

The Unique Development Model of the Port of Antwerp

June 13, 2018
Ningbo, China

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The Location of the Port of Antwerp in the Hamburg-Le Havre Range



Geographic location:

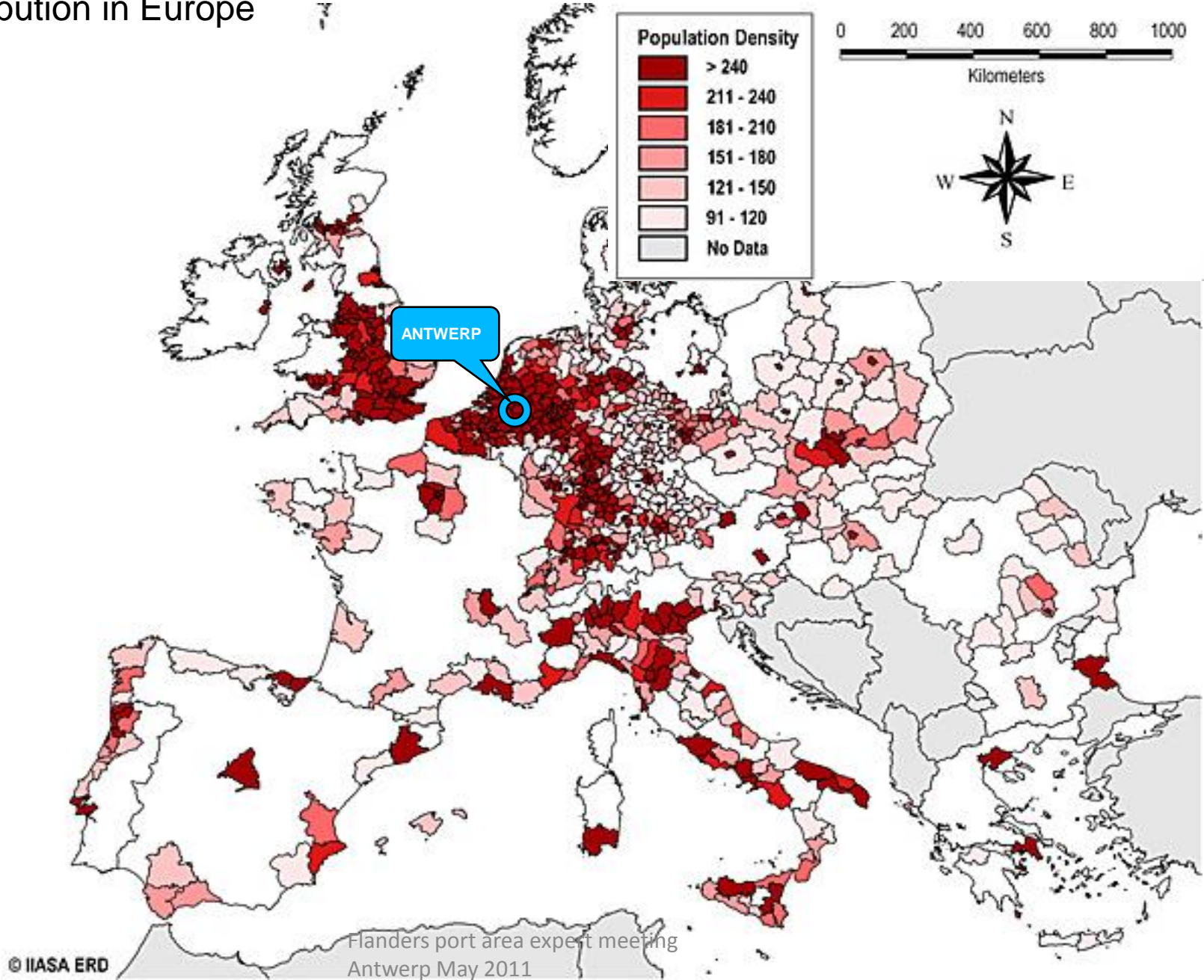
1. In the middle of the Hamburg-Le Havre Range
2. Surrounded by competitors
3. Overlapping hinterland with competitors
4. 100 km deep inland located on the river Scheldt

Consequences:

1. Fierce competition
2. Close to the EU market, hence cheaper hinterland transport and environment friendly
3. Availability of multimodal transport, in particular inland waterway transport

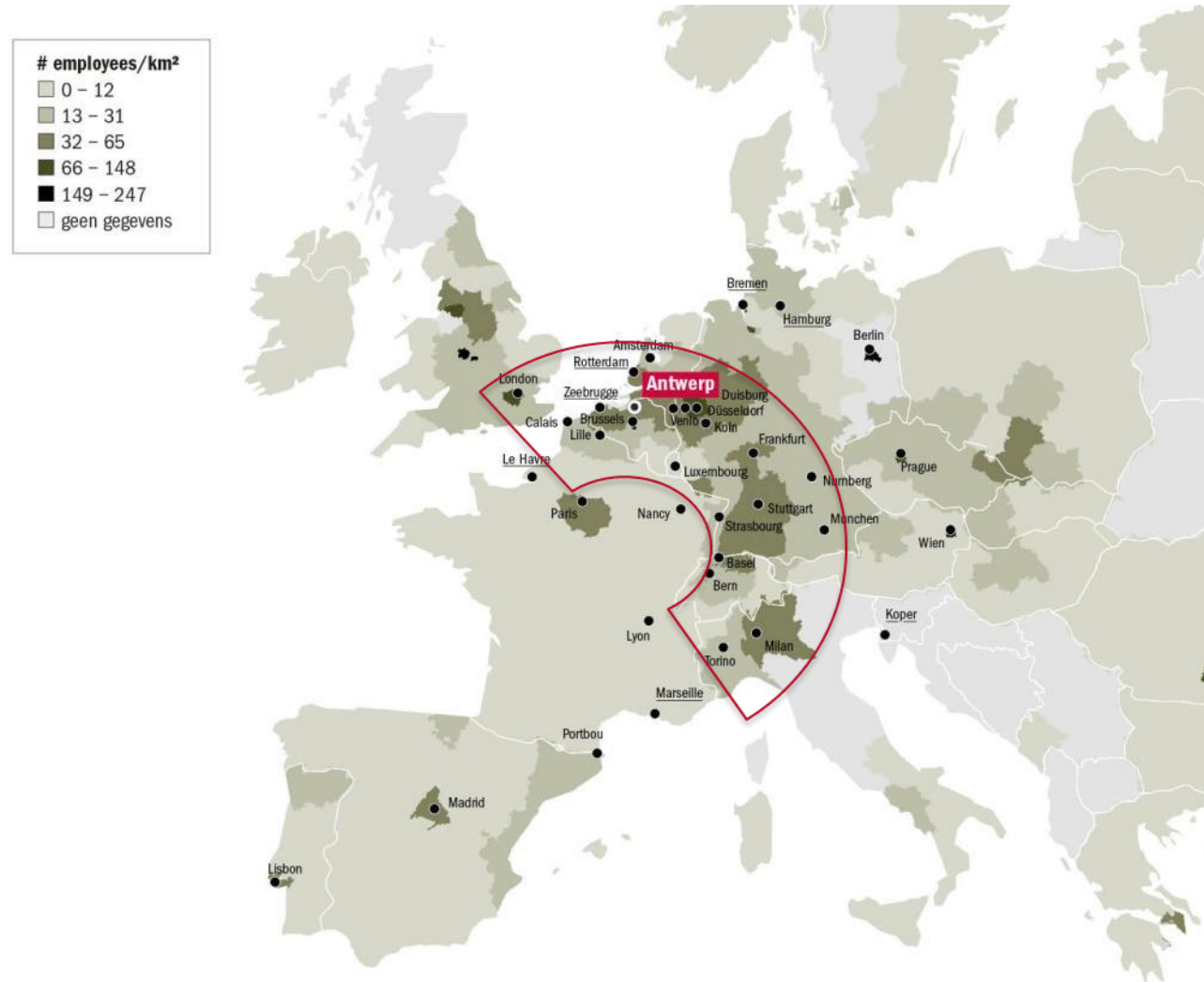


Population Distribution in Europe



Industrial Production in Europe

Employment



Location in the heart of Europe

- Antwerp is located in the heart of Europe
- The “banana” contains the main European centres of production and consumption
- 60% of the European purchasing power is within 500 km from Antwerp

Source: Cushman & Wakefield

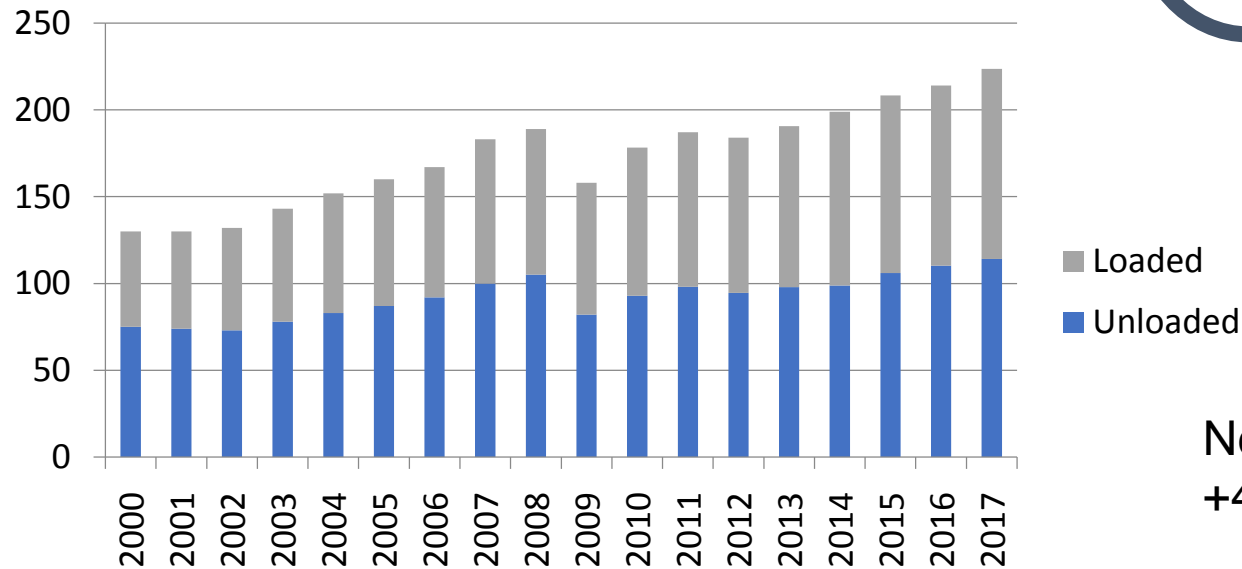


The Market Position of the Port of Antwerp

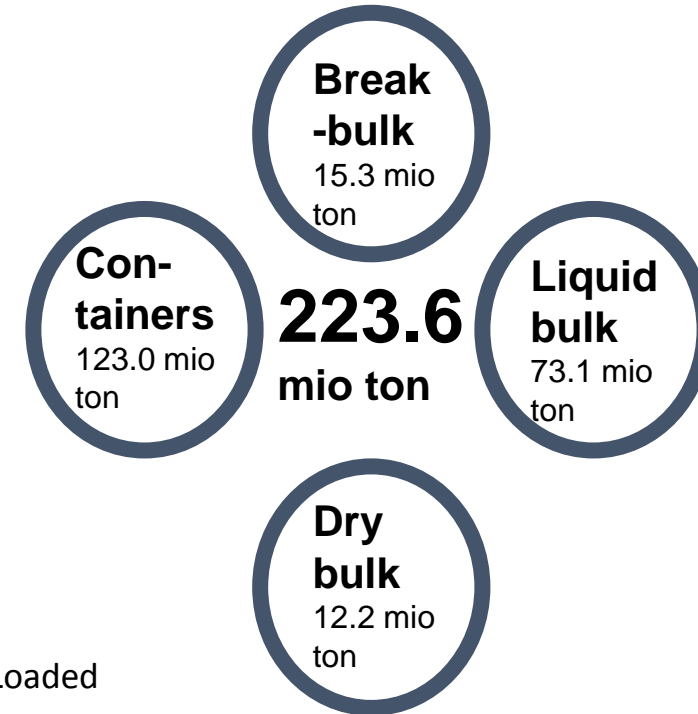


2nd biggest port in Europe
1. Rotterdam
2. Antwerpen
3. Hamburg

Unit: Million tons of maritime traffic



Balanced import and export flows



New growth record
+4,4 %

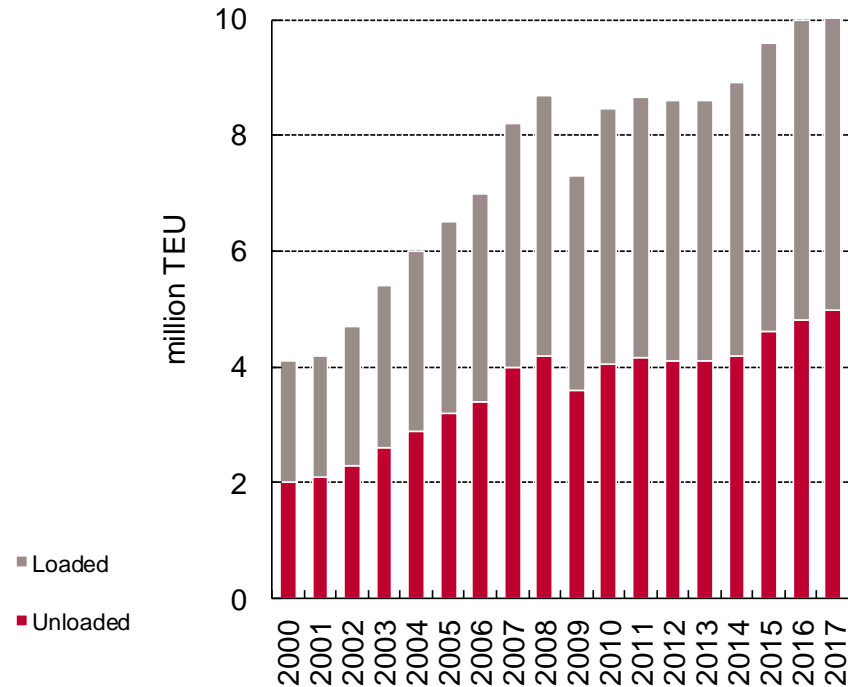
Grow faster than the competitors
Gain market share in the Hamburg –Le Havre Range

Market Position of Antwerp for Containers in 2017



Total maritime container volume: 10.5 million TEU

2nd largest container port in Europe
Growth rate in 2017: 4.1%
Gain market share from competitors



The Combination of seaport and inland river port

- Geographically a river port but functionally a deep seaport
- accessible for world's largest container vessels of **+ 20.000 TEU**
- Allowed draft: 15.56 m
- state-of-the-art automatized installations
- highest handling productivity in Europe: up to 45 moves/hour/crane



MSC Zoë, 19.224 TEU
July 2015

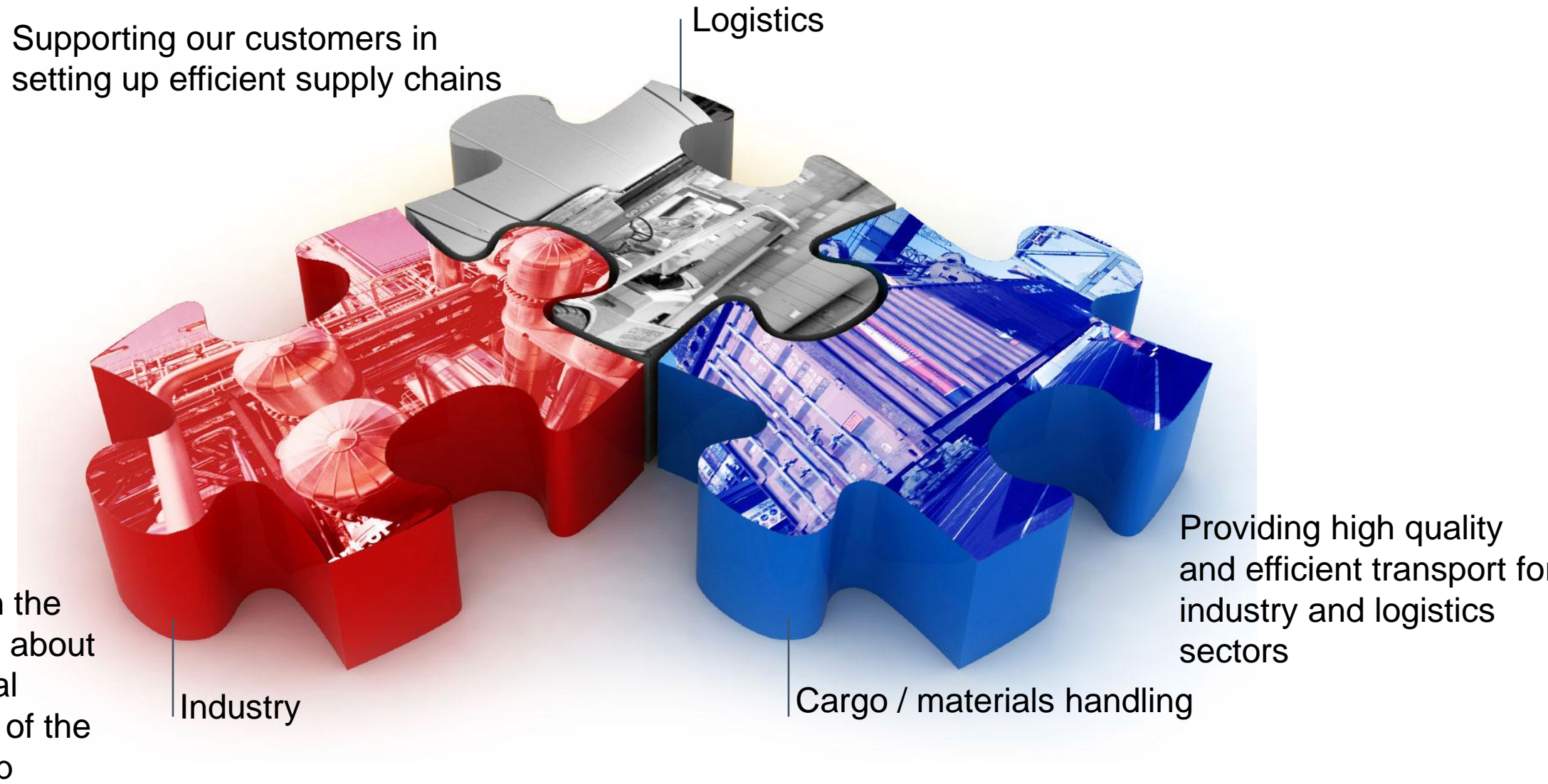


Excellent Infrastructures

- Total area: 120.68 km²
- Quay length: 172 km
- Railway: 1,061 km
- Roads: 430 km
- Covered storage space: 6.3 km²



MULTIFUNCTIONAL PORT MODEL: REALIZING UNIQUE SYNERGIES



Excellent hinterland connections: Road transport

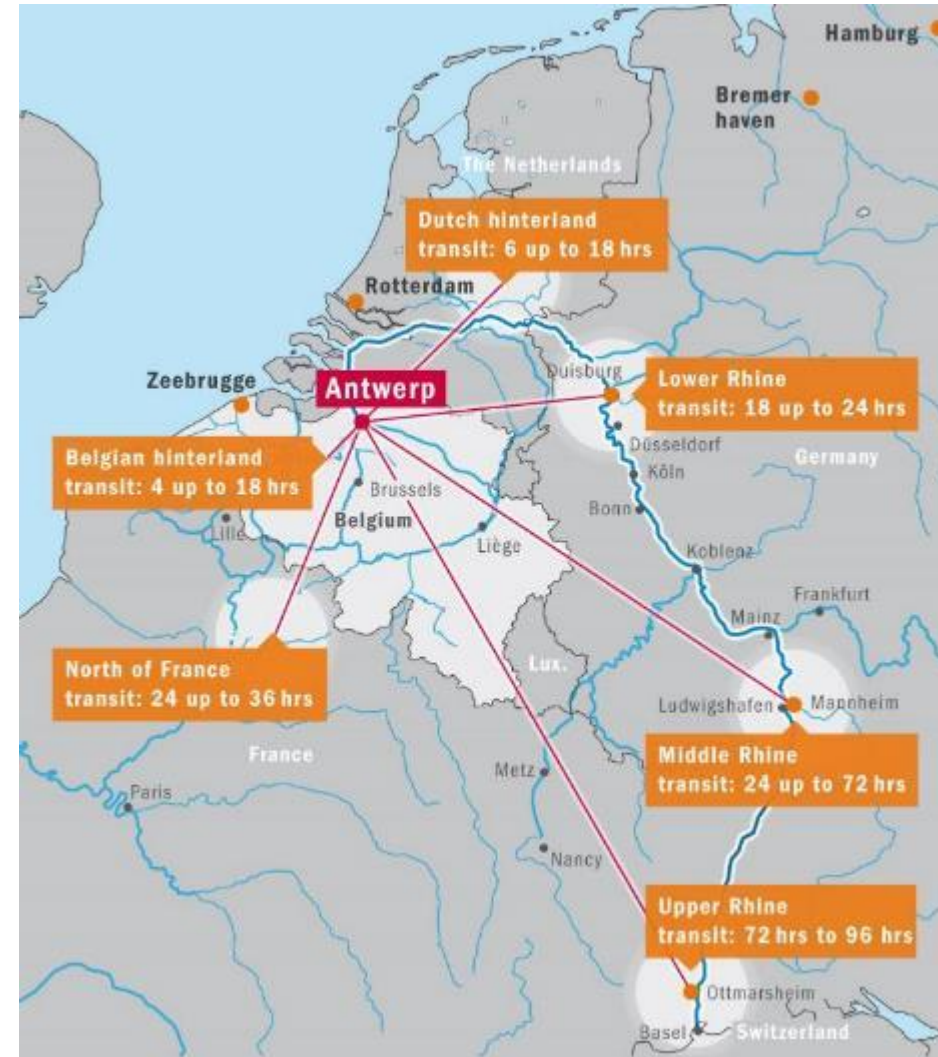
- The port is surrounded by highways
- Direct connection to surrounding countries
- All highways directly connect the port
- Direct junction from container terminals to highways
- Circle system of highways
- No deadend highways



Excellent hinterland connections

Daily barge connections with EU hinterland

- 925 barge calls per week
- 85 barge operators frequently connected to the port of Antwerp
- 210 container shuttles per week to 85 destinations in 8 countries
- Daily departures by conventional barge and tanker to the European hinterland, in function of the availability of the goods
- All container barge sailings can be consulted on the Port of Antwerp Connectivity Platform:
www.portofantwerp.com/en/connectivity



Excellent hinterland connections

Large variety of rail destinations

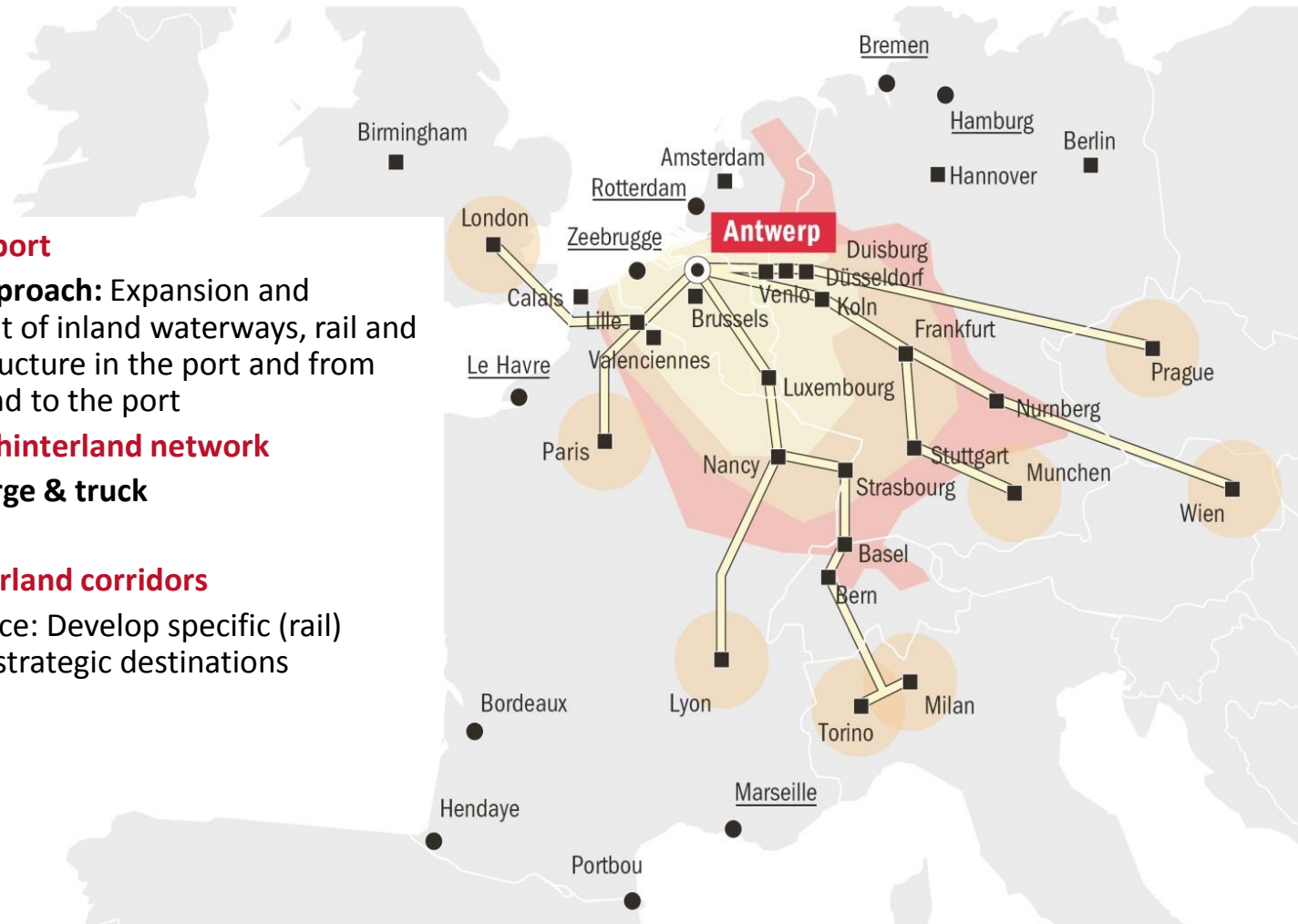
- Antwerp is located on a junction of international lines
- Each terminal and the main warehouses are connected to the railway network
- 250 loaded cargo trains daily
- +150 regular shuttle services per week from Antwerp to 24 destinations in 8 countries
- Container rail services:

www.portofantwerp.com/en/connectivity



Approach to different modi based on location

- **Tier 1: Intraport**
 - **Trimodal approach:** Expansion and improvement of inland waterways, rail and road infrastructure in the port and from the hinterland to the port
- **Tier 2: Core hinterland network**
 - Focus on **barge & truck**
- **Tier 3: Hinterland corridors**
 - **Rail** 1th choice: Develop specific (rail) corridors to strategic destinations





European Union
Over 500 Million citizens
28 member states

1 Customs Union with 28 member states

- Uniform customs duties
- Uniform goods classification
- Uniform customs procedures
- No formalities at internal borders



- Shipments with **any destination** in the EU can be customs cleared in Antwerp
- **Free movement of goods** in the EU after customs clearance

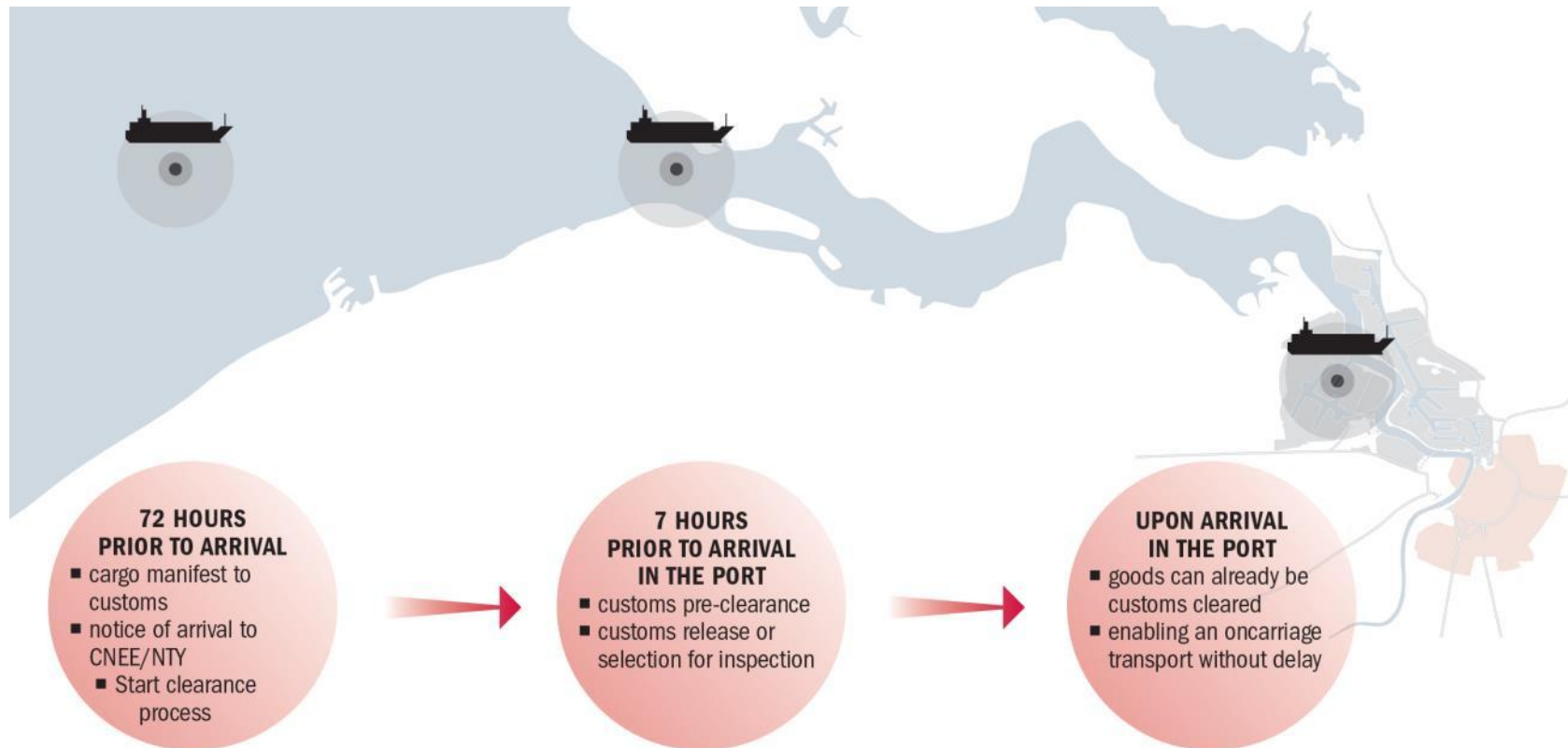


- *The entire European Union can be served via the Port of Antwerp*
- *No reason for 'Customs Shopping'*

Customers Oriented Customs System:

Efficient import procedure

- ✓ Advanced clearance **reduces lead time**
- ✓ **Fully electronic**



VAT formalities

Customs procedures are harmonized

VAT* rates are NOT harmonized

VAT formalities have to be fulfilled in the member state of destination at the locally applied VAT rate.

Principle:

- ✓ Payable at the time of import
- ✓ Deductable via the periodic VAT declaration (prefinancing 3 to 6 months)

Exception intracommunity delivery:

- ✓ Deferral to periodic VAT declaration
- ✓ Payable & deductible at the same time => **no prefinancing**

Cash-flow advantage:

By importing through the port of Antwerp, **no prefinancing** of import VAT is needed

VAT is the national rate in the Member States

- Standard rate range from 15% to 27%
- Average standard rate in the EU: 21,5%
- **Standard VAT rate in Belgium: 21%**

Fiscal representation

- All import/export formalities can be handled by a '**fiscal representatieve**'

- In many cases this fiscal representation is done by the logistics service provider or forwarder:

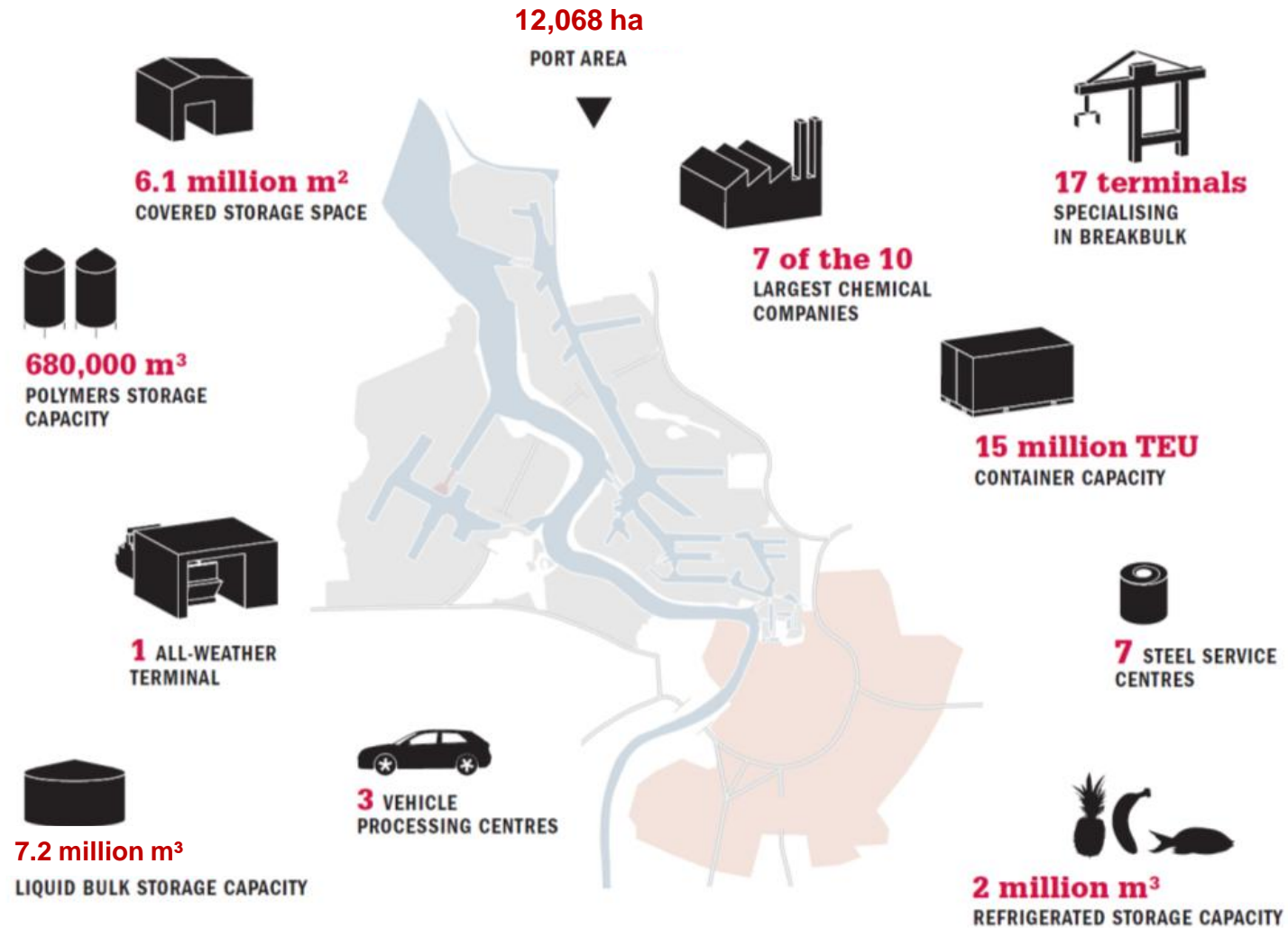
→ Fiscal representation by using the client's Belgian VAT number

→ Fiscal representation under a **global VAT number** obtained by the service provider

- Foreign clients do not need a legal entity in Belgium to import or export through the port of Antwerp.

- When to apply for a VAT number in Belgium?
- In case of a legal entity/establishment or own premises in Belgium
- Possible in most other cases

VALUE ADDED SERVICES AND CARGO HANDLING PERFECTLY INTEGRATED



Advanced Value Added Logistics Services in the Port Area:

Appropriate storage & distribution solutions for each product

- 6.3 million m² covered storage space
- Majority warehouses are specialised
- cool and cold storage, hazardous goods warehouses etc.
- Added value services:
 - weighing
 - packing
 - quality control
 - labelling
 - stock management etc.
 - Assembling
 - Industrial processing



Thank you for your attention!

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