 | 7.8 | 145.7 | 124 | 0.23 | 5.8 | 0.16 | 5.2 |
| Other land transport | 2,230 | 613 | 2,719 | 3.2 | 0.7 | 3.9 | 123.4 | 27.4 | 150.9 | 4 | 0.01 | 0.2 | 0.00 | 0.1 |
| OTHER LOGISTIC SERVICES | 5,087 | 948 | 5,756 | 8.1 | 1.0 | 9.2 | 340.3 | 38.7 | 379.1 | 254 | 0.48 | 12.6 | 0.25 | 8.9 |
| Other services | 5,087 | 948 | 5,756 | 8.1 | 1.0 | 9.2 | 340.3 | 38.7 | 379.1 | 254 | 0.48 | 12.6 | 0.25 | 8.9 |
| Public sector | n. | n. | n. | n. | n. | n. | n. | n. | n. | n. | n. | n. | n. | n. |
| TOTAL | 93,861 | 9,758 | 100,971 | 135.8 | 11.1 | 146.9 | 6,367.2 | 503.4 | 6,855.5 | 3,555 | 6.77 | 195.3 | 14.97 | 509.1 |

Source: NBB.

TABLE 50 (continued) DETAILED SOCIAL BALANCE SHEET OF THE BELGIAN PORTS - 2009

| Sectors | NUMBER OF PERSONS EMPLOYED AT THE END OF THE YEAR | | | | | | | | | | | | | | | | |
|--------------------------------------|---|--------------|-------------------|---------------|--------------|---------------|---------------|--------------|-------------------|---------------|---------------|-------------------|---------------|---------------|--------------|------------|-------------------|
| | Number | | | | Men | | | | Women | | | | | | | | |
| | full-time | part-time | total (in FTE) | 1201 | 1202 | 1203 | 1211 | 1212 | total (in FTE) | full-time | part-time | total (in FTE) | White-collar | Blue-collar | primary | sec-ondary | higher university |
| MARITIME CLUSTER | 25,942 | 2,375 | 27,673 | 21,508 | 859 | 22,123 | 4,435 | 1,516 | 5,550 | 11,745 | 15,453 | 6,293 | 12,043 | 2,595 | 1,128 | | |
| Shipping agents and forwarders | 5,649 | 1,118 | 6,463 | 3,482 | 222 | 3,640 | 2,167 | 895 | 2,823 | 5,634 | 752 | 300 | 2,093 | 967 | 235 | | |
| Cargo handling | 14,777 | 896 | 15,437 | 13,260 | 483 | 13,614 | 1,517 | 413 | 1,823 | 3,413 | 11,889 | 5,397 | 7,013 | 861 | 329 | | |
| Shipping companies | 960 | 83 | 1,018 | 798 | 17 | 809 | 162 | 66 | 209 | 551 | 344 | 152 | 359 | 189 | 109 | | |
| Shipbuilding and repair | 631 | 66 | 676 | 609 | 57 | 648 | 22 | 9 | 28 | 126 | 549 | 81 | 501 | 59 | 7 | | |
| Port construction and dredging | 1,583 | 89 | 1,649 | 1,447 | 32 | 1,469 | 137 | 57 | 180 | 748 | 896 | 253 | 416 | 412 | 388 | | |
| Fishing | 171 | 28 | 193 | 127 | 7 | 132 | 44 | 22 | 61 | 70 | 114 | 34 | 65 | 23 | 6 | | |
| Port trade | 96 | 11 | 104 | 72 | 3 | 74 | 24 | 8 | 30 | 78 | 24 | 2 | 40 | 23 | 10 | | |
| Port authority | 2,074 | 84 | 2,132 | 1,712 | 38 | 1,736 | 362 | 46 | 396 | 1,126 | 885 | 75 | 1,555 | 61 | 45 | | |
| Public sector | n. | n. | n. | n. | n. | n. | n. | n. | n. | n. | n. | n. | n. | n. | n. | | |
| NON-MARITIME CLUSTER | 65,211 | 7,184 | 70,428 | 57,241 | 3,763 | 59,983 | 7,973 | 3,423 | 10,446 | 29,750 | 37,927 | 8,328 | 35,762 | 10,611 | 5,077 | | |
| TRADE | 4,759 | 721 | 5,270 | 3,643 | 238 | 3,807 | 1,117 | 481 | 1,464 | 3,253 | 1,859 | 296 | 2,146 | 865 | 398 | | |
| INDUSTRY | 50,395 | 4,660 | 53,779 | 44,822 | 2,630 | 46,724 | 5,573 | 2,035 | 7,055 | 20,992 | 30,445 | 5,075 | 29,455 | 8,151 | 3,942 | | |
| Energy | 2,649 | 260 | 2,847 | 2,024 | 74 | 2,080 | 625 | 186 | 767 | 1,949 | 0 | 23 | 830 | 646 | 581 | | |
| Fuel production | 2,675 | 308 | 2,905 | 2,329 | 191 | 2,470 | 346 | 117 | 434 | 2,318 | 524 | 131 | 870 | 891 | 578 | | |
| Chemicals | 13,288 | 1,585 | 14,414 | 12,000 | 944 | 12,664 | 1,289 | 641 | 1,750 | 7,507 | 6,023 | 693 | 7,776 | 2,968 | 1,227 | | |
| Car manufacturing | 11,270 | 919 | 11,925 | 9,949 | 615 | 10,393 | 1,320 | 301 | 1,532 | 1,997 | 9,735 | 1,594 | 7,511 | 986 | 253 | | |
| Electronics | 1,117 | 194 | 1,259 | 898 | 86 | 961 | 219 | 108 | 298 | 507 | 742 | 175 | 528 | 198 | 60 | | |
| Metalworking industry | 13,095 | 785 | 13,685 | 11,993 | 427 | 12,316 | 1,102 | 358 | 1,369 | 4,545 | 8,962 | 1,669 | 8,036 | 1,641 | 971 | | |
| Construction | 3,489 | 275 | 3,692 | 3,279 | 150 | 3,387 | 210 | 125 | 304 | 1,198 | 2,442 | 519 | 2,148 | 533 | 136 | | |
| Food industry | 1,459 | 193 | 1,597 | 1,197 | 76 | 1,250 | 263 | 124 | 347 | 580 | 973 | 133 | 844 | 172 | 102 | | |
| Other industries | 1,353 | 142 | 1,455 | 1,154 | 66 | 1,202 | 199 | 76 | 253 | 391 | 1,044 | 138 | 914 | 117 | 33 | | |
| LAND TRANSPORT | 5,071 | 836 | 5,722 | 4,614 | 608 | 5,097 | 458 | 228 | 625 | 1,786 | 3,832 | 2,216 | 2,393 | 352 | 137 | | |
| Road transport | 2,841 | 220 | 3,000 | 2,591 | 103 | 2,665 | 250 | 118 | 335 | 655 | 2,298 | 1,056 | 1,490 | 102 | 17 | | |
| Other land transport | 2,230 | 616 | 2,723 | 2,022 | 506 | 2,432 | 208 | 110 | 291 | 1,131 | 1,534 | 1,160 | 903 | 249 | 120 | | |
| OTHER LOGISTIC SERVICES | 4,986 | 967 | 5,657 | 4,162 | 288 | 4,355 | 825 | 679 | 1,302 | 3,719 | 1,791 | 741 | 1,768 | 1,243 | 600 | | |
| Other services | 4,986 | 967 | 5,657 | 4,162 | 288 | 4,355 | 825 | 679 | 1,302 | 3,719 | 1,791 | 741 | 1,768 | 1,243 | 600 | | |
| Public sector | n. | n. | n. | n. | n. | n. | n. | n. | n. | n. | n. | n. | n. | n. | n. | | |
| TOTAL | 91,154 | 9,559 | 98,101 | 78,749 | 4,623 | 82,106 | 12,408 | 4,939 | 15,996 | 41,495 | 53,380 | 14,621 | 47,805 | 13,206 | 6,205 | | |

Source: NBB.

TABLE 50 (continued) DETAILED SOCIAL BALANCE SHEET OF THE BELGIAN PORTS - 2009

| Sectors | NUMBER OF PERSONS EMPLOYED | | | | | | TRAINING | | | ENTERED | | | RESIGNED | | |
|--------------------------------|----------------------------|--------------|--------------|--------------|---------------|-------------|-------------|--------------|-------------|-----------------|-------------------|-----------------|-------------------|-----------------|-------------------|
| | primary | Women | | Men | Women | costs (2) | number | hours (1) | costs (2) | number (in FTE) | Indefinite period | Number (in FTE) | Indefinite period | Number (in FTE) | Indefinite period |
| | | secondary | higher | | | | | | | | | | | | |
| | 12103 | 12113 | 12123 | 12133 | 5801 | 5802 | 5803 | 5811 | 5812 | 5813 | 2053 | 2103 | 3053 | 3103 | |
| MARITIME CLUSTER | 655 | 3,504 | 1,246 | 337 | 7,020 | 0.25 | 14.5 | 2,201 | 0.06 | 2.9 | 4,777 | 3,312 | 6,162 | 4,686 | |
| Shipping agents and forwarders | 140 | 1,817 | 699 | 148 | 1,393 | 0.02 | 0.8 | 951 | 0.02 | 0.6 | 991 | 774 | 1,570 | 1,368 | |
| Cargo handling | 478 | 1,142 | 323 | 93 | 3,456 | 0.13 | 9.6 | 772 | 0.03 | 1.5 | 1,863 | 1,534 | 2,585 | 2,255 | |
| Shipping companies | 7 | 84 | 85 | 33 | 222 | 0.01 | 0.4 | 92 | 0.00 | 0.2 | 878 | 96 | 935 | 123 | |
| Shipbuilding and repair | 3 | 18 | 7 | 0 | 137 | 0.01 | 0.2 | 5 | 0.00 | 0.0 | 82 | 70 | 126 | 111 | |
| Port construction and dredging | 2 | 74 | 68 | 37 | 1,137 | 0.07 | 2.9 | 136 | 0.00 | 0.4 | 781 | 691 | 783 | 688 | |
| Fishing | 15 | 34 | 9 | 2 | 75 | 0.00 | 0.0 | 42 | 0.00 | 0.0 | 30 | 28 | 17 | 16 | |
| Port trade | 0 | 9 | 16 | 5 | 11 | 0.00 | 0.0 | 1 | 0.00 | 0.0 | 18 | 15 | 27 | 24 | |
| Port authority | 10 | 326 | 41 | 20 | 589 | 0.01 | 0.5 | 202 | 0.00 | 0.2 | 134 | 104 | 119 | 100 | |
| Public sector | n. | n. | n. | n. | n. | n. | n. | n. | n. | n. | n. | n. | n. | n. | |
| NON-MARITIME CLUSTER | 578 | 4,574 | 3,624 | 1,643 | 39,072 | 1.40 | 83.2 | 6,456 | 0.20 | 11.9 | 7,446 | 4,916 | 11,826 | 8,643 | |
| TRADE | 69 | 772 | 446 | 158 | 1,673 | 0.05 | 2.3 | 810 | 0.02 | 0.9 | 950 | 720 | 1,044 | 797 | |
| INDUSTRY | 358 | 2,924 | 2,542 | 1,223 | 32,932 | 1.09 | 68.8 | 4,807 | 0.15 | 9.5 | 4,241 | 2,793 | 8,238 | 6,141 | |
| Energy | 2 | 178 | 381 | 206 | 1,835 | 0.12 | 10.8 | 782 | 0.03 | 2.7 | 281 | 167 | 281 | 186 | |
| Fuel production | 2 | 48 | 230 | 155 | 2,134 | 0.09 | 11.1 | 262 | 0.01 | 1.2 | 331 | 261 | 209 | 178 | |
| Chemicals | 36 | 461 | 853 | 400 | 10,688 | 0.28 | 20.1 | 1,439 | 0.04 | 2.8 | 686 | 423 | 1,340 | 1,081 | |
| Car manufacturing | 179 | 931 | 319 | 99 | 5,455 | 0.29 | 9.8 | 892 | 0.04 | 1.4 | 601 | 325 | 1,656 | 1,037 | |
| Electronics | 50 | 178 | 47 | 24 | 310 | 0.01 | 0.3 | 60 | 0.00 | 0.1 | 80 | 68 | 223 | 197 | |
| Metalworking industry | 47 | 634 | 425 | 263 | 9,432 | 0.22 | 13.0 | 979 | 0.02 | 1.0 | 1,168 | 755 | 3,329 | 2,561 | |
| Construction | 6 | 118 | 142 | 34 | 1,820 | 0.04 | 2.0 | 140 | 0.00 | 0.2 | 608 | 538 | 663 | 592 | |
| Food industry | 25 | 215 | 82 | 25 | 713 | 0.01 | 0.7 | 127 | 0.00 | 0.1 | 271 | 150 | 271 | 150 | |
| Other industries | 11 | 162 | 63 | 18 | 545 | 0.02 | 1.1 | 126 | 0.00 | 0.1 | 214 | 106 | 266 | 159 | |
| LAND TRANSPORT | 119 | 325 | 126 | 55 | 2,626 | 0.23 | 9.5 | 288 | 0.02 | 0.7 | 1,012 | 658 | 1,181 | 829 | |
| Road transport | 79 | 172 | 68 | 16 | 543 | 0.04 | 0.6 | 132 | 0.01 | 0.1 | 744 | 503 | 921 | 680 | |
| Other land transport | 40 | 152 | 58 | 39 | 2,083 | 0.20 | 8.9 | 156 | 0.01 | 0.6 | 267 | 155 | 260 | 148 | |
| OTHER LOGISTIC SERVICES | 33 | 553 | 510 | 207 | 1,841 | 0.04 | 2.6 | 551 | 0.01 | 0.8 | 1,243 | 744 | 1,363 | 876 | |
| Other services | 33 | 553 | 510 | 207 | 1,841 | 0.04 | 2.6 | 551 | 0.01 | 0.8 | 1,243 | 744 | 1,363 | 876 | |
| Public sector | n. | n. | n. | n. | n. | n. | n. | n. | n. | n. | n. | n. | n. | n. | |
| TOTAL | 1,233 | 8,078 | 4,869 | 1,981 | 46,092 | 1.65 | 97.8 | 8,657 | 0.26 | 14.8 | 12,223 | 8,228 | 17,988 | 13,329 | |

Source: NBB.

- (1) The time actually worked in terms of millions of hours.
 (2) The personnel costs and training costs in terms of € million.

ANNEX 2: LIST OF NACE-BEL BRANCHES ⁶⁵

TABLE 51 LIST OF NACE-BEL BRANCHES (NACE-BEL 2008)

| SUT | NACE-BEL | Cluster | Sector | AN | GN | OO | ZB | LG | BR | Definition |
|-----|----------|---------|--------|----|----|----|----|----|----|--|
| 03A | 03110 | MA | VI | * | * | * | * | | | Marine fishing |
| 08A | 08121 | IN | AI | | | | | * | | Quarrying of gravel |
| 08A | 08122 | IN | AI | * | | | | | | Quarrying of sand |
| 08A | 08910 | IN | AI | | | * | | | | Mining of chemical and fertiliser minerals |
| 08A | 08990 | IN | AI | | * | | | | | Other mining and quarrying n.e.c. |
| 09A | 09900 | IN | AI | * | | | | | | Support activities for other mining and quarrying |
| 10A | 10130 | IN | VO | | * | * | * | | * | Production of meat and poultry meat products |
| 10B | 10200 | MA | VI | | | * | * | | | Processing and preserving of fish, crustaceans and molluscs |
| 10C | 10320 | IN | VO | | * | | * | | | Manufacture of fruit and vegetable juice |
| 10D | 10410 | IN | VO | * | * | | | | | Manufacture of oils and fats |
| 10E | 10510 | IN | VO | * | | | | | | Operation of dairies and cheese making |
| 10E | 10520 | IN | VO | | | | | | * | Manufacture of ice cream |
| 10F | 10610 | IN | VO | | | | | * | * | Manufacture of grain mill products |
| 10H | 10810 | IN | VO | | | | | * | | Manufacture of sugar |
| 10H | 10820 | IN | VO | | * | * | * | | * | Manufacture of cocoa, chocolate and sugar confectionery |
| 10I | 10890 | IN | VO | | * | | | | | Manufacture of other food products n.e.c. |
| 10J | 10910 | IN | VO | | * | | * | * | | Manufacture of prepared feeds for farm animals |
| 11A | 11010 | IN | VO | | * | | | | | Distilling, rectifying and blending of spirits |
| 11A | 11060 | IN | VO | * | | | | | | Manufacture of malt |
| 13A | 13100 | IN | AI | | | * | * | | | Preparation and spinning of textile fibres |
| 13B | 13929 | IN | AI | * | | * | | | | Manufacture of other textiles, except wearing apparel |
| 16A | 16100 | IN | AI | * | * | * | | | * | Sawmilling and planing of wood |
| 16A | 16230 | IN | AI | * | * | | | * | * | Manufacture of other builders' carpentry and joinery |
| 16A | 16240 | IN | AI | * | * | | | | * | Manufacture of wooden containers |
| 17A | 17120 | IN | AI | | * | | * | | | Manufacture of paper and paperboard |
| 17A | 17210 | IN | AI | | * | | * | * | | Manufacture of corrugated paper and paperboard and of containers of paper and paperboard |
| 17A | 17290 | IN | AI | * | | | | | | Manufacture of other articles of paper and paperboard |
| 18A | 18120 | IN | AI | * | * | * | * | * | * | Other printing |
| 18A | 18130 | IN | AI | * | * | * | | * | * | Pre-press and pre-media services |
| 19A | 19200 | IN | PE | * | * | | | * | | Manufacture of refined petroleum products |
| 20A | 20110 | IN | CH | * | * | | | | | Manufacture of industrial gases |
| 20A | 20120 | IN | CH | | * | | | * | | Manufacture of dyes and pigments |
| 20B | 20130 | IN | CH | * | * | * | | * | * | Manufacture of other inorganic basic chemicals |
| 20A | 20140 | IN | CH | * | * | * | | | * | Manufacture of other organic basic chemicals |
| 20A | 20150 | IN | CH | | * | | * | * | | Manufacture of fertilisers and nitrogen compounds |
| 20A | 20160 | IN | CH | * | * | | * | | | Manufacture of plastics in primary forms |
| 20A | 20170 | IN | CH | * | | | | | | Manufacture of synthetic rubber in primary forms |
| 20C | 20200 | IN | CH | * | | | | | | Manufacture of pesticides and other agrochemical products |
| 20D | 20300 | IN | CH | * | | | * | * | | Manufacture of paints, varnishes and similar coatings, printing ink and mastics |
| 20F | 20520 | IN | CH | * | * | | | | | Manufacture of glues |
| 20F | 20590 | IN | CH | * | * | | | * | | Manufacture of other chemical products n.e.c. |
| 20G | 20600 | IN | CH | | | * | | | | Manufacture of man-made fibres |
| 21A | 21100 | IN | CH | * | | | | | | Manufacture of basic pharmaceutical products |
| 21A | 21201 | IN | CH | * | | | | | | Manufacture of medicines |
| 22A | 22110 | IN | CH | * | | | | | | Manufacture of rubber tyres and tubes; retreating and rebuilding of rubber tyres |
| 22A | 22190 | IN | CH | * | * | | * | | | Manufacture of other rubber products |
| 22B | 22210 | IN | CH | * | | | | * | | Manufacture of plastic plates, sheets, tubes and profiles |
| 22B | 22220 | IN | CH | * | * | | | * | | Manufacture of plastic packing goods |
| 22B | 22290 | IN | CH | | * | * | * | * | * | Manufacture of other plastic products |
| 23A | 23110 | IN | CS | | * | | * | | | Manufacture of flat glass |
| 23A | 23120 | IN | CS | | * | | * | * | * | Shaping and processing of flat glass |
| 23B | 23322 | IN | CS | | | | | * | | Manufacture of tiles and construction products, in baked clay |

⁶⁵ The nomenclature in this list is in accordance with the NACE-Bel revision having taken place in 2008 (Rev.2).

TABLE 51 (continued) LIST OF NACE-BEL BRANCHES (NACE-BEL 2008)

| SUT | NACE-BEL | Cluster | Sector | AN | GN | OO | ZB | LG | BR | Definition |
|-----|----------|---------|--------|----|----|----|----|----|----|---|
| 23C | 23510 | IN | CS | * | * | | | * | * | Manufacture of cement |
| 23C | 23520 | IN | CS | | | | | * | | Manufacture of lime and plaster |
| 23D | 23610 | IN | CS | | * | | * | * | | Manufacture of concrete products for construction purposes |
| 23D | 23620 | IN | CS | * | | | | | | Manufacture of plaster products for construction purposes |
| 23D | 23630 | IN | CS | * | * | * | * | * | * | Manufacture of ready-mixed concrete |
| 23D | 23640 | IN | CS | * | | | | * | | Manufacture of mortars |
| 23D | 23700 | IN | CS | | * | * | * | | | Cutting, shaping and finishing of stone |
| 23D | 23990 | IN | CS | * | * | | | | | Manufacture of other non-metallic mineral products n.e.c. |
| 24A | 24100 | IN | ME | * | * | | | * | | Manufacture of basic iron and steel and of ferro-alloys |
| 24A | 24200 | IN | ME | | * | | * | * | | Manufacture of tubes, pipes, hollow profiles and related fittings, of steel |
| 24B | 24310 | IN | ME | | | | | * | | Cold drawing of bars |
| 24B | 24510 | IN | ME | | * | * | | | | Casting of iron |
| 25A | 25110 | IN | ME | * | * | | * | * | | Manufacture of metal structures and parts of structure |
| 25A | 25120 | IN | ME | | * | * | * | | | Manufacture of doors and windows of metal |
| 25A | 25210 | IN | ME | * | | | | | | Manufacture of central heating radiators and boilers |
| 25A | 25290 | IN | ME | * | * | * | | * | * | Manufacture of other tanks, reservoirs and containers of metal |
| 25A | 25300 | IN | ME | * | * | | | * | | Manufacture of steam generators, except central heating hot water boilers |
| 25A | 25501 | IN | ME | | * | | * | | * | Forging of metal |
| 25B | 25610 | IN | ME | * | * | | * | * | * | Treatment and coating of metals |
| 25B | 25620 | IN | ME | * | * | * | * | * | | Machining |
| 25C | 25930 | IN | ME | * | | | | | | Manufacture of wire products, chain and springs |
| 25C | 25940 | IN | ME | * | * | | | * | | Manufacture of fasteners and screw machine products |
| 25C | 25999 | IN | ME | | * | | * | * | * | Manufacture of other fabricated metal articles |
| 26A | 26110 | IN | MP | | | | * | * | | Manufacture of electronic valves and tubes and other electronic components |
| 26B | 26300 | IN | MP | * | | | * | | | Manufacture of communication equipment |
| 26B | 26400 | IN | MP | * | * | | * | | | Manufacture of consumer electronics |
| 26C | 26510 | IN | MP | * | * | * | | | | Manufacture of instruments and appliances for measuring, testing and navigation |
| 27A | 27110 | IN | MP | * | * | | * | | | Manufacture of electric motors, generators and transformers |
| 27A | 27120 | IN | MP | * | * | | * | | | Manufacture of electricity distribution and control apparatus |
| 27B | 27510 | IN | ME | | | | | * | | Manufacture of electric domestic appliances |
| 27B | 27900 | IN | MP | * | | | | * | | Manufacture of other electrical equipment |
| 28A | 28110 | IN | ME | * | * | | | | | Manufacture of engines and turbines, except aircraft, vehicle and cycle engines |
| 28A | 28120 | IN | ME | * | | | | | | Manufacture of fluid power equipment |
| 28A | 28220 | IN | ME | * | * | | * | | | Manufacture of lifting and handling equipment |
| 28A | 28250 | IN | ME | * | * | * | * | * | * | Manufacture of non-domestic cooling and ventilation equipment |
| 28A | 28291 | IN | ME | | | | | * | | Manufacture of packing-machines |
| 28A | 28295 | IN | ME | * | | | * | | | Manufacture of filter equipment |
| 28A | 28299 | IN | ME | | * | | * | | | Manufacture of other general-purpose machinery n.e.c. |
| 29A | 29100 | IN | AU | * | * | | | | | Manufacture of motor vehicles |
| 29B | 29201 | IN | AU | * | | | | | | Manufacture of bodies (coachwork) for motor vehicles |
| 29B | 29202 | IN | AU | * | * | | | | | Manufacture of trailers and semi-trailers and caravans |
| 29B | 29320 | IN | AI | * | * | | | * | | Manufacture of other parts and accessories for motor vehicles |
| 30A | 30110 | IN | AI | * | | * | | | | Building of ships and floating structures |
| 30B | 30200 | IN | AI | | | * | | * | | Manufacture of railway locomotives and rolling stock |
| 32B | 32990 | IN | AI | * | | | * | | | Other manufacturing n.e.c. |
| 33A | 33110 | IN | AU | * | | | * | | | Repair of fabricated metal products |
| 33A | 33120 | LO | AD | * | * | | | * | | Repair of machinery |
| 33A | 33150 | MA | SB | * | * | * | * | * | * | Repair and maintenance of ships and boats |
| 33A | 33170 | IN | AI | * | | | | | | Repair and maintenance of other transport equipment |
| 35A | 35110 | IN | EN | * | * | * | | * | | Production of electricity |
| 35B | 35220 | IN | EN | | | | | * | | Distribution of gaseous fuels through mains |
| 37A | 37000 | LO | AD | * | | | | | * | Sewerage |
| 38A | 38110 | LO | AD | | | | | * | | Collection of non-hazardous waste |
| 38A | 38219 | LO | AD | * | * | * | * | * | * | Other processing and disposal of non-hazardous waste |
| 38B | 38310 | IN | AI | | | | | * | * | Dismantling of wrecks |

TABLE 51 (continued) LIST OF NACE-BEL BRANCHES (NACE-BEL 2008)

| SUT | NACE-BEL | Cluster | Sector | AN | GN | OO | ZB | LG | BR | Definition |
|-----|----------|---------|--------|----|----|----|----|----|----|--|
| 38B | 38321 | IN | AI | | * | | | | | Sorting of non-hazardous waste for recycling |
| 38B | 38322 | IN | AI | * | * | * | * | * | * | Recovery of waste metal |
| 38B | 38323 | IN | AI | * | * | | * | * | * | Recovery of inert waste |
| 39A | 39000 | LO | AD | * | | | * | | | Remediation activities and other waste management services |
| 41A | 41102 | LO | AD | * | * | * | * | | | Non-residential development projects |
| 41A | 41203 | IN | CS | * | | | | * | | Construction of other non-residential buildings |
| 42A | 42110 | IN | CS | * | * | * | * | * | * | Construction of roads and motorways |
| 42A | 42130 | IN | CS | | * | * | | | | Construction of bridges and tunnels |
| 42A | 42211 | LO | AD | | * | | | | | Construction of water and gas supply networks |
| 42A | 42219 | LO | AD | * | | | | | | Civil engineering works relating to fluids n.e.c. |
| 42A | 42220 | IN | CS | * | | | | | | Construction of utility projects for electricity and telecommunications |
| 42A | 42911 | MA | CS | * | * | * | * | | | Dredging |
| 42A | 42919 | MA | CS | * | | * | * | | | Construction of water projects, except dredging |
| 43A | 43110 | IN | CS | * | * | * | * | * | * | Demolition |
| 43A | 43120 | IN | CS | * | * | | * | * | * | Site preparation |
| 43B | 43211 | IN | CS | * | * | * | * | * | * | Electrical engineering installations in buildings |
| 43B | 43221 | IN | CS | * | | * | * | * | * | Plumbing |
| 43B | 43222 | IN | CS | * | * | * | * | * | * | Heat and air conditioning installation |
| 43B | 43291 | IN | CS | * | | | | | | Insulation work activities |
| 43C | 43320 | IN | CS | * | * | * | * | | * | Joinery installation |
| 43C | 43341 | IN | CS | * | * | | * | * | * | Painting of buildings |
| 43D | 43910 | IN | CS | * | * | | * | * | * | Roofing activities |
| 43D | 43999 | IN | CS | * | * | * | * | * | * | Other specialised construction activities |
| 45A | 45111 | CO | CO | * | * | | * | * | * | Wholesale of cars and light motor vehicles (≤ 3,5 ton) |
| 45A | 45191 | CO | CO | * | | | * | | * | Wholesale of other motor vehicles (> 3,5 ton) |
| 45A | 45193 | CO | CO | * | * | | | | | Retail sale of other motor vehicles (> 3,5 ton) |
| 45A | 45202 | CO | CO | * | * | * | * | * | | Maintenance and general repair of motor vehicles (> 3,5 ton) |
| 45A | 45205 | CO | CO | * | | | * | | * | Tyre specialists |
| 45A | 45310 | CO | CO | * | * | * | * | | * | Wholesale trade and intermediary of motor vehicle parts and accessories |
| 46A | 46110 | CO | CO | * | | | | | | Agents involved in the sale of agricultural raw materials, live animals, textile raw materials and semi-finished goods |
| 46A | 46120 | CO | CO | * | | | | * | * | Agents involved in the sale of fuels, ores, metals and industrial chemicals |
| 46A | 46140 | CO | CO | * | | | | * | * | Agents involved in the sale of machinery, industrial equipment, ships and aircraft |
| 46A | 46170 | CO | CO | * | | | * | | * | Agents involved in the sale of food, beverages and tobacco |
| 46A | 46180 | CO | CO | * | * | | * | * | * | Agents specialised in the sale of other particular products |
| 46A | 46190 | CO | CO | * | * | * | | * | * | Agents involved in the sale of a variety of goods |
| 46A | 46216 | CO | CO | * | * | | * | * | * | Wholesale of animal feeds and agricultural raw materials |
| 46A | 46319 | CO | CO | * | | | * | | * | Wholesale of fruit and vegetables, except potatoes |
| 46A | 46332 | CO | CO | * | | | | | | Wholesale of edible oils and fats |
| 46A | 46349 | CO | CO | * | * | * | * | * | * | Wholesale of alcoholic and other beverages, general assortment |
| 46A | 46381 | CO | CO | * | * | * | * | | * | Wholesale of fish, crustaceans and molluscs |
| 46A | 46389 | CO | CO | * | * | * | * | * | * | Wholesale of other food n.e.c. |
| 46A | 46391 | CO | CO | | | | * | | * | Non-specialised wholesale of frozen food |
| 46A | 46392 | CO | CO | * | | * | * | | * | Non-specialised wholesale of non-frozen food, beverages and tobacco |
| 46A | 46412 | CO | CO | * | * | * | * | | * | Wholesale trade in household textiles and bedding |
| 46A | 46423 | CO | CO | * | * | | * | * | * | Wholesale trade in clothing other than work clothes and underwear |
| 46A | 46431 | CO | CO | * | * | * | * | | * | Wholesale trade in domestic electrical appliances and audio and video equipment |
| 46A | 46442 | CO | CO | | * | | * | | * | Wholesale of cleaning materials |
| 46A | 46460 | CO | CO | * | * | * | | * | * | Wholesale of pharmaceutical goods |
| 46A | 46499 | CO | CO | * | * | * | * | * | * | Wholesale of other household goods n.e.c. |
| 46A | 46510 | CO | CO | * | * | | * | | * | Wholesale of computers, computer peripheral equipment and software |
| 46A | 46620 | CO | CO | * | * | | * | | * | Wholesale of machine tools |
| 46A | 46630 | CO | CO | * | | * | | * | * | Wholesale of mining, construction and civil engineering machinery |
| 46A | 46693 | CO | CO | * | * | * | * | * | * | Wholesale trade in electrical equipment, including installation materials |

TABLE 51 (continued) LIST OF NACE-BEL BRANCHES (NACE-BEL 2008)

| SUT | NACE-BEL | Cluster | Sector | AN | GN | OO | ZB | LG | BR | Definition |
|-----|----------|---------|--------|----|----|----|----|----|----|---|
| 46A | 46694 | CO | CO | * | | | | | * | Wholesale trade in lifting and transport equipment |
| 46A | 46695 | CO | CO | * | | | * | | | Wholesale trade in pumps and compressors |
| 46A | 46699 | CO | CO | * | * | * | * | * | * | Wholesale of other machinery and equipment n.e.c |
| 46B | 46710 | CO | CO | * | * | * | * | * | * | Wholesale of solid, liquid and gaseous fuels and related products |
| 46A | 46720 | CO | CO | * | * | | * | * | * | Wholesale of metals and metal ores |
| 46A | 46731 | CO | CO | * | * | * | * | * | * | Wholesale of construction materials, general assortment |
| 46A | 46732 | CO | CO | * | * | * | | * | * | Wholesale of wood |
| 46A | 46733 | CO | CO | | | | | | * | Wholesale trade in wallpapers, paints and household textiles |
| 46A | 46741 | CO | CO | * | * | | * | | | Wholesale of hardware |
| 46A | 46751 | CO | CO | * | * | * | * | * | * | Wholesale of industrial chemical products |
| 46A | 46769 | CO | CO | * | * | | * | | | Wholesale trade in other intermediate products n.e.c. |
| 46A | 46772 | CO | CO | | * | | * | * | * | Wholesale trade in iron and steel scrap and non-ferrous scrap metals |
| 46A | 46900 | MA | CO | * | * | * | * | | * | Non-specialised wholesale trade |
| 47A | 47230 | CO | CO | * | | * | * | | * | Retail sale of fish, crustaceans and molluscs in specialised stores |
| 47B | 47300 | CO | CO | * | * | * | * | * | * | Retail sale of automotive fuel in specialised stores |
| 47A | 47410 | CO | CO | * | * | | * | | * | Retail sale of computers, peripheral units and software in specialised stores |
| 47A | 47521 | CO | CO | * | * | * | * | * | * | Specialist retail trade in building materials and DIY supplies, general range |
| 47A | 47781 | CO | CO | * | * | * | * | * | * | Specialist retail trade in fuels other than road fuel |
| 49A | 49200 | TR | TP | * | * | * | * | * | * | Freight rail transport |
| 49B | 49390 | TR | TP | * | * | * | * | | | Other passenger land transport n.e.c. |
| 49C | 49410 | TR | WE | * | * | * | * | * | * | Freight transport by road, except removal |
| 49C | 49420 | TR | TP | * | | | | | * | Removal services |
| 49C | 49500 | TR | TP | * | | | * | | | Transport via pipelines |
| 50A | 50200 | MA | RE | * | * | * | * | * | * | Sea and coastal freight water transport |
| 50B | 50400 | MA | RE | * | * | * | * | * | * | Inland freight water transport |
| 52A | 52100 | MA | GO | * | * | * | * | * | * | Warehousing and storage, including refrigerating |
| 52A | 52210 | LO | AD | * | | | * | | * | Service activities incidental to land transportation |
| 52A | 52220 | MA | GO | * | * | * | * | * | * | Service activities incidental to water transportation |
| 52A | 52241 | MA | GO | * | * | * | * | * | * | Cargo handling in sea ports |
| 52A | 52249 | MA | GO | * | * | * | * | * | * | Cargo handling except sea ports |
| 52A | 52290 | MA | SE | * | * | * | * | * | * | Other transportation support activities |
| 53A | 53200 | TR | TP | * | | | * | | * | Other postal and courier activities |
| 62A | 62010 | LO | AD | * | * | * | * | * | * | Computer programming activities |
| 66A | 66210 | LO | AD | * | * | | * | | | Risk and damage evaluation |
| 66A | 66220 | LO | AD | * | * | * | * | * | * | Activities of insurance agents and brokers |
| 66A | 66290 | LO | AD | | * | | | | | Other activities auxiliary to insurance and pension funding |
| 68B | 68203 | LO | AD | * | * | * | * | * | * | Renting and operating of own or leased non residential real estate, except lands |
| 68A | 68321 | LO | AD | * | * | * | * | | | Management of residential real estate on a fee or contract basis |
| 68A | 68322 | LO | AD | * | * | * | | | | Management of non-residential real estate on a fee or contract basis |
| 69A | 69201 | LO | AD | * | * | | * | * | * | Accountants and fiscal advisors |
| 70A | 70100 | LO | AD | * | * | * | * | * | * | Activities of head offices |
| 70A | 70220 | LO | AD | * | * | * | * | * | * | Business and other management consultancy activities |
| 71A | 71121 | LO | AD | * | * | * | * | * | * | Engineering activities and related technical consultancy, except surveyor |
| 71A | 71209 | LO | AD | * | * | | * | | | Other technical testing and analysis |
| 72A | 72190 | LO | AD | | | * | | | * | Other research and experimental development on natural sciences and engineering |
| 73A | 73110 | LO | AD | * | * | * | * | * | * | Advertising agencies |
| 77A | 77120 | LO | AD | * | * | * | * | * | * | Renting and leasing of trucks |
| 77C | 77320 | LO | AD | * | * | | * | | * | Renting and leasing of construction and civil engineering machinery and equipment |
| 77C | 77340 | MA | RE | * | * | * | * | | * | Renting and leasing of water transport equipment |
| 77C | 77399 | LO | AD | * | * | | * | * | * | Renting and leasing of other machinery, equipment and tangible goods |
| 80A | 80100 | LO | AD | * | * | * | * | * | * | Private security activities |
| 81A | 81100 | LO | AD | * | * | | * | * | | Combined facilities support activities |

TABLE 51 (continued) LIST OF NACE-BEL BRANCHES (NACE-BEL 2008)

| SUT | NACE-BEL | Cluster | Sector | AN | GN | OO | ZB | LG | BR | Definition |
|-----|----------|---------|--------|----|----|----|----|----|----|---|
| 81B | 81210 | LO | AD | * | | | * | | | General cleaning of buildings |
| 81B | 81220 | LO | AD | * | * | * | * | * | * | Other building and industrial cleaning activities |
| 81B | 81290 | LO | AD | * | | * | | | | Other cleaning activities |
| 82A | 82110 | LO | AD | * | * | * | * | * | * | Combined office administrative service activities |
| 82A | 82920 | LO | AD | * | * | | | | | Packaging activities |
| 82A | 82990 | LO | AD | * | * | * | * | | * | Other business support service activities n.e.c. |
| 84B | 84220 | MA | PU | | | | * | * | | Defence activities |
| 94A | 94110 | LO | AD | * | * | * | | | | Activities of business and employers membership organisations |

Source: BNB.

The asteriks denote the presence of the activity branches in the ports for at least one year over the period 2004 - 2009. For instance the branch 52241 (Cargo handling in sea ports) is or was present in the six ports, at the same time or at least one year in each of these ports between 2004 and 2009, while the branch 29100 (Manufacture of motor vehicles) was only present in Antwerp and Ghent.

Legend:

| Port code | Port | Port code | Port |
|-----------|-----------------|-----------|--------------------|
| AN | Port of Antwerp | ZB | Port of Zeebrugge |
| GN | Port of Ghent | LG | Liège port complex |
| OO | Port of Ostend | BR | Port of Brussels |

| Cluster code | Cluster definition | Sector code | Sector definition |
|--------------|-------------------------|-------------|--------------------------------|
| MA | Maritime | SE | Shipping agents and forwarders |
| | | GO | Cargo handling |
| | | RE | Shipping companies |
| | | SB | Shipbuilding and repair |
| | | CS | Port construction and dredging |
| | | VI | Fishing |
| | | CO | Port trade |
| | | HB | Port authority |
| | | PU | Public sector |
| CO | Trade | CO | Trade |
| IN | Industrie | EN | Energy |
| | | PE | Fuel production |
| | | CH | Chemicals |
| | | AU | Car manufacturing |
| | | MP | Electronics |
| | | ME | Metalworking industry |
| | | CS | Construction |
| | | VO | Food industry |
| | | AI | Other industries |
| TP | Land transport | WE | Road transport |
| | | TP | Other land transport |
| LO | Other logistic services | AD | Other services |
| | | PU | Public sector |

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