Economic importance of the Belgian ports : Flemish maritime ports, Liège port complex and the port of Brussels – Report 2006

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by Saskia Vennix

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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, Ostend, 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 paper[1] 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 2001 - 2006, with an emphasis on 2006. The port of Brussels has been included in the analysis for the first time. Focusing on the three major variables of value added, employment and investment, the report also provides some information about the financial situation in each port except for Brussels. 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 2005 - 2006 are summarised in this table:

Changes from 2005 to 2006 (in percentages)	Value added (current prices)	Employment (Full-Time Equivalents)	Investment (current prices)	Tonnage (metric tonnes)
Flemish maritime ports				
Direct	- 0.8	+ 1.8	- 30.9	+ 6.3
Indirect	+ 6.0	+ 0.7	-	(seaborne)
Total	+ 2.5	+ 1.1	-	
Liège port complex				
Direct	+ 3.6	- 2.3	+ 6.0	+ 1.3
Indirect	+ 4.8	+ 0.1	-	(inland)
Total	+ 4.2	- 0.9	-	
Port of Brussels				
Direct	+ 7.0	- 0.8	+ 31.3	+ 0.2
Indirect	+ 8.1	- 2.0		(inland)
Total	+ 7.5	- 1.5		

In terms of quantity of cargo handled, 2006 was an excellent year for the Flemish maritime ports as a whole, driven by the world trade expansion. Direct value added rose in all Flemish port, except for Antwerp. Direct employment also increased, mainly in the maritime branches as a result of

[1] Update of Lagneaux F. (2007), *Economic importance of the Belgian ports: Flemish maritime ports and Liège port complex - report 2005*, NBB, Working Paper No. 115 (Document series). All figures have been updated. This paper is available on the following address http://www.nbb.be/doc/ts/publications/wp/wp115En.pdf.

seaborne traffic growth. Investment on the other hand, took a downward plunge after the exceptionally high amounts in 2005. This was mainly due to a number of shipping companies and - to a lesser extent - the completion of the Deurganckdok in Antwerp. The current changes in world trade patterns have a substantial impact on the activities in the Flemish ports. To cope with the accelerating internationalisation of port competition and the tremendous growth of containerised seaborne transport, the ports need to constantly adapt their infrastructures, through innovation and investment. As major logistic centres, they have to face the challenge of responding to increasing demand in terms of capacity, while adding as much value as possible to the goods passing through them. To face this challenge, they try to focus on particular branches or aspects for which they believe they hold all the winning cards. This has become absolutely vital in a climate of growing regional and international competition, accentuated by the booming Asian economies.

All figures indicate that the situation is improving for the port of Liège. The growth of value added, investment and quantity of cargo handled exceeds last year's figures. Employment still decreases but to a lesser extent. Moreover, the future is looking even brighter as the TriLogiPort project should begin to make progress, the blast furnace 6 of Arcelor in Seraing has been reopened, a new bioethanol plant is being built in Wanze and several works developing the infrastructure are being carried out.

The last few years, the quantity of cargo handled at the port of Brussels has stabilised. In terms of land available for port related activities, the port of Brussels has reached its limits. As a result, the extension of the infrastructure is one of the main priorities, all the more because the port authority has set ambitious goals for the near future.

The present report provides a comprehensive account of these issues, giving details per economic sector, though the comments are confined to the main changes that occurred in 2006.

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.

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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 and the Liège port complex. 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.

The previous edition of the report[2] combined the studies concerning the Flemish maritime ports – Antwerp, Ghent, Ostend and Zeebrugge – and the Liège port complex. In this edition, a chapter on the port of Brussels is added for the first time. As the official request to include the port of Brussels in this study was presented on short notice, it was not possible to apply all aspects of the methodology. As a result, the analysis of the port of Brussels will only be extended in the next publication of this report.

The statistical data cover the period 2001 - 2006, but only the main developments recorded in the period 2005 - 2006 are discussed in detail. The number of annexes is limited to[3]:

- the detailed social balance sheet for 2006,
- the definition of the different port areas, and
- the list of NACE-Bel 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 analysis is presented in two parts. The first concerns the Flemish maritime ports, the second the Liège port complex and the port of Brussels. The 2006 results approximate to the aggregate figures obtained from the "flash estimates" published in October 2007[4]. The direct value added calculated according to these estimates for 2006 was 0.6 p.c. higher than the figure reported for the five[5] ports together in the present study. In the case of employment, the deviation is only + 0.4 p.c., which means that the final outcome is slightly higher.

[2] Lagneaux F. (2007), *Economic importance of the Belgian ports: Flemish maritime ports and Liège port complex - Report 2005*, NBB, Working Paper nr. 115 (Document series).

[3] The other annexes are available on request. These are methodological annexes, details of the distribution of the indirect effects per sector, the breakdown of the results of firms according to their size, and statistics on the tonnages recorded in 2006. All requests can be addressed to microeconomic.analysis@nbb.be.

[4] See http://www.nbb.be/doc/TS/Enterprise/Press/2007/cp20071009EN.pdf.

[5] The 2006 flash estimates only relate to the ports of Antwerp, Ghent, Ostend, Zeebrugge and Liège. Until then, the port of Brussels was not taken into consideration in the flash estimates.

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 2001 – 2006 concern the study of the following variables[6]:

- value added at current prices[7]: 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 prices[8]: 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 and the synthetic indicator of financial health, based on the model developed by the NBB[9]. These ratios are the return on equity after taxes, liquidity in the broad sense, and solvency. The first ratio concerns the ability of firms to generate profits, and gives an indication of the yield generated by the firm for its shareholders, after taxes. The second ratio expresses the firm‘s ability to mobilise the cash resources to meet its short-term commitments on time. Finally, the third ratio indicates the firm’s ability to honour all its short- and long-term liabilities. The synthetic indicator of financial health is in turn based on the differences in financial profile between two types of firms: firms failing (that is: declared bankrupt or to which a judicial composition was granted) within the ensuing three years, and other, so-called non-failing firms. The model used in previous versions of this study was revised, so that the results are not comparable with the figures published in previous editions. The firms are now divided into six classes on the basis of their risk, rather than four. Classes 4, 5 and 6 contain firms with a significantly higher than average risk of failure (increased, high and very high risk). In calculating the indicator, a distinction is made between firms submitting annual accounts in the full format and those using the abbreviated format. In addition, the annual accounts must satisfy a number of conditions[10] so that the indicator can be calculated.

In this edition, a chapter is devoted to the port of Brussels for the first time. Already in the past, the National Bank assisted in a study relating to the port of Brussels, namely the study *"Poids socio-économique des entreprises implantées sur le site du Port de Bruxelles"* of the Observatoire bruxellois du Marché du Travail et des Qualifications (2007). However, this year, this port is included for the first time in the publication of the National Bank. As the analysis of this port is still a new venture, the

[6] As far as the port of Brussels is concerned, the analysis was limited to these three variables. In the next publication of this report, the part relating to the port of Brussels will be elaborated more deeply.

[7] 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.

[8] 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.

[9] For more information on this model, see the business dossier of the Central Balance Sheet Office. See www.nbb.be / Central Balance Sheet Office.

[10] The annual accounts must cover a 12-month period and the firms must either have a turnover of at least 150,000 euro, or employ an average workforce of at least 2 full-time equivalents.

economic impact is only described on the basis of the three variables: value added, employment and investment. An analysis of the social balance sheet and the financial situation of the firms will be included as well in the future.

The microeconomic data used were obtained from the annual accounts filed with the Central Balance Sheet Office[11] and from the statistics produced by the National Accounts Institute (NAI[12]). The most recent annual accounts for the 2006 financial year included in this study were filed with the Central Balance Sheet Office in March 2008[13]. The figures for value added and employment, necessary to estimate the indirect effects up to 2006, 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[14].

During 2006 a number of new companies were set up for the purpose of producing biodiesel and/or bio-ethanol. These new firms were allocated to what previous editions of this study referred to as the oil industry. As a result of this classification, the term oil industry was no longer used, and the sector was renamed fuel production. Here it should be stressed that, for the purposes of this study, that sector covers not only the preparation of fuels[15] but also the production of lubricants, greases, basic petrochemical products, road surfacing products, etc.

Context

Despite a further rise in commodity prices, the growth of the global economy accelerated, driven partly by a number of dynamic developing countries, so that growth came close to the exceptional result recorded for 2004. The Asian countries and the new Member States of the EU 25[16] produced the strongest growth. In relative terms, international trade grew even faster than world GDP as a result of globalisation and increasing economic integration.

After four years in the doldrums, economic growth in the euro area accelerated sharply, particularly in the first half of 2006. It was mainly exports and corporate investments that recorded strong growth, but household consumption also increased. The Belgian economy's performance actually surpassed the average for the euro area[17].

The expanding world economy is fuelling the growth of overseas trade, and consequently the traffic in the maritime ports. Conversely, the growth of the world economy is due partly to the scope offered by overseas trade (including a bigger potential market). According to recent estimates, international overseas trade expressed in millions of tonnes increased by 4.3 p.c.[18] The Flemish ports are outperforming the world average with growth of 6.3 p.c.

A very large proportion of international overseas trade is shipped in containers. At global level, container traffic increased by 13.5 p.c.[19] In Antwerp, the Deurganck dock which came into service recently on the

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

[12] 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, independent Professions 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.

[13] Belgian firms are required to file their annual accounts with the Central Balance Sheet Office by no later than seven months following the end of their financial year. On that date, a number of firms – primarily the smallest ones or those in difficulty – have not yet fulfilled that obligation. In March 2008 the number was negligible and the impact of this missing information on the figures was minimal.

[14] 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.

[15] Such as benzene, kerosene, heating oil, nuclear fuels, bio-fuels, etc.

[16] Cyprus, the Czech Republic, Estonia, Hungary, Latvia, Lithuania, Malta, Poland, Slovenia and Slovakia.

[17] For more details see part 1 of the NBB Annual Report or Belgostat Online

[18] UNCTAD (2007) *(estimates)*

[19] Expressed in TEU (Twenty-foot Equivalent Unit. A unit corresponding to a 20 foot ISO-container)

left bank of the Scheldt is providing a stimulus for container traffic, which increased by 8.3 p.c. in this port[20]. That makes Antwerp number 14 on the list of most important container ports in the world. Not only Antwerp, but Zeebrugge, too, is increasingly establishing its position as a container port: in 2006, container traffic actually grew by 17.4 p.c.[21] and represents almost 46 p.c. of total maritime traffic in Zeebrugge. It is mainly international container traffic that has grown strongly, more particularly trade with the Far East, the Middle East and Latin America.

Shortsea shipping[22] showed the strongest expansion in Ghent, compared to the other Flemish ports, so that now almost half of the total port traffic in Ghent is shortsea shipping. However, Ostend is still the leader in shortsea shipping. Almost 100 p.c. of shipping to and from Ostend is shortsea, much of it coming from or destined for the United Kingdom.
Economic growth has a favourable impact not only on overseas trade but also on inland waterway transport. This facilitated a partial recovery in the case of traffic in the Liège port complex - 57.5 p.c. of which consists of building materials and fuel products. By contrast, the port of Brussels was not able to take advantage of the economic growth as a result of capacity limitations.

Impact

The Bank's interest in the port-related activities is naturally connected with their important role for the national economy: no less than 5.2 p.c. of Belgium's GDP originates from activities directly connected with the six ports examined, and the same applies to 3.3 p.c. of domestic employment. If we include the indirect effects (subcontractors and suppliers serving the firms considered) these figures rise to 10.1 and 8.1 p.c. respectively. In terms of the changes taking place, both total value added and traffic have expanded in recent years. In the past three years, total employment has also risen, though there are wider variations between the results for the various ports viewed individually.

[20] Expressed in TEU

[21] Expressed in TEU

[22] Term normally used for short-distance maritime transport: freight shipped between European ports and ports in countries with a coastline bordering one of the inland seas that serves as the frontier with Europe.

1 ECONOMIC IMPORTANCE OF THE FLEMISH MARITIME PORTS

1.1 SUMMARY

1.1.1 Competitive position of the Flemish maritime ports

2006 was a very good year for the Flemish ports. Maritime freight traffic reached new record levels in Antwerp, Ostend and Zeebrugge alike. But the port of Ghent also recorded good growth (table 1). The main factor behind the strong performance was container traffic, except in the port of Ostend as this port focuses on ro-ro traffic. The volume of liquid bulk goods increased by 6.5 p.c., boosted mainly by Antwerp and Zeebrugge. The only freight categories to expand in all four Flemish ports were conventional general cargo and ro-ro traffic. The fall in the volume of solid bulk goods in the port of Antwerp was more than offset by the growth in the port of Ghent.

TABLE 1 **TOTAL MARITIME TRAFFIC IN THE FLEMISH PORTS IN 2006**
(millions of tonnes, unless otherwise stated)

	Antwerp	Ghent	Ostend	Zeebrugge	Total for the flemish ports	Change 2005 - 2006 (in p.c.)	Share in 2006 (in p.c.)
Containers	80,810	267	24	17,986	99,087	+ 9.5	41.5
Change 2005 - 2006 (p.c.)	*+ 8.3*	*+ 16.1*	*- 45.5*	*+ 15.3*	*+ 9.5*		
Roll-on-roll-off[23]	7,159	1,851	6,236	12,245	27,491	+ 3.2	11.5
Conventional general cargo[24]	15,064	2,380	29	1,040	18,513	+ 6.4	7.7
Liquid bulk	38,218	2,732	54	6,247	47,251	+ 6.5	19.8
Solid bulk	26,122	16,914	1,469	1,956	46,461	+ 1.8	19.5
TOTAL	**167,373**	**24,144**	**7,812**	**39,474**	**238,803**	**+ 6.3**	**100.0**
***Change 2005 - 2006** (p.c.)*	***+ 4.6***	***+ 8.6***	***+ 1.7***	***+ 14.1***	***+ 6.3***		

Source: *Jaaroverzicht Vlaamse havens 2006* of Vlaamse Havencommissie.

According to *Shortsea Shipping Vlaanderen* figures, half of maritime freight traffic is shortsea. In the port of Ostend, shortsea actually accounts for almost 100 p.c. This was the fifth successive year to see an increase in shortsea traffic. Growth came to 6.5 p.c. in 2006. The success of this mode of transport is attributed to the mobility crisis on the roads and the expanded scale of operations, with the large shipping companies increasingly concentrating on a smaller number of ports with feeder services providing the links with other ports. Scheduled shortsea services operate from the Flemish maritime ports to largely 40 countries. In the European market, Belgium is in eighth place in terms of market share for shortsea shipping. In 2006 Belgium strengthened that position, since the 4.1 p.c. growth was well above the European average (0.8 p.c.); moreover, the countries with a larger market share than Belgium – with the exception of Germany – recorded lower growth or even a decline in the volumes shipped. The market shares of the various European ports in shortsea traffic still indicate that the port of Antwerp is in second place. An improvement in this position is not in the offing, since Rotterdam's market share is almost three times that of Antwerp. Growth of 10.3 p.c. propelled Zeebrugge into the top 20 European shortsea ports.

In the port of Antwerp, Asia is an important business partner. Regarding the destination of loaded goods, Asia even holds the first position (31.9 p.c.), followed by Europe (27.8 p.c.) and North-America (18.3 p.c.). More than one third of unloaded goods in the port of Ghent come from South-America, while Zeebrugge and Ostend concentrate mainly - as mentioned above - on intra-European trade.

[23] 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, were it handled horizontally, this category of goods being included in the line entitled "containers".

[24] The term "general cargo" comprises the following categories: containerised goods, *ro-ro* and conventional general cargo.

To analyse the competitive position of the Flemish maritime ports in more detail, the total freight traffic is compared with that of the other ports in the Hamburg - Le Havre range[25] (table 2). The share of the four Flemish ports in the range is about 23 p.c. 2006 was an excellent year for the Flemish ports: volume growth exceeded the average for the range, mainly as a result of an increase in container traffic. Nonetheless, Antwerp dropped from 12th to 14th place in the list of most important container ports in the world. The Chinese ports of Qingdao and Ningbo overtook Antwerp with growth of 22.1 and 35.7 p.c. respectively.

TABLE 2 **TOTAL MARITIME TRAFFIC IN THE HAMBURG - LE HAVRE RANGE (INCLUDING OSTEND, TERNEUZEN AND VLISSINGEN)**
(millions of tonnes, unless otherwise stated)

Port	2001	2002	2003	2004	2005	2006	Average change 2001 - 2006 (in p.c.)	Change 2005 - 2006 (in p.c.)	Average share in the range 2001 - 2006 (in p.c.)	Share in the range in 2006 (in p.c.)
Antwerp	130.1	131.6	142.9	152.3	160.1	167.4	+ 5.2	+ 4.6	15.9	16.1
Ghent	23.5	24.0	23.5	25.0	22.2	24.1	+ 0.6	+ 8.6	2.6	2.3
Ostend	4.8	6.2	7.2	7.5	7.7	7.8	+ 10.1	+ 1.7	0.7	0.7
Zeebrugge	32.1	32.9	30.6	31.8	34.6	39.5	+ 4.2	+ 14.1	3.6	3.8
Total for the Flemish ports	***190.5***	***194.7***	***204.2***	***216.6***	***224.5***	***238.8***	***+ 4.6***	***+ 6.3***	***22.9***	***22.9***
Amsterdam[26]	49.4	50.3	44.5	51.9	53.8	61.0	+ 4.3	+ 13.4	5.6	5.9
Bremen	46.0	46.5	48.9	52.3	54.2	64.6	+ 7.0	+ 19.1	5.6	6.2
Dunkirk	44.5	47.6	50.1	51.0	53.4	56.6	+ 4.9	+ 6.0	5.5	5.4
Hamburg	92.4	97.6	106.3	114.5	125.7	134.9	+ 7.9	+ 7.3	12.1	12.9
Le Havre	69.0	67.7	71.5	76.2	75.0	73.9	+ 1.4	- 1.5	7.8	7.1
Rotterdam	314.7	321.9	328.1	352.6	370.3	381.7	+ 3.9	+ 3.1	37.4	36.6
Terneuzen	11.9	13.7	12.9	14.5	14.3	14.1	+ 3.5	- 1.3	1.5	1.4
Vlissingen	13.5	13.1	15.1	15.5	16.2	16.1	+ 3.7	- 0.3	1.6	1.5
Total for the twelve ports	*831.7*	*853.1*	*881.6*	*945.1*	*987.5*	*1,041.8*	*+ 4.6*	*+ 5.5*	*100.0*	*100.0*
Total world traffic	*6,020*	*6,120*	*6,500*	*6,846*	*7,109*	*7,416*	*+ 4.3*	*+ 4.3*		
Share for the twelve ports in world traffic (in p.c.)	13.8	13.9	13.6	13.8	13.9	14.0				

Sources: For traffic in the *range*: port authority data - including the port of Rotterdam statistics - and *Jaaroverzicht Vlaamse havens 2006* (Annual report 2006) of Vlaamse Havencommissie; for world traffic: UNCTAD, *Review of Maritime Transport 2007*.

In 2006, Rotterdam recorded growth of 3.1 p.c., thus lagging behind most other ports in the range. Nevertheless, Rotterdam is still Europe's leading sea port and third largest in the world. As Rotterdam is clearly approaching its maximum capacity, construction of Maasvlakte 2 will begin in 2008.
The biggest German port - Hamburg – like most of the Flemish ports, benefited from the strong growth of container traffic. Looking only at ports in the range, the growth of container traffic in absolute figures was greatest in Hamburg. In percentage terms, Zeebrugge was the absolute number one.
As a result of work on one of the locks at the François I dock, Le Havre was unable to take advantage of the expanding container traffic. The total volume handled actually declined slightly, the main reason probably being the reorganisation of services to and from Portsmouth.

The accelerating growth of traffic from Asia is expected to give an additional stimulus to the annual growth in the container volume in the range. In addition, the increase in the size of the ships is bound to accentuate the need for additional capacity. The question is whether the major players - Rotterdam, Antwerp, Hamburg – will be able to respond adequately to demand. Thus, it could be that this will increase the opportunities for growth in less big ports such as Zeebrugge and Amsterdam.

[25] For the purposes of this study, the range does not only comprise the ports of Amsterdam, Antwerp, Bremen, Dunkirk, Ghent, Hamburg, Le Havre, Rotterdam and Zeebrugge, but also includes the ports of Ostend, Terneuzen and Vlissingen.

[26] 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.

1.1.2 Direct and indirect value added in the Flemish maritime ports

In 2006, total value added increased by less than in the two previous years (table 3). If the direct effects alone are considered, there was actually a decline. This was due mainly to the weaker performance of the Antwerp shipping companies and fuel producers, the Antwerp chemical industry and the Ghent metalworking industry. The value added of maritime firms based outside the port zones[27] also declined sharply, because of developments at Waterwegen en Zeekanaal. Waterwegen en Zeekanaal manages the navigable waterways as well as a lot of the surrounding land in the west and the centre of Flanders. In 2006 the company Waterwegen en Zeekanaal was attributed income grants[28] for an amount of 84.3 million euro as a result of which its value added was negative. These adverse trends were only partly offset by the excellent growth figures for sectors such as other industry in Ghent, the Antwerp and Ghent car manufacturing industry, the Antwerp energy sector, Zeebrugge cargo handling and Ostend port construction and dredging.

TABLE 3 **VALUE ADDED IN THE FLEMISH MARITIME PORTS**
(millions of euros - current prices)

	2001	2002	2003	2004	2005	2006	Relative share in 2006	Change from 2005 to 2006	Annual average change 2001 - 2006
							(in p.c.)	(in p.c.)	(in p.c.)
1. DIRECT EFFECTS.....	**10,649.2**	**10,987.7**	**11,291.7**	**12,860.2**	**14,112.0**	**13,997.6**	**100.0**	**- 0.8**	**+ 5.6**
Antwerp	6,910.7	7,067.5	7,334.6	8,245.5	9,309.3	9,110.6	65.1	- 2.1	+ 5.7
Ghent.....	2,648.9	2,814.8	2,813.8	3,377.7	3,504.5	3,533.2	25.2	+ 0.8	+ 5.9
Ostend	311.0	322.2	335.8	360.4	409.7	435.8	3.1	+ 6.4	+ 7.0
Zeebrugge	704.7	713.4	734.3	793.0	783.4	838.8	6.0	+ 7.1	+ 3.5
Outside the ports[29]	73.9	69.8	73.2	83.5	105.0	79.3	0.6	- 24.5	+ 1.4
2. INDIRECT EFFECTS	**10,756.2**	**11,066.5**	**10,538.0**	**12,028.8**	**12,840.5**	**13,615.4**	**-**	**+ 6.0**	**+ 4.8**
Total value added.....	**21,405.4**	**22,054.1**	**21,829.7**	**24,889.0**	**26,952.5**	**27,613.0**	**-**	**+ 2.5**	**+ 5.2**

Source: NBB (calculations based on the Belgian accounts filed with the Central Balance Sheet Office, and the Belgian IOTs)[30].

The fall in direct value added at constant prices came to 2.7 p.c. In contrast, total value added was up by 0.5 p.c. disregarding the price effect. Owing to the decline in the direct effects, the share of direct and total value added in the GDP of the Flemish Region[31] dropped by 0.5 percentage point to 7.7 and 15.1 p.c. respectively. In terms of Belgium's GDP, the figures were down to 4.4 and 8.7 p.c. respectively.

1.1.3 Direct and indirect employment in the Flemish maritime ports

In 2006, direct employment in the four Flemish ports expanded faster than the average for the preceding five years (table 4). In Antwerp, jobs were created in the maritime cluster, mainly in cargo handling, and

[27] These are shown in the table under the heading "outside the ports".

[28] Income grants and compensatory amounts received from the government do not represent value created by the business and are therefore deducted for the purpose of calculating value added.

[29] 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" included in the tables 3, 4 and 5 collates these data, which are then allocated respectively in the tables showing value added, employment and investment in sections 1.2 to 1.5 on the line entitled "Allocation (p.m.)".

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

[31] Source: National Accounts Institute (2008), *Regional Accounts 1997 - 2006*.

in shipping agents and forwarders. The decline in Antwerp's chemical and car manufacturing industries was only partly offset by increases in trade and other services. In Ghent, there was little change to the 2005 situation: expansion in the metalworking industry and other industrial sectors was offset by a contraction in car manufacturing and the electronics sector. Almost all the Ostend sectors performed very well in 2006. Growth was strongest in the metalworking industry and fishing. In Zeebrugge, employment felt the full benefit of the expanding volume of traffic. Thus, the maritime sectors – more specifically cargo handling, shipping companies, and shipping agents and forwarders – offset the decline in the non-maritime cluster (road transport, construction). The increase in maritime businesses based outside the port zones[32] was due to the transfer of duties and staff from the public Waterways and Maritime Affairs Authority to the Waterwegen en Zeekanaal company, and the takeover of Frans Maas by DSV Road.

TABLE 4 **EMPLOYMENT IN THE FLEMISH MARITIME PORTS**
(FTE)

	2001	2002	2003	2004	2005	2006	Relative share in 2006	Change from 2005 to 2006	Annual average change 2001 - 2006
							(in p.c.)	(in p.c.)	(in p.c.)
1. DIRECT EFFECTS	**105,777**	**104,640**	**103,648**	**105,652**	**106,466**	**108,379**	**100.0**	**+ 1.8**	**+ 0.5**
Antwerp	61,827	61,565	60,542	61,222	61,799	62,319	57.5	+ 0.8	+ 0.2
Ghent	28,134	27,570	27,333	27,821	28,067	28,022	25.9	- 0.2	- 0.1
Ostend	4,005	4,167	4,327	4,377	4,410	4,695	4.3	+ 6.5	+ 3.2
Zeebrugge	10,570	10,090	10,153	10,506	10,349	10,680	9.9	+ 3.2	+ 0.2
Outside the ports[33]	1,241	1,248	1,293	1,726	1,841	2,662	2.5	+ 44.6	+ 16.5
2. INDIRECT EFFECTS	**146,974**	**138,908**	**130,921**	**142,790**	**154,199**	**155,241**	**-**	**+ 0.7**	**+ 1.1**
Total employment	**252,751**	**243,549**	**234,569**	**248,442**	**260,665**	**263,620**	**-**	**+ 1.1**	**+ 0.8**

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

In 2006, staff employed in the Flemish maritime ports represented 5 p.c. of all Flemish employees and 2.9 p.c. of all Belgian employees[34]. In all (including indirect effects), the Flemish ports accounted for 12.1 p.c. of employment in Flanders and 7 p.c. of employment in Belgium. All these percentages are 0.1 percentage point higher than in 2005.

1.1.4 Investment in the Flemish maritime ports

Investment was cut by 30.9 p.c. in 2006 (- 32.7 p.c. at constant prices, table 5). In the previous year, the figures had been exceptionally high, driven up by the shipping company Euronav. Furthermore, as a result of the completion of the main work on the Deurganck dock, investment by Antwerp cargo handling was also well down. It is therefore not surprising that the biggest fall was recorded in Antwerp, but Zeebrugge and Ostend were also down against the peak year of 2005. Zeebrugge and Ostend shipping companies and the Ostend energy sector slashed their investment spending. Ghent is the only Flemish port to have invested more than in 2005, partly because of the Ghent Bio-energy Valley site and the Ghent food industry.

[32] These are shown in the table under the heading "outside the ports".

[33] These figures are stated per Flemish port (cf. points 1.2, 1.3, 1.4 and 1.5) according to the breakdown of value added.

[34] Source: National Accounts Institute (2008), *Regional Accounts 1997 - 2006*.

TABLE 5 **INVESTMENT IN THE FLEMISH MARITIME PORTS**
(millions of euros - current prices)

	2001	2002	2003	2004	2005	2006	Relative share in 2006	Change from 2005 to 2006	Annual average change 2001 - 2006
							(in p.c.)	(in p.c.)	(in p.c.)
Antwerp	1,552.5	1,446.7	1,824.8	2,561.0	3,790.6	2,392.2	72.5	- 36.9	+ 9.0
Ghent	595.5	786.2	748.3	341.6	353.1	389.0	11.8	+ 10.2	- 8.2
Ostend	59.6	53.4	60.3	85.8	102.2	86.7	2.6	- 15.2	+ 7.8
Zeebrugge	130.1	155.3	151.6	188.2	398.7	294.4	8.9	- 26.2	+ 17.7
Outside the ports[35]	40.8	37.9	44.7	77.3	128.9	136.7	4.1	+ 6.0	+ 27.3
Direct investment	**2,378.4**	**2,479.6**	**2,829.7**	**3,253.9**	**4,773.6**	**3,298.9**	**100.0**	**- 30.9**	**+ 6.8**

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

1.1.5 *Breakdown of variables by company size*[36]

TABLE 6 **BREAKDOWN OF VARIABLES IN THE FLEMISH MARITIME PORTS IN 2006**

Ports	Number of firms[37]		Direct value added (in millions of euros)		Direct employment (in FTE)		Direct investment (in millions of euros)	
	Large firms	SMEs	Large firms	SMEs	Large firms	SMEs	Large firms	SMEs
Antwerp	367	1,491	8,542.0	568.5	55,222	7,098	1,997.2	395.0
Ghent	147	484	3,338.5	194.7	25,388	2,634	308.5	80.5
Ostend	33	250	357.5	78.3	3,640	1,055	67.3	19.4
Zeebrugge	80	357	685.9	152.9	8,531	2,149	262.7	31.7
Outside the ports	10	348	17.9	61.4	2,033	629	113.1	23.6
TOTAL	**637**	**2,930**	**12,941.8**	**1,055.8**	**94,815**	**13,564**	**2,748.8**	**550.1**

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

In 2006 SMEs represented 82.1 p.c. of firms in the Flemish maritime ports (table 6). That is slightly higher than in the previous year. Their share in value added, employment and investment also exceeded the 2005 figures at 7.5, 12.5 and 16.7 p.c. respectively.

1.1.6 *Social balance sheet in the Flemish maritime ports*[38]

The social balance sheet comprises a cohesive set of data on various aspects of employment in firms: composition of the workforce, staff turnover, type of employment contracts, standard of education, working time, labour costs, job creation measures and training efforts. The findings presented below in regard to direct employment in the four Flemish ports are not exhaustive. The figures were calculated on

[35] These figures are stated per Flemish port (cf. points 1.2, 1.3, 1.4 and 1.5) according to the breakdown of value added.

[36] Enterprises are deemed large if their annual average workforce exceeds 100 persons or if they exceed more than one of the following three limits: annual average workforce 50 units, annual turnover (excluding VAT) 7.3 million euro; balance sheet total 3.65 million euro. These criteria have applied since the 2005 financial year. Section 15 of the Companies Code (law of 7 May 1999).

[37] For each port, this is the number of firms located in the port zone. The same firm may in fact be recorded in more than one port.

[38] The national data quoted here came from Delhez Ph., Heuse P. and Zimmer H. (2007). The comparisons are purely a guide, as this national study included only firms with a social balance sheet for a 12-month year ending on 31 December. In other words, this is a smaller population.

the basis of a constant sample[39] relating to the period 2004 - 2006. The detailed figures for 2006 are set out in annex 1.

1.1.6.1 Working time and labour costs

While employment in the maritime cluster increased by 3.2 p.c. during 2006, it was 1 p.c. down in the non-maritime sectors. Job losses were quite considerable in the chemical industry and car manufacturing, in particular.

TABLE 7 HOURS WORKED AND COST OF OWN STAFF

	2004	2005	2006
Change in the average number of employees on the staff register (p.c.)		+ 0.2	+ 0.2
Change in the number of hours actually worked (p.c.)		- 0.8	- 1.2
Change in staff costs (p.c.)		+ 3.3	+ 2.6
Average number of hours worked per annum per full-time equivalent	1,573	1,558	1,535
Average annual staff costs per full-time equivalent (euros)	61,394	63,321	64,791
Average staff costs per hour worked (euros)	39	41	42

Source: NBB (full-format only)

Owing to tendency towards shorter working times, the average number of hours worked has fallen in recent years (table 7). In 2006 the average working time was similar to the national average of 1,532 hours. Although fewer hours were worked in the maritime cluster, the sectors with the highest number of hours per FTE were the shipping companies, the port authority, and port construction and dredging.

Both the average staff costs per FTE and the average staff costs per hour are still rising and are well above the national averages. One reason is that the constant sample contains only large firms. Generally speaking, the level of hourly labour costs increases with the firm's size as a result of the varying power ratios between employers and employees. There were also wide variations between sectors. In fishing and road transport, hourly pay averaged 27.5 and 28.5 euro respectively. In contrast, the hourly costs in fuel production and the energy sector increased to 77.3 and 65.1 euro respectively.

1.1.6.2 Composition of the workforce

TABLE 8 INTERNAL WORKFORCE AT THE END OF THE FINANCIAL YEAR

	2004	2005	2006
By professional category			
White-collar (p.c.)	*37*	*38*	*40*
Blue-collar (p.c.)	*59*	*58*	*57*
Other staff (p.c.)	*4*	*4*	*3*
By sex			
Males (p.c.)	*85*	*84*	*84*
Females (p.c.)	*15*	*16*	*16*
By working time			
Full-time (p.c.)	*92.5*	*91.5*	*91.0*
Part-time (p.c.)	*7.5*	*8.5*	*9.0*

Source: NBB (full-format only)

[39] The constant sample was determined on the basis of the firms which filed full-format accounts throughout the period 2004 - 2006, and completed the items in the social balance sheet required for this study. For the Flemish ports, the constant sample comprises 777 firms and 88,048 FTEs, or 22.1 p.c. of the firms considered for the Flemish ports in 2006 and 81.2 p.c. of the direct employment calculated in this study (Flemish ports only).

In the last two years the proportion of blue-collar workers in the workforce has fallen slightly, but they still clearly predominate at 57 p.c. (table 8). The reason is the relative importance of labour-intensive industry in this study, and of other sectors employing many workers with a low standard of education. In cargo handling, blue-collar workers accounted for 78.8 p.c. of the workforce. In car manufacturing and metalworking the figures were 83.5 and 69.6 p.c. respectively. For the same reason, the percentage of male employees in the constant sample was above the national average. The sectors employing more than 89 p.c. male workers were therefore cargo handling, shipbuilding and repair, port construction and dredging, construction, chemicals and metalworking.

The last two years have seen a decline in the average number of full-time workers, while the number of part-timers has risen by 9.7 p.c. per annum. In general, more women than men took the opportunity to work part time. This arrangement is particularly popular in other land transport (20 p.c.), other services (17 p.c.), the electronics sector (14.5 p.c.) and fishing (14.3 p.c.).

1.1.6.3 External staff

In contrast to what was observed at national level, there was a decline in the relative importance of external staff (table 9). The fall was most marked in road transport, fishing and cargo handling. In relative terms, the maritime sectors and the food industry continued to make the most use of hired temporary staff and employees placed at their disposal.

TABLE 9 HIRED TEMPORARY STAFF AND STAFF PLACED AT THE ENTERPRISE'S DISPOSAL

	2004	2005	2006
Share of external staff in total employment (on the basis of the number of hours actually worked) (p.c.)	14.0	14.7	13.6
Change in the number of hours actually worked (p.c.)		+ 4.6	- 9.5
Change in costs (p.c.)		+ 1.9	- 0.5

Source: NBB (full-format only)

Although the costs have fallen by considerably less than the number of hours worked, external staff were still cheaper than own staff, according to these data. The average hourly costs were 34.6 euro compared to 31.5 euro last year. Cargo handling firms – which mainly employ dockers - and shipping companies were confronted by the highest pay levels for external staff. The average costs were almost twice as high as those in fishing.

1.1.6.4 Staff turnover

The difference between the number of workers recruited and those leaving was greater in 2006 than in 2005 (table 10). The balance was particularly positive in metalworking, but also in other services and in shipping agents and forwarders. In contrast, in car manufacturing a large number of net departures was recorded. However, the situation in metalworking gives a distorted picture. At the beginning of 2006, Cockerill Sambre in Liège hived off the "downstream phase"[40] and transferred it to Arcelor Produits Plats Wallonie. Arcelor Produits Plats Wallonie was then absorbed by Arcelor Steel Belgium. That company was previously included in full in the figures for the port of Ghent. As a result of the "downstream phase" transfer, the figures for Arcelor Steel Belgium were partly attributed to the Liège port complex from 2006. Thus, a certain percentage is applied to all the figures. However, recruitment in 2006 primarily concerned the division taken over from Cockerill Sambre (Liège port complex). As a result, application of the same percentage to all the figures leads to an overestimate of the number of staff recruited in the port of Ghent.

Firms hire workers with varying standards of education, but on the basis of what has happened in the last two years it can be said that the proportion of recruitment represented by workers holding a certificate of primary education has fallen, while there has been a gradual increase in the proportion of graduate staff. The number of university degree holders hired was proportionately highest in port

[40] Known as the cold phase.

construction and dredging, the energy sector and fuel production. In fishing, the port authority, the food industry and road transport, relatively more staff were hired with a low standard of education.

TABLE 10 STAFF TURNOVER

	2004	2005	2006
Net number of staff hired during the year	+ 3,563	+ 377	+ 2,476
Staff hired, by educational level			
University education (p.c.)	*6.9*	*7.5*	*8.5*
Higher non-university education (p.c.)	*16.4*	*19.7*	*18.4*
Secondary education (p.c.)	*58.1*	*58.2*	*59.6*
Primary education (p.c.)	*18.6*	*14.6*	*13.5*
Staff leaving, by reason for termination of contract			
Retirement (p.c.)	*4.1*	*4.3*	*4.7*
Early retirement (p.c.)	*7.0*	*6.2*	*5.6*
Dismissal (p.c.)	*17.2*	*18.6*	*16.1*
Other reason (p.c.)	*71.7*	*71.0*	*73.7*

Source: NBB (full-format only)

Regarding staff leaving, the percentage of workers taking early retirement declined, as did the percentage of workers made redundant. Conversely, relatively more people left for other reasons, such as expiry of a temporary employment contract or resignation.

1.1.6.5 Training[41]

The percentage of firms recording training on the social balance sheet continues to hover around 50 p.c. (table 11) and is thus well above the national percentage of around 7 p.c.[42] Just as in the case of staff costs, the reason lies in the over-representation of large firms in the constant sample, as only full-format accounts are considered. Large firms traditionally invest more in training their staff.

TABLE 11 EFFORTS DEVOTED TO FORMAL TRAINING

	2004	2005	2006
P.c. of firms reporting training on the social balance sheet	50.1	50.7	52.4
Participation rate	53.5	53.5	53.1
Males (p.c.)	*55.1*	*55.3*	*54.7*
Females (p.c.)	*45.2*	*44.6*	*45.8*
Number of hours' training per person	41.4	37.7	36.9
Males (p.c.)	*42.6*	*38.8*	*37.8*
Females (p.c.)	*33.5*	*30.6*	*31.6*
Training costs per hour	58.0	51.5	53.6
Males (p.c.)	*58.3*	*51.9*	*53.9*
Females (p.c.)	*55.7*	*48.8*	*51.1*
P.c. of the number of hours worked devoted to training	1.4	1.3	1.3
Training costs as a percentage of total staff costs	2.1	1.7	1.7

Source: NBB (full-format only)

[41] 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.

[42] Delhez Ph., Heuse P. and Zimmer H. (2007).

The figures reveal that men have easier access to training than women, although the situation for women has improved slightly since last year. The non-maritime sectors offered their staff more training opportunities than the maritime sectors. The participation rate exceeded 75 p.c. in the energy sector, fuel production, the chemical industry and other industrial sectors. In the case of shipping agents and forwarders, cargo handling, shipbuilding and repair and road transport, however, the figure did not exceed 25 p.c.

The average number of hours' training per person presents the same picture in regard to the difference between male and female staff. There was an increase for women and a slight decline for men. However, there was no significant difference between the maritime and the non-maritime cluster, though the amount of training did vary greatly, ranging between 7 (road transport) and 137 hours (shipbuilding and repair) per person.

Training costs per hour increased faster (+ 4.1 p.c.) than average hourly labour costs (+ 2.4 p.c.) for internal staff. In the energy sector, fuel production and the chemical industry, training was more than twice as expensive as in shipbuilding and repair, the electronics sector and other industry.

1.1.7 Financial situation in the Flemish maritime ports

1.1.7.1 Financial ratios

The ratios for return on equity after taxes, liquidity in the broad sense and solvency are presented in two parts. This section summarises the movement in the ratios for the four Flemish ports together. The rest of chapter 1, where each Flemish port is analysed separately, collates for each port - over the same period and using the same method - the detailed developments concerning the three ratios per sector.

The study of the financial ratios is based on a constant sample[43] 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.

TABLE 12 FINANCIAL RATIOS IN THE FLEMISH MARITIME PORTS FROM 2004 TO 2006

Ports	Return on equity after taxes (in p.c.)			Liquidity in the broad sense			Solvency (in p.c.)		
	2004	2005	2006	2004	2005	2006	2004	2005	2006
Antwerp	21.7	32.0	20.1	0.72	0.73	0.86	26.8	32.3	33.5
Ghent	21.2	25.7	14.1	1.20	1.23	1.22	46.1	44.7	46.5
Ostend	6.7	9.2	10.7	1.38	1.41	1.55	45.8	44.1	50.1
Zeebrugge	9.8	7.5	8.0	1.22	1.17	1.20	49.8	48.1	48.2
Weighted average	**20.3**	**28.6**	**17.9**	**0.86**	**0.85**	**0.96**	**32.1**	**35.5**	**36.7**
Non-financial corporations [44]	**6.9**	**10.1**	**9.5**	**1.24**	**1.29**	**1.30**	**41.6**	**43.4**	**44.9**

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

[43] The constant sample composed for the study of the ratios includes all firms which filed their annual accounts in 2004, 2005 and 2006 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 2,106 firms, 12,005.3 million euro of value added and 85,531 FTEs, or 59.8 p.c. of the firms considered for the Flemish maritime ports in 2006, 85.8 p.c. of the direct value added and 78.9 p.c. of the direct employment examined here (Flemish ports only).

[44] These figures relate to the situation of all Belgian non-financial corporations. They were recalculated according to the globalisation method, and therefore differ from those published in the 2005 report. See Verduyn F. and Vivet D. (2007).

The profitability of firms in the ports of Antwerp and Ghent fell sharply (table 12), though in both ports this ratio is still noticeably higher than the average for Belgian businesses. Antwerp fuel producers, shipping companies, shipping agents and forwarders, and Ghent metalworking and other services, in particular, were less profitable than in the previous year. In Ostend and Zeebrugge, profitability is closer to the national average and a slight improvement was recorded, as a result of the chemical industry and other industrial sectors.

Regarding liquidity, firms in the Flemish ports were in line with the national trend, except in Ghent where the result was more or less unchanged in 2006. In contrast to companies in the other three ports, those in the port of Antwerp had negative net operating capital, on average.

The solvency ratio is still below the average for Belgian businesses as a result of the weaker score in the port of Antwerp. The sectors which recorded the lowest scores in Antwerp were fuel production, road transport and electronics.

1.1.7.2 Financial health assessment

The model for assessing financial health was applied to a constant sample of firms satisfying a number of conditions[45]. It is not the same as the model used in previous studies, so that the results cannot be compared with the figures published in previous years. Firms are now classified into six classes, instead of four, on the basis of their financial health. Classes 4, 5 and 6 comprise firms in which the risk of failure is significantly higher than the average (increased, high, and very high risk). Moreover, for the purpose of calculating the synthetic indicator of financial health a distinction is made between firms submitting annual accounts in the full format and those using the abbreviated format. That distinction is important, as the percentages need to be interpreted in different ways. The percentage of failures is generally much higher in firms submitting accounts in the abbreviated format than in firms submitting full-format accounts. Consequently, on the basis of the figures it cannot be said that firms using the abbreviated format are financially healthier than firms submitting full-format accounts.

TABLE 13 **FINANCIAL HEALTH IN THE FLEMISH MARITIME PORTS FROM 2004 TO 2006**
(percentage of firms in financial health classes 4, 5 and 6)

	Abbreviated format			Full format		
	2004	2005	2006	2004	2005	2006
Maritime cluster	8.0	8.9	5.7	11.3	11.1	9.6
Trade	13.9	11.1	10.6	13.8	13.2	11.3
Industry	10.5	8.2	7.6	11.7	11.6	6.3
Land transport	14.6	8.5	10.9	1.9	3.8	7.4
Other logistic services	15.8	6.8	4.1	14.0	14.7	9.8
Total	**11.0**	**9.0**	**7.3**	**11.5**	**11.5**	**9.1**
Non-financial corporations	**11.6**	**11.1**	**10.6**	**13.1**	**13.0**	**12.5**

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

The percentage share of firms with an above-average financial risk, i.e. firms in financial health classes 4, 5 and 6, declined in 2006, for both abbreviated and full-format accounts (table 13). That is entirely in line with the trend for Belgian non-financial corporations. However, the figures indicate that firms in the Flemish ports are financially healthier; that difference actually increased last year.

[45] For instance, the annual accounts must cover a period of 12 months and the firm must either have turnover of at least 150,000 euro, or it must employ at least 2 full-time equivalents. The use of certain variables as the denominator also requires the exclusion of a small number of firms which do not satisfy the following conditions: the short-term current assets, debts payable within one year and liabilities must be strictly positive. The constant sample covers 1,507 firms, 12,365.8 million euro of value added and 90,988 FTEs, or 42.8 p.c. of the firms considered in 2006 for the Flemish maritime ports, 88.3 p.c. of direct value added and 84 p.c. of the direct employment examined here (Flemish ports only).

The financial health of firms in trade is significantly poorer than in the other sectors, although the situation is better than it was in 2005. In the case of abbreviated formats, land transport firms also run relatively greater financial risks. The situation in this sector also deteriorated in the case of full-format accounts. The percentages quoted mainly concern firms with an increased financial risk (class 4). Conversely, the percentage share of firms with a high or very high financial risk (classes 5 and 6) is almost negligible.

Not only do the Flemish ports have relatively fewer firms with poorer financial health, the number of jobs (FTEs) in firms in classes 4, 5 and 6 in 2006 represented only 2.6 p.c. of total employment in the constant sample. Nevertheless, this percentage was higher in trade (6.5 p.c.) and land transport (4.4 p.c.), which are financially weaker.

1.2 PORT OF ANTWERP

1.2.1 Recent developments[46]

Traffic in the port of Antwerp reached an absolute record level for the fifth successive year: in 2006 167 million tonnes of goods were loaded and unloaded. Container traffic, in particularly, did very well again with a growth percentage almost double that for total traffic. These excellent results were achieved because up to now the port has been congestion free. The new Deurganck dock also contributed to this success. During its first year of operation, approximately 810,000 TEU were transhipped. Container traffic was stimulated not only by the growth of the existing maritime services but also by the launch of new scheduled services. There was a particularly strong rise in container traffic to and from other European countries and North America, and import traffic from Asia.

To ensure that the port can take modern bulk vessels and the ever larger container ships in the future, and to rectify the strategic vulnerability of only one existing access to the port of Waasland on the left bank, a study began in 2006 concerning the construction of a second lock at the port of Waasland. The port of Antwerp hopes to obtain final approval from the Flemish government by the beginning of the summer at the latest, so that construction work can begin before the end of 2008, and the lock can come into operation early in 2013.

Furthermore, according to the Antwerp port authority, a second tidal dock - the Saeftinghe dock – will be needed by 2015, to guarantee the necessary container capacity in the future. However, public opinion is very much against this project. For instance, the international research agency Ocean Shipping Consultants shows in one of its studies[47] that the current growth of container transhipment will not be maintained in the coming years. Moreover, in their view the great majority of these containers are destined for transit so that they only generate limited value added. The additional container capacity also causes some people to raise questions concerning mobility problems in and around Antwerp.

The Antwerp Municipal Port Authority is nonetheless aiming at a balanced modal split. Inland waterways and railways account for 30 and 15 p.c. respectively of hinterland transport. The share of the two modes of transport should increase in the future, particularly for container transport. To promote this modal shift, the Flemish government decided to apply a temporary support measure to encourage the transport of containers by inland waterway from the Deurganck dock during the next four years.

1.2.2 Value added

In 2006, direct value added declined by 2.4 p.c. (- 4.3 p.c. at constant prices, table 14). Conversely, total value added increased by 3.2 p.c. Direct value added represented 5 p.c. of the GDP of the Flemish Region, total value added 10.3 p.c. Both figures are slightly lower than in 2005. In relation to Belgium's GDP, these percentages were 2.9 and 5.9 p.c. respectively.

The reason for the decline in value added in the **maritime cluster** lies with the shipping companies. Thus, the value added of Bocimar International was 125.3 million euro lower than the year before. In 2005 the company had recorded a substantial amount of other operating expenses. These mainly concerned the costs arising from forward freight agreements. Forward freight agreements (FFAs) are financial derivatives which are used to hedge the risks in the freight shipping sector, more particularly the risk of future fluctuations in freight rates. Thus, freight rates on specific routes and dates can be bought and sold, without any physical delivery taking place. The number of contracts concluded may vary greatly from year to year and depends partly on the freight indexes. As forward freight agreements are an essential part of the operating activities of Bocimar International, they are accounted for as operating expenses and income.

[46] Sources: Havenbedrijf Antwerpen (2007), miscellaneous press articles.

[47] *"The European and Mediterranean Containerport Markets to 2015"* (2006)

TABLE 14 **VALUE ADDED AT THE PORT OF ANTWERP FROM 2001 TO 2006**
(millions of euros - current prices)

Sectors	2001	2002	2003	2004	2005	2006	Share in 2006	Change from 2005 to 2006	Annual average change from 2001 to 2006
							(in p.c.)	(in p.c.)	(in p.c.)
1. DIRECT EFFECTS	**6,949.4**	**7,105.7**	**7,376.4**	**8,297.3**	**9,384.8**	**9,159.7**	**100.0**	**- 2.4**	**+ 5.7**
MARITIME CLUSTER	***1,724.8***	***1,680.6***	***1,941.9***	***2,407.0***	***2,938.3***	***2,818.1***	***30.8***	***- 4.1***	***+ 10.3***
Shipping agents and forwarders	437.2	443.2	454.2	501.0	508.0	521.5	5.7	+ 2.7	+ 3.6
Cargo handling	851.9	859.6	944.7	1,035.4	1,110.5	1,162.6	12.7	+ 4.7	+ 6.4
Shipping companies	133.9	56.3	200.8	519.5	969.2	758.0	8.3	- 21.8	+ 41.5
Shipbuilding and repair	26.5	25.6	26.1	27.1	33.9	37.6	0.4	+ 10.8	+ 7.3
Port construction and dredging	86.4	102.5	126.8	126.4	100.2	108.6	1.2	+ 8.4	+ 4.7
Fishing	1.1	1.0	1.0	0.6	0.5	1.4	0.0	+ 179.4	+ 5.4
Port trade	7.7	8.5	10.8	11.4	12.3	12.2	0.1	- 1.1	+ 9.6
Port authority	180.2	184.0	177.5	185.7	203.8	216.2	2.4	+ 6.1	+ 3.7
Public sector	0.0	0.0	0.0	0.0	0.0	0.0	0.0	n.	n.
Allocation (p.m.)	*38.7*	*38.2*	*41.8*	*51.8*	*75.5*	*49.2*	-	*- 34.9*	*+ 4.9*
NON-MARITIME CLUSTER	***5,224.6***	***5,425.1***	***5,434.5***	***5,890.3***	***6,446.5***	***6,341.6***	***69.2***	***- 1.6***	***+ 4.0***
TRADE	671.5	729.0	792.7	881.7	950.2	933.1	10.2	- 1.8	+ 6.8
INDUSTRY	3,929.8	4,034.2	3,947.6	4,279.9	4,728.5	4,607.0	50.3	- 2.6	+ 3.2
Energy	199.1	191.3	84.2	178.1	191.9	227.8	2.5	+ 18.7	+ 2.7
Fuel production	868.0	924.9	1,072.1	1,162.4	1,230.5	1,149.2	12.5	- 6.6	+ 5.8
Chemicals	2,136.5	2,131.9	2,043.0	2,182.7	2,557.8	2,424.6	26.5	- 5.2	+ 2.6
Car manufacturing	467.7	501.5	454.7	481.5	477.3	514.3	5.6	+ 7.8	+ 1.9
Electronics	16.5	16.0	10.9	10.5	10.9	9.8	0.1	- 10.9	- 10.0
Metalworking industry	105.8	116.2	119.4	131.7	126.7	134.6	1.5	+ 6.2	+ 4.9
Construction	89.5	95.4	107.6	93.4	84.4	93.5	1.0	+ 10.7	+ 0.9
Food industry	17.2	24.6	25.7	21.8	29.9	34.0	0.4	+ 13.6	+ 14.6
Other industries	29.6	32.5	30.1	17.9	19.0	19.2	0.2	+ 1.3	- 8.3
LAND TRANSPORT	168.3	186.2	203.3	216.3	217.4	230.7	2.5	+ 6.1	+ 6.5
Road transport	71.1	77.5	84.0	89.3	98.4	103.5	1.1	+ 5.2	+ 7.8
Other land transport	97.2	108.7	119.3	127.1	119.0	127.2	1.4	+ 6.9	+ 5.5
OTHER LOGISTIC SERVICES	454.9	475.7	490.9	512.4	550.4	570.8	6.2	+ 3.7	+ 4.6
Other services	347.1	368.3	388.0	406.9	435.6	450.1	4.9	+ 3.3	+ 5.3
Public sector	107.8	107.5	102.8	105.5	114.8	120.6	1.3	+ 5.1	+ 2.3
2. INDIRECT EFFECTS	***6,952.0***	***7,185.9***	***6,683.9***	***7,896.8***	***8,795.2***	***9,601.3***	***-***	***+ 9.2***	***+ 6.7***
MARITIME CLUSTER	***2,532.7***	***2,576.1***	***2,317.5***	***2,399.5***	***2,601.3***	***2,763.3***	***-***	***+ 6.2***	***+ 1.8***
NON-MARITIME CLUSTER	***4,419.3***	***4,609.8***	***4,366.3***	***5,497.2***	***6,194.0***	***6,838.0***	***-***	***+ 10.4***	***+ 9.1***
TOTAL VALUE ADDED	**13,901.4**	**14,291.6**	**14,060.2**	**16,194.1**	**18,180.0**	**18,761.0**	**-**	**+ 3.2**	**+ 6.2**

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

The value added of Safmarine Container Lines also slumped from 179.4 to 70.1 million euro, despite rising turnover. That increase in turnover is due to larger volumes. The decline in value added is therefore due mainly to the pressure on freight rates, cutting the operating profit by a good 80 p.c.
In the other maritime sectors, growth was insufficient to offset the impact of the shipping companies.

The **non-maritime cluster** also recorded a decline in value added, although the fall was only 1.6 p.c. The increase in value added in the transport sector, other logistic services and some industrial sectors was not enough to compensate for the significant fall in fuel production and the chemical industry. The decline in the chemical industry is due mainly to BASF Antwerpen. The primary reason for this is the lower operating profit. Higher selling prices and the increased volume of sales did not counterbalance the rise in commodity prices. The second reason is the amount of the provisions for liabilities and charges. Whereas in 2005 63.5 million euro was allocated to social security and other provisions, in 2006 15.1 million euro was used or written back.
In fuel production, value added was depressed by Exxonmobil Petroleum & Chemical and to a lesser extent by Belgian Refining Corporation. In 2005, Exxonmobil recorded a substantial amount of provisions, mainly for long-service awards and major repair and maintenance work. In 2006 a further large amount of provisions was used or written back. These "negative costs" chiefly concerned major repair and maintenance work. The value added of Belgian Refining Corporation dropped by 23.6 million euro owing to lower excise duties[48].
In the energy sector, Electrabel's value added was boosted. In addition, Slib en Co Verwerkingscentrale created 14.1 million euro more value added than in 2005. As a result of the entry into use of an electricity generating plant fuelled by waste at the end of 2005, depreciation increased sharply.
Finally, General Motors Belgium (car manufacturing) increased its value added via strong growth of its operating profit, though the effect was slightly weakened by a decline in depreciation due to the application of the degressive depreciation method to model-linked investment.

Table 15 shows the ten firms with the highest value added in the port of Antwerp during 2006. The main changes compared to the previous year are that Euronav is up from seventh to fifth place and Bocimar International and Belgian Refining Corporation have disappeared from the list, so that the port authority moves up one place. The decline in the value added of Bocimar and Belgian Refining Corporation has already been discussed. The value added of Euronav rose from 211.3 to 297.6 million euro as a result of the takeover of the Greek shipper, Tanklog, in 2005.

TABLE 15 VALUE ADDED TOP 10 AT THE PORT OF ANTWERP IN 2006[49]

Ranking	Name of company	Sector
1	BASF ANTWERPEN	Chemicals
2	KUWAIT PETROLEUM (BELGIUM)	Trade
3	EXXONMOBIL PETROLEUM & CHEMICAL	Fuel production
4	GENERAL MOTORS BELGIUM	Car manufacturing
5	EURONAV	Shipping companies
6	TOTAL RAFFINADERIJ ANTWERPEN	Fuel production
7	HESSE NOORD NATIE	Cargo handling
8	GEMEENTELIJK AUTONOOM HAVENBEDRIJF ANTWERPEN	Port authority
9	ELECTRABEL	Energy
10	BAYER ANTWERPEN	Chemicals

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

1.2.3 Employment

In 2006, direct employment growth in the port of Antwerp exceeded the average for the past five years (table 16). Direct and total employment in that year represented 3 and 7.8 p.c. respectively of employment in the Flemish Region, 0.1 percentage point more than a year earlier. They accounted for

[48] These form part of the other operating costs.

[49] 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 2006 data could not be obtained for all companies.

1.7 (direct) and 4.5 p.c. (total) of Belgian employment. These last percentages remained the same as in 2005.

TABLE 16 **EMPLOYMENT AT THE PORT OF ANTWERP FROM 2001 TO 2006**
(FTE)

Sectors	2001	2002	2003	2004	2005	2006	Share in 2006	Change from 2005 to 2006	Annual average change from 2001 to 2006
							(in p.c.)	(in p.c.)	(in p.c.)
1. DIRECT EFFECTS	**62,587**	**62,339**	**61,363**	**62,378**	**63,200**	**64,449**	**100.0**	**+ 2.0**	**+ 0.6**
MARITIME CLUSTER	***22,334***	***22,555***	***22,931***	***23,905***	***24,720***	***26,036***	***40.4***	***+ 5.3***	***+ 3.1***
Shipping agents and forwarders	6,312	6,444	6,390	6,296	6,620	7,010	10.9	+ 5.9	+ 2.1
Cargo handling	12,345	12,494	12,657	13,739	14,070	14,817	23.0	+ 5.3	+ 3.7
Shipping companies	634	569	564	616	787	920	1.4	+ 17.0	+ 7.8
Shipbuilding and repair	530	543	556	507	548	547	0.8	- 0.1	+ 0.6
Port construction and dredging	715	744	986	953	887	919	1.4	+ 3.6	+ 5.1
Fishing	13	12	14	11	11	22	0.0	+ 98.9	+ 10.5
Port trade	115	133	151	164	152	153	0.2	+ 1.1	+ 5.8
Port authority	1,669	1,615	1,614	1,619	1,646	1,647	2.6	+ 0.1	- 0.3
Public sector	0	0	0	0	0	0	0.0	n.	n.
Allocation (p.m.)	*760*	*774*	*821*	*1,156*	*1,401*	*2,130*	-	*+ 52.0*	*+ 22.9*
NON-MARITIME CLUSTER	***40,253***	***39,784***	***38,432***	***38,473***	***38,480***	***38,414***	***59.6***	***- 0.2***	***- 0.9***
TRADE	2,364	2,403	2,794	2,858	2,968	3,130	4.9	+ 5.5	+ 5.8
INDUSTRY	28,543	28,102	26,535	26,315	26,049	25,613	39.7	- 1.7	- 2.1
Energy	1,075	954	857	858	949	935	1.5	- 1.5	- 2.7
Fuel production	2,780	3,137	3,146	2,920	2,894	2,867	4.4	- 0.9	+ 0.6
Chemicals	12,210	11,731	10,987	10,740	10,836	10,636	16.5	- 1.8	- 2.7
Car manufacturing	7,883	7,523	6,696	6,957	6,698	6,531	10.1	- 2.5	- 3.7
Electronics	208	162	130	127	127	100	0.2	- 21.8	- 13.7
Metalworking industry	2,244	2,317	2,408	2,580	2,504	2,505	3.9	+ 0.0	+ 2.2
Construction	1,515	1,553	1,549	1,469	1,310	1,321	2.0	+ 0.8	- 2.7
Food industry	302	382	405	411	443	439	0.7	- 0.8	+ 7.8
Other industries	327	343	356	251	288	280	0.4	- 2.7	- 3.1
LAND TRANSPORT	3,313	3,352	3,334	3,566	3,539	3,593	5.6	+ 1.5	+ 1.6
Road transport	1,229	1,299	1,242	1,362	1,457	1,493	2.3	+ 2.4	+ 4.0
Other land transport	2,084	2,053	2,092	2,204	2,081	2,100	3.3	+ 0.9	+ 0.2
OTHER LOGISTIC SERVICES	6,033	5,926	5,770	5,735	5,924	6,078	9.4	+ 2.6	+ 0.1
Other services	3,917	3,837	3,807	3,755	3,931	4,069	6.3	+ 3.5	+ 0.8
Public sector	2,116	2,089	1,963	1,980	1,993	2,009	3.1	+ 0.8	- 1.0
2. INDIRECT EFFECTS	***95,093***	***88,458***	***81,460***	***93,031***	***105,085***	***105,650***	-	***+ 0.5***	***+ 2.1***
MARITIME CLUSTER	***37,528***	***33,798***	***27,330***	***26,294***	***28,889***	***25,486***	-	***- 11.8***	***- 7.4***
NON-MARITIME CLUSTER	***57,565***	***54,660***	***54,130***	***66,737***	***76,196***	***80,165***	-	***+ 5.2***	***+ 6.8***
TOTAL EMPLOYMENT	**157,680**	**150,797**	**142,823**	**155,409**	**168,285**	**170,100**	-	**+ 1.1**	**+ 1.5**

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

The employment growth is due entirely to firms in the **maritime sector**. Maritime jobs expanded by 5.3 p.c. Cargo handling was primarily responsible for this good result. Owing to the strong increase in traffic in the port of Antwerp, there was a rise in the number of assignments carried out and hence also in the number of CEPA staff[50]. In addition, the public Waterways and Maritime Affairs Authority was abolished in April 2006 and most of its functions and staff were transferred to the company Waterwegen en Zeekanaal[51].
Employment also expanded in the case of shipping agents and forwarders. However, this positive trend is largely attributable not to the creation of additional jobs but to the takeover of Frans Maas[52] by DFDS Transport. After the merger, the firm's name was changed to DSV Road.[53] Hapag-Lloyd-Belgium also recorded an increase in its average workforce owing to the takeover of CP Ships.

The decline in employment in the **non-maritime cluster** was almost negligible. It is the result of lower employment in the industrial sector and an increase in trade and other logistic services. The decline is particularly noticeable in chemicals and car manufacturing. At BASF Antwerpen and General Motors Belgium the average workforce was down by 136 and 149 FTEs respectively. Ineos Manufacturing Belgium[54] cut its staff following the sale of all Innovene companies to the Ineos group. Within the framework of this sale, several employees were moved to a fellow subsidiary.
The rise in employment in trade and other services was not quite enough to offset the decline in the industrial sector. The figures for other services are influenced by SVEX, a company set up as a joint venture by Indaver and Sita Belgium at the end of 2005, and by Jacobs België where the workforce was increased by an average of 53 FTEs.

TABLE 17 EMPLOYMENT TOP 10 AT THE PORT OF ANTWERP IN 2006

Ranking	Name of company	Sector
1	GENERAL MOTORS BELGIUM	Car manufacturing
2	BASF ANTWERPEN	Chemicals
3	HESSE NOORD NATIE	Cargo handling
4	PUBLIC ADMINISTRATION[55]	Public sector
5	BNRC-GROUP	Other land transport
6	GEMEENTELIJK AUTONOOM HAVENBEDRIJF ANTWERPEN	Port authority
7	EXXONMOBIL PETROLEUM & CHEMICAL	Fuel production
8	GM AUTOMOTIVE SERVICES, BELGIUM	Car manufacturing
9	EVONIK DEGUSSA ANTWERPEN	Chemicals
10	LANXESS	Chemicals

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

Despite these divergent developments, the top ten firms with the largest average workforce are the same as last year (table 17).

1.2.4 Investment

Investment in the port of Antwerp was down by 35.7 p.c. compared to the previous year (- 37.4 p.c. at constant prices, table 18). Following the exceptionally high investment in 2005, the figures are now back

[50] Centrale der Werkgevers at the port of Antwerp, an employers' organisation which fulfils all social security liabilities concerning the dockers and places dockers "at the disposal" of member employers.

[51] Waterwegen en Zeekanaal is a maritime enterprise based outside the port zone and therefore included in the section covering cargo handling "outside the port". Its value added and average number of FTE are allocated among the four Flemish ports.

[52] Frans Maas was classed under road transport, but only to a limited extent since most of the establishments are outside the Antwerp port zone.

[53] DSV Road is a maritime enterprise based outside the port zones and therefore included in the section covering shipping agents and forwarders "outside the port". Its value added and average number of FTE are allocated among the four Flemish ports.

[54] Formerly Innovene Manufacturing Belgium

[55] Information regarding the content of this notion can be found in annex 4 of 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).

in line with those for 2004. As a result, not the 2006 decline but the remarkably high investment expeditures in 2005 should be brought to the attention.

TABLE 18 **INVESTMENT AT THE PORT OF ANTWERP FROM 2001 TO 2006**
(millions of euros - current prices)

Sectors	2001	2002	2003	2004	2005	2006	Share in 2006 (in p.c.)	Change from 2005 to 2006 (in p.c.)	Annual average change from 2001 to 2006 (in p.c.)
MARITIME CLUSTER	***429.3***	***462.7***	***784.5***	***1,521.7***	***2,836.0***	***1,432.0***	***57.1***	***- 49.5***	***+ 27.2***
Shipping agents and forwarders	72.2	73.1	73.3	38.3	43.5	56.3	2.2	+ 29.4	- 4.9
Cargo handling	201.6	155.1	187.3	348.1	669.5	366.0	14.6	- 45.3	+ 12.7
Shipping companies	41.5	58.6	385.1	1,024.9	2,020.8	872.7	34.8	- 56.8	+ 83.9
Shipbuilding and repair	3.4	2.6	2.0	5.5	2.6	3.6	0.1	+ 40.8	+ 1.0
Port construction and dredging	23.9	86.4	57.7	13.4	48.4	89.6	3.6	+ 85.0	+ 30.2
Fishing	0.2	0.2	0.1	0.1	0.0	0.2	0.0	+ 398.2	- 5.4
Port trade	1.2	2.3	2.7	3.1	0.8	0.9	0.0	+ 14.4	- 5.8
Port authority	85.2	84.5	76.4	88.2	50.5	42.7	1.7	- 15.5	- 12.9
Public sector	0.0	0.0	0.0	0.0	0.0	0.0	0.0	n.	n.
Allocation (p.m.)	*25.7*	*24.9*	*33.6*	*58.2*	*113.9*	*117.0*	-	*+ 2.7*	*+ 35.4*
NON-MARITIME CLUSTER	***1,148.8***	***1,008.9***	***1,073.9***	***1,097.6***	***1,068.5***	***1,077.2***	***42.9***	***+ 0.8***	***- 1.3***
TRADE	46.0	55.2	62.2	57.8	51.0	57.4	2.3	+ 12.7	+ 4.5
INDUSTRY	893.0	771.1	786.7	850.6	827.2	819.5	32.7	- 0.9	- 1.7
Energy	23.3	5.5	5.7	61.0	99.5	63.9	2.5	- 35.8	+ 22.4
Fuel production	98.0	108.9	112.8	170.8	174.4	149.2	5.9	- 14.5	+ 8.8
Chemicals	706.8	550.7	478.3	484.8	472.2	541.8	21.6	+ 14.7	- 5.2
Car manufacturing	23.8	72.9	165.0	99.4	59.0	35.1	1.4	- 40.5	+ 8.1
Electronics	0.6	0.3	0.2	0.1	0.0	1.2	0.0	+ 2,740.6	+ 15.1
Metalworking industry	3.2	3.1	5.2	9.2	3.9	6.8	0.3	+ 74.8	+ 16.0
Construction	13.8	13.7	8.1	16.5	9.5	12.4	0.5	+ 29.9	- 2.1
Food industry	3.6	7.3	5.0	4.8	6.5	6.9	0.3	+ 6.1	+ 13.7
Other industries	19.9	8.6	6.3	3.9	2.2	2.3	0.1	+ 3.7	- 35.2
LAND TRANSPORT	54.2	42.4	66.6	38.4	47.4	40.7	1.6	- 14.1	- 5.6
Road transport	13.5	9.7	41.7	16.5	13.3	14.4	0.6	+ 8.3	+ 1.4
Other land transport	40.7	32.6	24.9	21.9	34.0	26.3	1.0	- 22.9	- 8.4
OTHER LOGISTIC SERVICES	155.6	140.2	158.4	150.8	143.0	159.6	6.4	+ 11.7	+ 0.5
Other services	117.7	70.3	89.3	68.7	70.7	127.7	5.1	+ 80.5	+ 1.7
Public sector	38.0	69.9	69.1	82.1	72.2	31.9	1.3	- 55.8	- 3.4
DIRECT INVESTMENT	**1,578.1**	**1,471.6**	**1,858.4**	**2,619.2**	**3,904.6**	**2,509.3**	**100.0**	**- 35.7**	**+ 9.7**

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

The decline mainly concerned the **maritime sector**. In the shipping companies, investment was actually 56.8 p.c. down. In 2005 Euronav invested an exceptionally large amount of 1.3 billion euro. During 2005 Euronav took over the Greek shipping company, Tanklog, and thus acquired nine existing tankers and five under construction. In addition, Euronav acquired four VLCC's[56] and a number of other tankers.

[56] Very Large Crude Carrier

Euronav invested heavily with a view to the IMO[57] requirement banning all single-walled tankers from international waters from 2010, and in the light of the growing demand for crude oil transport. By the end of 2005, Euronav already had only double-walled tankers. Euronav continued to expand its fleet in 2006. However, the amount invested was only 240 million euro. Owing to this sustained investment, Euronav has one of the youngest fleets in the oil tanker industry. In 2006, Bocimar International also invested 226.7 million euro in expanding its fleet. Finally, Safmarine Container Lines invested further in building new ships, though it spent 127.1 million euro less than the year before.
The steep fall in investment was also evident in cargo handling, with a decline of 45.3 p.c. While Antwerp Gateway had invested 155.3 million euro in 2005, the amount invested in 2006 came to only 6.8 million euro. In 2004 the Antwerp port authority granted Antwerp Gateway a 40-year concession for a 125 hectare site on the eastern side of the Deurganck dock. During 2004 and 2005, the necessary work was carried out for the terminal to come into service in September 2005. The project has meanwhile been completed and the terminal is fully operational. At the end of 2005, the Hesse-Noord Natie container terminal at the Deurganck dock was also taken into use. In 2006, Hesse-Noord Natie therefore invested 93.7 million euro less than the year before. The investment mainly concerned the further expansion of the Deurganck terminal and the conversion of the Churchill dock to create more space for container transhipment. The MSC Home Terminal on the Delwaide dock had already responded in 2005 to the strong growth in container traffic. The amount invested fell from 95.3 to 53.4 million euro because the renovation project was finished. In 2006, additional container cranes as well as 14 straddle carriers were taken into use.

The **non-maritime cluster** displays a more mixed picture. Overall, investment was up by 0.8 p.c., but a number of noticeable developments deserve mention. In the energy sector, investment dropped by 35.6 million euro. Slib en Co Verwerkingscentrale built a plant to generate electricity from waste. The main work has now been completed and the plant came into use for the first time at the end of 2005.
Investment by fuel producers also fell far short of the 2005 level. The main reason is that, in 2005, Total Raffinaderij Antwerpen had invested heavily to increase the capacity of certain units.
The results in the chemical industry mask divergent situations at BASF Antwerpen, Evonik Degussa Antwerpen and BASF DOW HPPO Production. In 2006 BASF Antwerpen invested 314.3 million euro, 173.2 million more than in the previous year. The main investment projects were the extension of the steam cracking plant, the continuing increase in production of super absorbent polymers and the construction of the new nitric acid plant. Investment spending on these projects will probably have reached its peak in 2007. In contrast, the amount invested by Evonik Degussa Antwerpen was down by 107.7 million euro, as the investment activities relating to the new methionine plant were successfully completed in 2006. Finally, on 14 February 2006 the company BASF DOW HPPO Production was set up. In 2008 it will start converting propylene into propylene oxide. For that purpose, immediately after the company was set up, work began on building the production plant on the BASF Antwerpen factory site.
The amount invested by other services increased by 80.5 p.c. Bermaso and Directlease invested 20.2 and 9 million euro respectively. Bermaso was included for the first time as this company moved into the port zone during 2006.

TABLE 19 INVESTMENT TOP 10 AT THE PORT OF ANTWERP IN 2006

Ranking	Name of company	Sector
1	BASF ANTWERPEN	Chemicals
2	EURONAV	Shipping companies
3	BOCIMAR INTERNATIONAL	Shipping companies
4	EXCELERATE	Shipping companies
5	BASF DOW HPPO PRODUCTION	Chemicals
6	EXXONMOBIL PETROLEUM & CHEMICAL	Fuel production
7	DREDGING, ENVIRONMENTAL AND MARINE ENGINEERING	Port construction and dredging
8	SAFMARINE CONTAINER LINES	Shipping companies
9	M.S.C. HOME TERMINAL	Cargo handling
10	SLIB-EN CO - VERWERKINGS CENTRALE	Energy

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

[57] International Maritime Organization (http://www.imo.org)

Taking account of the developments described above, Antwerp Gateway, Evonik Degussa Antwerpen and Hesse-Noord Natie are now out of the top ten companies with the most investment in the port of Antwerp, and Euronav, Safmarine Container Lines and MSC Home Terminal move down one or more places (table 19). Excelerate appears as a newcomer in fourth place, as the LNGRV[58] Excelerate was delivered during 2006.

1.2.5 Financial ratios

TABLE 20 FINANCIAL RATIOS AT THE PORT OF ANTWERP FROM 2004 TO 2006

Sectors	Return on equity after taxes (in p.c.)			Liquidity in the broad sense			Solvency (in p.c.)		
	2004	2005	2006	2004	2005	2006	2004	2005	2006
MARITIME CLUSTER	***21.6***	***29.0***	***19.2***	***0.94***	***1.06***	***1.06***	***37.6***	***39.9***	***39.8***
Shipping agents and forwarders	15.5	44.9	10.9	1.04	1.47	1.55	25.7	39.3	41.0
Cargo handling	12.3	12.1	14.2	1.00	1.03	0.85	38.3	36.4	32.1
Shipping companies	53.5	45.4	29.7	1.00	0.89	0.91	35.5	36.7	38.1
Shipbuilding and repair	21.4	28.5	24.4	1.19	1.25	1.29	24.5	26.4	26.9
Port construction and dredging	15.8	10.2	15.3	0.68	0.68	0.79	37.1	34.1	30.4
Fishing	- 1.5	- 11.8	7.3	0.85	0.59	0.95	38.5	38.9	39.6
Port trade	11.2	9.3	33.0	1.54	1.43	1.49	35.9	31.7	41.8
Port authority	0.4	4.9	11.4	0.48	0.55	1.11	60.2	66.0	68.5
Public sector	n.	n.	n.	n.	n.	n.	n.	n.	n.
NON-MARITIME CLUSTER	***21.8***	***32.9***	***20.4***	***0.67***	***0.66***	***0.81***	***24.7***	***30.6***	***32.0***
TRADE	6.5	9.4	6.2	1.24	1.24	1.31	30.6	29.8	31.4
INDUSTRY	24.3	35.7	22.0	0.57	0.60	0.74	24.1	30.5	31.9
Energy	14.3	19.8	21.7	1.41	1.76	0.97	35.4	36.6	39.1
Fuel production	34.6	91.3	49.9	0.99	0.27	0.62	21.3	19.7	20.0
Chemicals	15.1	7.3	7.2	0.43	0.73	0.74	26.9	43.4	45.4
Car manufacturing	25.6	13.4	31.2	0.92	1.04	1.28	20.9	27.2	32.8
Electronics	2.8	1.3	2.9	0.73	0.76	0.74	19.5	21.4	23.6
Metalworking industry	5.8	- 1.3	10.6	0.94	1.25	1.27	24.8	25.4	27.6
Construction	11.3	- 1.0	2.8	1.18	1.23	1.34	23.3	22.9	24.2
Food industry	- 109.3	- 71.6	27.8	0.65	0.80	0.90	9.4	20.8	24.4
Other industries	12.2	10.5	14.7	1.22	1.29	1.32	32.8	43.5	43.9
LAND TRANSPORT	-5.4	1.3	2.1	0.83	0.81	0.71	16.5	21.0	18.7
Road transport	6.9	0.1	6.1	1.76	1.75	1.14	31.4	29.3	22.5
Other land transport	- 13.5	2.2	- 0.2	0.58	0.53	0.51	12.6	17.3	17.1
OTHER LOGISTIC SERVICES	9.5	14.1	10.3	1.15	1.13	1.22	32.5	35.5	36.4
Other services	9.5	14.1	10.3	1.15	1.13	1.22	32.5	35.5	36.4
Public sector	n.	n.	n.	n.	n.	n.	n.	n.	n.
WEIGHTED AVERAGE	**21.7**	**32.0**	**20.1**	**0.72**	**0.73**	**0.86**	**26.8**	**32.3**	**33.5**

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

The **return on equity after taxes** declined dramatically, in both the maritime and the non-maritime cluster (table 20). The decline was very pronounced in the case of shipping agents and forwarders: net

[58] LNG tanker enabling re-gassing to take place on board the vessel.

profits dropped below the 2004 level. The exceptional result of 44.9 p.c. in 2005 was due to Cobelfret. In that year, the company realised an exceptional capital gain of 250.7 million euro on the sale of shares.
In the shipping companies, net profits were down by a third. The profits of several large companies, including Euronav, Safmarine Container Lines and Victrix, showed a significant fall. Euronav had to do without the very high financial income received last year, while Safmarine Container Lines was hit by the pressure on freight rates.
Conversely, port trade recorded an excellent performance in 2006: net profits increased to 33 p.c. Detraco International recorded exceptional income of 6 million euro. The Antwerp Municipal Port Authority also continued to prosper. At the end of 2005 the port authority transferred the remaining pension liabilities to the federal government. As a result, the total pension costs, which came to 44.9 million euro in 2005, were cut to virtually zero.
In trade, net profits were down from 9.4 to 6.2 p.c. In 2006, Van Parys reported a loss of 13.7 million euro. The final abolition of the import quota in the fruit industry and the opening up of the market to free importation caused market prices to tumble while import duties increased. Fuel producers saw their net profits almost halved. The reason for the exceptionally high percentage in 2005 rests with Exxonmobil Petroleum & Chemical. In that year, Exxonmobil recorded an exceptional capital gain of 3.4 billion euro on the realisation of fixed assets.
Some industrial sectors were able to report an increase in profitability. In the food industry, Cargill actually converted a negative percentage into a positive figure. After ending each of the two preceding years with a loss, Cargill recorded a good profit in 2006. In car manufacturing, the net profit ratio was up to 31.2 p.c. as a result of New Holland Tractor Limited and General Motors Belgium. Both companies achieved a very good operating result in 2006, and New Holland Tractor Limited also benefited from favourable exchange rate results.
In road transport, the increase in the profit ratio was due to two different events. First, ABX Logistics Air & Sea Worldwide kept its losses down in 2006. The year before it had recorded an exceptional reduction in value of 6.4 million euro, thus increasing the loss. In addition, Noord Natie[59] reduced its capital by 13.9 million euro.

In general, there was some improvement in **liquidity in the broad sense**. In the maritime sector, however, this ratio remained unchanged. In the non-maritime cluster the results sometimes diverged. In the energy sector, there was a sharp decline in the ability to meet short-term non-financial liabilities. Electrabel's short-term financial debts increased strongly, while financial investments declined dramatically. In the case of fuel producers the opposite happened: liquidity increased considerably since Exxonmobil Petroleum & Chemical and Total Raffinaderij Antwerpen paid off a substantial part of their short-term financial debts. Finally, in road transport the net operating capital declined, as the short-term debts of Noord Natie increased by 38.2 million euro.

Solvency showed a slight improvement compared to 2005. The situation is the same as for liquidity in the broad sense: the maritime sector more or less maintained the status quo, while the non-maritime cluster displayed an improvement. The maritime sector featuring the largest difference in relation to the previous year is port trade. Exceptional income totalling 6 million euro resulted in a 5 million euro increase in the capital of Detraco International (the remaining 1 million was paid out in dividends).
The improvement in solvency in car manufacturing is attributable to New Holland Tractor Limited and General Motors Belgium and, as in the case of Detraco, is indissolubly linked with the improvement in profitability.
In the remarks on the profit ratio, it has already been mentioned that Noord Natie reduced its capital by 13.9 million euro. This therefore caused solvency in road transport to decline to 22.5 p.c.

[59] Formerly Movare.

1.3 PORT OF GHENT

1.3.1 Recent developments[60]

2006 represented a turning point, a year in which the port of Ghent succeeded in halting the downward spiral, partly thanks to the Kluizen dock which was further extended in 2006. Zone II of the Kluizen dock will not be ready until 2009.

The port of Ghent has to contend with the problem of maritime access to the Ghent canal zone. The port is therefore trying to achieve a significant expansion of the lock complex and sea canal. 2006 saw some major breakthroughs. Flanders decided to pay the additional costs entailed in constructing the Sluiskil tunnel at a depth which will make it possible to increase the depth of the sea canal to 16 metres at a later stage. In addition, in the autumn of 2008, on the Flemish and Dutch side, concrete proposals are expected with regard to a new sea lock. Meanwhile, the two new bridges over the Westersluis were located six metres further from the edge so that, if a number of lock restrictions are eliminated, it will be possible to accommodate ships which are more than 34 metres wide.

With the opening of the Ghent Bio-energy Valley site, the port of Ghent hopes to become the centre for initiatives concerning bio-fuels and the production of green electricity. Three projects in the port of Ghent secured a very large part of the quota which the federal government is allocating for the production of bio-fuels exempt from excise duty. For the port of Ghent, this is a significant boost since it will increase the inflow of agricultural products, enabling Ghent to become a centre for the bio-fuel industry in Europe.

However, the port of Ghent also aims to continue developing in other spheres, such as container traffic. To achieve that objective, Havenbedrijf Ghent will have to invest continuously in its image building. Thus, the port's strengths (including the relative absence of congestion problems, multimodal links and the availability of space) are advertised.

1.3.2 Value added

Direct value added increased by 0.8 p.c. (- 1.1 p.c. at constant prices, table 21). Indirect effects caused the total value added to fall by 1.2 p.c. The share of direct value added in Flanders GDP came to 1.9 p.c., while total value added accounted for 3.6 p.c. These percentages are slightly lower than in 2005. The share in Belgium's GDP was also down slightly at 1.1 p.c. for direct value added and 2.1 p.c. for total value added.

Despite the strong growth of value added, the **maritime cluster** remained relatively modest in Ghent, industrial port par excellence. The value added of cargo handling actually increased by 11.4 p.c. Belgotank performed extremely well with an increase in value added of 5 million euro, attributable mainly to the rise in business taxes and levies. Manuport also achieved a higher operating profit and hence additional value added via a strong rise in turnover. Antwerp Fruit Terminal had a positive impact on the figures by submitting its first set of accounts – which was also its last – for the 2006 financial year. This company has since been taken over by two other companies belonging to the same group.

The slight improvement in the **non-maritime cluster** is almost negligible. However, the detailed figures reveal a number of notable differences between the sectors. In the metalworking industry, there was a fall totalling several tens of millions of euros. The end of June 2006, Arcelor Steel Belgium absorbed the companies Decosteel (in Geel), Sikel (in Genk) and Arcelor Produits Plats Wallonie in order to simplify the legal structure in Belgium. While the whole of Arcelor Steel Belgium's results used to be attributable to the port of Ghent, that is no longer the case since the 1st of July 2006. Based on the methodology, an effort was made to obtain a correct distribution in order to come as close to the economic reality as possible and to limit the impact. Nevertheless, the reorganisation itself affected the value added created by the company. Furthermore, the amount of the provisions was drastically reduced compared to the

[60] Sources: Havenbedrijf Ghent GAB (2007), Lloyd Special Report *"Port of Ghent"*.

year before, as certain provisions were written back, and the rules on the valuation of provisions for early retirement were modified.

TABLE 21 **VALUE ADDED AT THE PORT OF GHENT FROM 2001 TO 2006**
(millions of euros - current prices)

Sectors	2001	2002	2003	2004	2005	2006	Share in 2006	Change from 2005 to 2006	Annual average change from 2001 to 2006
							(in p.c.)	(in p.c.)	(in p.c.)
1. DIRECT EFFECTS	**2,653.6**	**2,819.4**	**2,818.4**	**3,382.3**	**3,509.2**	**3,537.4**	**100.0**	**+ 0.8**	**+ 5.9**
MARITIME CLUSTER	***180.6***	***186.4***	***184.9***	***203.1***	***206.0***	***226.6***	***6.4***	***+ 10.0***	***+ 4.6***
Shipping agents and forwarders	43.9	50.8	38.9	42.1	45.0	50.1	1.4	+ 11.3	+ 2.7
Cargo handling	103.5	101.2	111.0	122.6	125.0	139.3	3.9	+ 11.4	+ 6.1
Shipping companies	10.3	10.4	11.3	10.8	8.7	7.9	0.2	- 9.4	- 5.1
Shipbuilding and repair	4.4	4.4	4.1	3.9	4.1	4.2	0.1	+ 3.5	- 0.7
Port construction and dredging	2.0	0.9	0.0	0.0	0.0	0.0	0.0	n.	- 100.0
Fishing	0.0	0.0	0.0	0.0	0.0	0.0	0.0	n.	n.
Port trade	1.2	2.2	5.2	5.5	6.7	6.7	0.2	- 0.3	+ 40.8
Port authority	15.5	16.5	14.3	18.3	16.6	18.6	0.5	+ 11.9	+ 3.7
Public sector	0.0	0.0	0.0	0.0	0.0	0.0	0.0	n.	n.
Allocation (p.m.)	*4.7*	*4.7*	*4.6*	*4.6*	*4.6*	*4.3*	-	*- 8.2*	*- 2.0*
NON-MARITIME CLUSTER	***2,473.0***	***2,633.1***	***2,633.5***	***3,179.2***	***3,303.1***	***3,310.8***	***93.6***	***+ 0.2***	***+ 6.0***
TRADE	596.9	570.8	599.0	763.2	814.0	798.9	22.6	- 1.9	+ 6.0
INDUSTRY	1,740.5	1,913.8	1,881.0	2,255.1	2,329.1	2,352.7	66.5	+ 1.0	+ 6.2
Energy	169.4	165.2	74.2	144.6	132.2	136.0	3.8	+ 2.8	- 4.3
Fuel production	5.9	6.8	8.1	7.8	6.6	5.8	0.2	- 12.0	- 0.4
Chemicals	208.2	203.2	206.1	206.5	229.1	238.3	6.7	+ 4.0	+ 2.7
Car manufacturing	492.3	512.4	501.8	655.3	629.4	652.1	18.4	+ 3.6	+ 5.8
Electronics	57.2	56.5	66.4	47.1	40.3	58.3	1.6	+ 44.6	+ 0.4
Metalworking industry	511.0	689.2	768.2	955.0	1,027.0	947.1	26.8	- 7.8	+ 13.1
Construction	125.5	109.9	104.8	73.6	73.8	77.9	2.2	+ 5.6	- 9.1
Food industry	58.7	70.8	69.2	57.8	61.1	64.4	1.8	+ 5.4	+ 1.9
Other industries	112.3	99.7	82.1	107.5	129.6	172.8	4.9	+ 33.4	+ 9.0
LAND TRANSPORT	55.6	61.2	59.9	63.6	55.4	52.9	1.5	- 4.5	- 1.0
Road transport	33.0	34.7	35.2	35.9	36.4	34.7	1.0	- 4.6	+ 1.0
Other land transport	22.7	26.5	24.7	27.8	19.0	18.2	0.5	- 4.4	- 4.3
OTHER LOGISTIC SERVICES	79.9	87.3	93.7	97.2	104.6	106.3	3.0	+ 1.6	+ 5.9
Other services	70.8	76.2	81.8	85.5	92.5	93.0	2.6	+ 0.6	+ 5.6
Public sector	9.1	11.1	11.9	11.8	12.2	13.4	0.4	+ 9.7	+ 7.9
2. INDIRECT EFFECTS	***2,932.5***	***3,007.6***	***3,021.3***	***3,290.0***	***3,199.3***	***3,091.4***	**-**	***- 3.4***	***+ 1.1***
MARITIME CLUSTER	***221.0***	***246.8***	***191.7***	***198.0***	***199.5***	***212.0***	**-**	***+ 6.3***	***- 0.8***
NON-MARITIME CLUSTER	***2,711.5***	***2,760.7***	***2,829.6***	***3,092.0***	***2,999.8***	***2,879.3***	**-**	***- 4.0***	***+ 1.2***
TOTAL VALUE ADDED	**5,586.2**	**5,827.0**	**5,839.7**	**6,672.3**	**6,708.5**	**6,628.8**	**-**	**- 1.2**	**+ 3.5**

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

In contrast, in the other industrial sectors there was some progress. Stora Enso Langerbrugge achieved its best ever result in 2006, partly thanks to the larger volume of sales, a higher price for daily newspapers, and a reduction in variable expenses.
Car manufacturing benefited from the increase in value added at Volvo Group Belgium totalling 9.4 million euro. Economic growth stimulated demand for lorries so that it was decided to speed up the rate of production. This therefore entailed hiring almost 300 new employees, substantially increasing the staff costs. In addition, Plastal created 7.3 million extra value added in 2006 by completing the project P14 for which all the expenses and revenues were recorded at one and the same time in the results. This project implied the production of bumpers for the Volvo S40 and V50. Finally, Tower Automotive Belgium also made a contribution, increasing its value added from 30.7 to 36.9 million euro.
GE Power Controls Belgium succeeded in converting an operating loss into a handsome profit, thus contributing to the favourable trend in the electronics sector.

TABLE 22 VALUE ADDED TOP 10 AT THE PORT OF GHENT IN 2006

Ranking	Name of company	Sector
1	ARCELOR STEEL 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	ELECTRABEL	Energy
8	HONDA EUROPE	Trade
9	TAMINCO	Chemicals
10	SADACI	Metalworking industry

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

The outstanding results achieved by Stora Enso Langerbrugge in 2006 pushed that company up two places in the ranking of firms with the highest value added in the port of Ghent (table 22).

1.3.3 Employment

The slight fall in employment in firms in the port of Ghent was more than offset by the higher employment in their subcontractors (table 23). The total growth roughly corresponded to that of the Flemish Region. The share of direct and total employment in employment in Flanders came to 1.3 and 3 p.c. respectively. In relation to employment in Belgium, the figures were 0.7 (direct) and 1.7 p.c. (total).

In the **maritime cluster** the rising trend of the preceding two years was greatly weakened. The increase in employment was strongest in cargo handling. The average workforce at Logistiek Magazijn Gent almost tripled, as this company was set up in August 2005 and was still in the launch phase in its first financial year.
In the shipping companies, the number of employees fell sharply in 2006. The liquidation of Rederij Victor Huygebaert brought the loss of 14 jobs (FTEs). Rederij Intermas no longer had any employees in 2006.

Employment in the **non-maritime sectors** declined, though the fall was very slight. It was most marked in the industrial sectors. There was a sharp fall in employment in car manufacturing. The increase in the average number of employees at Volvo Group Belgium was insufficient to offset the decline at Volvo Cars. That decline was due to lower production and the rationalisation at group level, to which Volvo Cars also had to contribute, so that a number of staff had to leave the company. At Vyncolit (chemicals) and Punch Plastx Evergem (electronics), a reorganisation also meant redundancy for a number of workers and early retirement for others.
Metalworking and other industries were the only branches of industry to record a rise in employment. In 2006, Industriële Buisleidingen (metalworking) moved to the Ghent port zone. SCA Packaging Belgium (other industries) took on some of the staff of its sister company in Brussels which closed down, and also absorbed the company Kartonnage D&B.

TABLE 23 **EMPLOYMENT AT THE PORT OF GHENT FROM 2001 TO 2006**
(FTE)

Sectors	2001	2002	2003	2004	2005	2006	Share in 2006	Change from 2005 to 2006	Annual average change from 2001 to 2006
							(in p.c.)	(in p.c.)	(in p.c.)
1. DIRECT EFFECTS	**28,201**	**27,634**	**27,392**	**27,883**	**28,130**	**28,099**	**100.0**	**- 0.1**	**- 0.1**
MARITIME CLUSTER	***1,973***	***1,917***	***1,861***	***2,002***	***2,116***	***2,139***	***7.6***	***+ 1.1***	***+ 1.6***
Shipping agents and forwarders	523	573	553	536	565	586	2.1	+ 3.8	+ 2.3
Cargo handling	1,082	972	957	1,099	1,192	1,227	4.4	+ 3.0	+ 2.6
Shipping companies	88	102	97	103	94	64	0.2	- 31.9	- 6.3
Shipbuilding and repair	85	83	70	72	72	66	0.2	- 8.0	- 4.9
Port construction and dredging	29	11	0	0	0	0	0.0	n.	- 100.0
Fishing	0	0	0	0	0	0	0	n.	n.
Port trade	15	30	39	42	46	46	0.2	+ 0.2	+ 24.3
Port authority	150	146	145	150	148	150	0.5	+ 1.4	+ 0.0
Public sector	0	0	0	0	0	0	0.0	n.	n.
Allocation (p.m.)	*67*	*64*	*59*	*62*	*62*	*77*	-	*+ 22.7*	*+ 2.6*
NON-MARITIME CLUSTER	***26,228***	***25,717***	***25,531***	***25,881***	***26,014***	***25,960***	***92.4***	***- 0.2***	***- 0.2***
TRADE	2,562	2,618	2,531	2,560	2,509	2,549	9.1	+ 1.6	- 0.1
INDUSTRY	21,463	20,834	20,755	20,912	21,220	21,122	75.2	- 0.5	- 0.3
Energy	890	935	654	634	629	605	2.2	- 3.9	- 7.4
Fuel production	63	56	58	63	59	52	0.2	- 11.9	- 3.8
Chemicals	1,835	1,779	1,772	1,712	1,702	1,686	6.0	- 1.0	- 1.7
Car manufacturing	6,903	6,857	7,382	8,365	8,831	8,770	31.2	- 0.7	+ 4.9
Electronics	1,185	1,111	1,002	912	783	733	2.6	- 6.3	- 9.2
Metalworking industry	7,228	6,774	6,534	6,473	6,530	6,579	23.4	+ 0.7	- 1.9
Construction	1,680	1,629	1,664	1,160	1,072	1,050	3.7	- 2.0	- 9.0
Food industry	523	507	512	488	501	496	1.8	- 1.1	- 1.1
Other industries	1,158	1,186	1,177	1,104	1,113	1,152	4.1	+ 3.5	- 0.1
LAND TRANSPORT	933	953	937	975	815	799	2.8	- 2.0	- 3.1
Road transport	455	480	474	429	449	456	1.6	+ 1.5	+ 0.1
Other land transport	478	473	462	546	366	343	1.2	- 6.3	- 6.4
OTHER LOGISTIC SERVICES	1,270	1,312	1,309	1,435	1,470	1,490	5.3	+ 1.4	+ 3.2
Other services	1,026	1,035	1,035	1,167	1,211	1,229	4.4	+ 1.5	+ 3.7
Public sector	244	277	274	268	259	261	0.9	+ 0.8	+ 1.3
2. INDIRECT EFFECTS	***36,832***	***35,686***	***36,359***	***37,776***	***37,414***	***37,631***	***-***	***+ 0.6***	***+ 0.4***
MARITIME CLUSTER	***2,747***	***2,521***	***1,900***	***2,013***	***2,215***	***1,879***	***-***	***- 15.2***	***- 7.3***
NON-MARITIME CLUSTER	***34,085***	***33,165***	***34,459***	***35,763***	***35,199***	***35,752***	***-***	***+ 1.6***	***+ 1.0***
TOTAL EMPLOYMENT	**65,033**	**63,320**	**63,750**	**65,659**	**65,544**	**65,730**	**-**	**+ 0.3**	**+ 0.2**

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

TABLE 24 EMPLOYMENT TOP 10 AT THE PORT OF GHENT IN 2006

Ranking	Name of company	Sector
1	ARCELOR STEEL BELGIUM	Metalworking industry
2	VOLVO CARS	Car manufacturing
3	VOLVO GROUP BELGIUM	Car manufacturing
4	HONDA EUROPE	Trade
5	ELECTRABEL	Energy
6	GE POWER CONTROLS BELGIUM	Electronics
7	STORA ENSO LANGERBRUGGE	Other industries
8	TOWER AUTOMOTIVE BELGIUM	Car manufacturing
9	DENYS	Construction
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.

However, there were no events in 2006 causing any change in the list of companies with the largest number of staff in the port of Ghent (table 24).

1.3.4 Investment

Investment in 2006 was noticeably higher than in the two preceding years. Ghent is in fact the only Flemish port where investment has risen. The increase came to 10.2 p.c. (+ 7.3 p.c. at constant prices, table 25).

The decline in investment in the **maritime cluster** is attributable to the shipping companies and the port authority. The second half of 2004 saw the establishment of the Marbia Shipping company, which in 2005 invested 3.7 million euro in completing a motor tanker. This ship entered service at the end of 2005. Investment therefore fell sharply in 2006. Moreover, it has already been mentioned that Rederij Victor Huygebaert went into liquidation. In 2005 that company had invested 1.4 million euro. The port authority invested 4 million euro less than in 2005. The bulk of that investment was spent on the final stages of several major projects for the Kluizen dock complex.

The revival in investment in the port of Ghent is therefore attributable entirely to the **non-maritime sectors**. Industry – and more particularly the fuel producers – made a significant contribution. At the end of 2005, Alco Bio Fuel was granted a quota by the Belgian government for the production of excise-exempt bio-ethanol for a six-year period. Following the announcement, Alco Bio Fuel started work on the construction of the factory at the Rodenhuize dock. The investment came to 11.4 million euro in 2006, and will be even higher in 2007. Oleon Biodiesel was also allocated a production quota for excise-exempt biodiesel. In 2006 it invested 10.4 million euro in building the factory.
Demand for sustainable energy is not the only incentive for new projects. In the food industry, Fuji Oil Europe invested 8.2 million euro in a new production unit for chocolate compounds and ready-to-use fat-based fillings. At Algist Bruggeman, acquisitions of tangible fixed assets came to 6.2 million euro. This concerned among other things the automation of the production process, expansion of the packaging capacity and energy-saving investment.
In car manufacturing, investment fell to its lowest level for six years. In 2005, Tower Automotive Belgium had set up a water purification plant, so that investment in 2006 was down by 16.6 million euro. At Volvo Cars the preparations for starting production of the Volvo C30 were completed, so that acquisitions of tangible fixed assets declined.
Conversely, in road transport and other services, investment reached a new record. At Hallens (road transport) expenditure on 40 trailers and 12 trucks came to 5.3 million euro. Siffer Dock Company (other services) invested in land and buildings, putting it in fifth place in the list of companies with the highest investment in the port of Ghent (table 26). This table also reveals that Ghent is clearly getting to work on its bio-energy site: Alco Bio Fuel and Oleon Biodiesel are making the necessary effort to get their factory up and running as quickly as possible.

TABLE 25 **INVESTMENT AT THE PORT OF GHENT FROM 2001 TO 2006**
(millions of euros - current prices)

Sectors	2001	2002	2003	2004	2005	2006	Share in 2006	Change from 2005 to 2006	Annual average change from 2001 to 2006
							(in p.c.)	(in p.c.)	(in p.c.)
MARITIME CLUSTER	***43.3***	***49.0***	***47.4***	***38.9***	***56.2***	***49.1***	***12.5***	***- 12.6***	***+ 2.6***
Shipping agents and forwarders	4.5	4.3	8.4	7.3	2.4	2.3	0.6	- 1.4	- 12.4
Cargo handling	17.7	8.6	19.9	11.3	23.8	25.0	6.4	+ 5.0	+ 7.2
Shipping companies	4.0	12.0	5.4	2.3	8.8	4.3	1.1	- 51.3	+ 1.7
Shipbuilding and repair	0.6	0.7	0.6	1.2	0.2	0.5	0.1	+ 127.4	- 3.9
Port construction and dredging	0.3	0.1	0.0	0.0	0.0	0.0	0.0	n.	- 100.0
Fishing	0.0	0.0	0.0	0.0	0.0	0.0	0.0	n.	n.
Port trade	0.0	0.1	0.1	0.0	0.1	0.2	0.0	+ 19.4	+ 70.1
Port authority	16.1	23.2	12.9	16.6	20.8	16.8	4.3	- 19.2	+ 0.8
Public sector	0.0	0.0	0.0	0.0	0.0	0.0	0.0	n.	n.
Allocation (p.m.)	*2.6*	*2.8*	*3.2*	*3.1*	*3.8*	*4.3*	-	*+ 13.4*	*+ 11.1*
NON-MARITIME CLUSTER	***554.8***	***740.0***	***704.2***	***305.9***	***300.7***	***344.2***	***87.5***	***+ 14.5***	***- 9.1***
TRADE	54.0	61.9	46.2	37.2	41.0	32.0	8.1	- 22.0	- 10.0
INDUSTRY	455.7	645.2	626.9	235.1	217.3	244.8	62.2	+ 12.7	- 11.7
Energy	18.7	5.5	5.0	7.5	8.6	12.9	3.3	+ 50.2	- 7.1
Fuel production	0.3	0.1	5.0	1.1	1.4	24.5	6.2	+ 1,702.5	+ 134.7
Chemicals	45.6	38.1	30.1	23.4	26.1	34.9	8.9	+ 34.0	- 5.2
Car manufacturing	77.3	148.2	188.5	64.7	80.6	56.2	14.3	- 30.4	- 6.2
Electronics	13.8	9.7	4.7	4.9	3.8	3.2	0.8	- 16.8	- 25.5
Metalworking industry	219.1	121.0	156.8	90.9	63.5	63.7	16.2	+ 0.3	- 21.9
Construction	25.2	11.3	9.3	5.4	7.5	14.1	3.6	+ 87.6	- 11.0
Food industry	12.9	16.8	11.0	10.6	6.0	21.3	5.4	+ 255.0	+ 10.6
Other industries	42.7	294.5	216.4	26.8	19.7	14.0	3.6	- 28.9	- 20.0
LAND TRANSPORT	8.8	9.0	12.7	11.8	6.4	15.9	4.1	+ 148.1	+ 12.6
Road transport	7.0	6.8	9.9	9.5	3.6	12.0	3.0	+ 230.3	+ 11.4
Other land transport	1.8	2.2	2.8	2.3	2.8	4.0	1.0	+ 41.5	+ 16.8
OTHER LOGISTIC SERVICES	36.3	24.0	18.4	21.8	36.0	51.5	13.1	+ 42.8	+ 7.2
Other services	25.8	11.5	7.3	7.1	19.3	30.9	7.9	+ 60.0	+ 3.7
Public sector	10.5	12.5	11.1	14.7	16.7	20.6	5.2	+ 23.0	+ 14.4
DIRECT INVESTMENT	**598.1**	**789.1**	**751.5**	**344.8**	**356.9**	**393.3**	**100.0**	**+ 10.2**	**- 8.0**

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

TABLE 26 INVESTMENT TOP 10 AT THE PORT OF GHENT IN 2006

Ranking	Name of company	Sector
1	ARCELOR STEEL BELGIUM	Metalworking industry
2	VOLVO CARS	Car manufacturing
3	PUBLIC ADMINISTRATION	Public sector
4	HET HAVENBEDRIJF GENT GAB	Port authority
5	SIFFER DOCK COMPANY	Other services
6	VOLVO GROUP BELGIUM	Car manufacturing
7	ALCO BIO FUEL	Fuel production
8	ELECTRABEL	Energy
9	OLEON BIODIESEL	Fuel production
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.

1.3.5 Financial ratios

Return on equity after taxes fell sharply in comparison with 2005 (table 27). In the maritime cluster, this ratio increased slightly, driven up by cargo handling. Thanks to a noteworthy increase in turnover, Manuport managed to convert the previous year's loss into a worthwhile profit. DSV Solutions (Automotive) also contributed to the improvement in net profits, albeit to a smaller extent.
The reason for the decline in net profits in the port of Ghent must therefore lie in the non-maritime sectors. At BP Belgium (trade), profits reverted considerably in 2006. In the previous year, BP Belgium had sold its "olefins and derivatives" activities, generating exceptionally high profits. The negative effect on the figures of the trade sector was partly offset by higher profits at Ghent Coal Terminal, Oiltanking Ghent and Honda Europe, among others.
In the industrial sectors, the steepest fall was in metalworking, more specifically at Arcelor Steel Belgium. Whereas in 2005 more than half of the capital had been paid out owing to a capital reduction, in 2006 there was a substantial increase in the capital as a result of the various takeovers and mergers. An increase in the capital also accounts for the decline in the case of road transport. Verbrugge Internationale Wegtransporten increased its capital by 14.7 million euro at the beginning of 2006 via a contribution in kind. Finally, in other services the fall is attributable to Sidarfin and Sidarsteel.
Despite the general deterioration in net profitability, there were still a number of industrial sectors which recorded an improvement. ADPO Ghent (fuel production) succeeded in recording a good profit, in contrast to the year before. This was due mainly to the sale of a number of sites, an increase in turnover and the reversal of a reduction in the value of stocks. At Rogers (electronics), profitability was well up as a result of increased turnover, generating higher profits, and a reduction in the equity due to dividend payments. In the food industry, the marked rise is attributable to Cargill, and to a lesser extent to Etablissementen P. Bruggeman.

Liquidity in the broad sense was more or less stable: the upward trend in the maritime cluster compensated in part for the slight fall in the non-maritime sectors. The 12.8 million euro increase in the other receivables of the Ghent port authority had a positive impact on liquidity. Port trade also recorded a strong increase in liquidity. As a result of the sale of part of the activities to a group entity, there was a decline in the short-term liabilities – and to a lesser extent in the current assets - at BRP Europe.
At Total Belgium (trade), the receivables soared as a result of a short-term loan granted to Petrofina. At the same time, Total Belgium paid off a substantial amount on its other loans at up to one year.
In the energy sector, there was a sharp decline in the ability to meet short-term liabilities. At Electrabel, short-term financial debts increased sharply, while financial investments showed a dramatic fall. The chemical industry did better, thanks to Oleon and Cri Catalyst Company Belgium. For the figures relating to metalworking, the reader is again referred to Arcelor Steel Belgium.
Liquidity in road transport was boosted by Hallens as a result of a strong rise in financial investments and amounts receivable within one year.
One of the firms which had the biggest impact on the figures is Stora Enso Industrial Finance (other services). During the first half of 2006 it was decided to reduce subscribed capital by 904 million euro. In the process, various intra-group financing contracts were transferred to another company within the group, reducing the other short-term receivables by all of 898 million euro.

TABEL 27 FINANCIAL RATIOS AT THE PORT OF GHENT FROM 2004 TO 2006

Sectors	Return on equity after taxes (in p.c.)			Liquidity in the broad sense			Solvency (in p.c.)		
	2004	2005	2006	2004	2005	2006	2004	2005	2006
MARITIME CLUSTER	***5.4***	***5.5***	***6.0***	***1.20***	***1.34***	***1.55***	***58.9***	***58.5***	***58.9***
Shipping agents and forwarders	16.6	24.7	25.5	1.05	1.11	1.17	21.5	24.7	27.2
Cargo handling	17.2	9.6	13.3	1.00	1.39	1.38	41.3	43.3	41.1
Shipping companies	14.7	5.8	- 0.1	1.39	1.46	1.49	39.2	40.1	38.5
Shipbuilding and repair	13.7	12.1	11.5	1.45	1.64	1.57	53.5	59.0	57.8
Port construction and dredging	n.	n.	n.	n.	n.	n.	n.	n.	n.
Fishing	- 4.8	9.3	7.2	49.66	26.16	n.	31.4	91.5	100.0
Port trade	- 5.7	14.3	4.8	1.48	1.43	2.24	38.9	31.9	56.0
Port authority	1.5	2.2	2.3	1.78	1.53	3.24	81.3	81.3	81.5
Public sector	n.	n.	n.	n.	n.	n.	n.	n.	n.
NON-MARITIME CLUSTER	***22.2***	***27.1***	***14.7***	***1.20***	***1.23***	***1.21***	***45.5***	***44.0***	***45.8***
TRADE	18.7	21.3	15.3	0.80	0.95	1.56	38.5	44.8	52.8
INDUSTRY	32.1	45.8	20.0	1.03	0.95	1.04	32.0	25.6	34.7
Energy	12.0	14.0	18.9	1.50	1.70	1.02	39.1	39.2	39.6
Fuel production	- 4.2	- 12.2	29.8	2.07	2.83	2.98	50.7	53.1	57.1
Chemicals	9.4	19.1	17.1	1.42	1.62	1.90	46.6	51.3	52.5
Car manufacturing	14.4	7.2	8.5	0.77	0.81	0.89	20.8	22.3	21.5
Electronics	6.9	22.1	40.3	1.48	1.69	1.59	58.3	54.8	50.7
Metalworking industry	58.8	152.2	26.3	1.13	0.77	1.09	31.5	14.8	36.9
Construction	3.0	11.1	10.4	1.17	1.27	1.15	43.2	42.6	38.4
Food industry	- 1.6	- 0.6	17.5	0.89	1.01	1.11	27.4	31.6	39.1
Other industries	4.6	- 7.3	- 0.8	1.32	1.28	1.16	43.9	38.1	34.5
LAND TRANSPORT	3.0	9.3	6.1	0.73	0.82	0.86	17.9	26.7	34.3
Road transport	25.4	16.5	9.7	1.26	1.36	1.56	37.3	40.4	54.0
Other land transport	- 13.6	- 0.7	- 3.4	0.58	0.54	0.53	13.0	18.1	17.4
OTHER LOGISTIC SERVICES	14.2	16.7	5.8	9.71	7.81	3.03	90.0	87.8	83.1
Other services	14.2	16.7	5.8	9.71	7.81	3.03	90.0	87.8	83.1
Public sector	n.	n.	n.	n.	n.	n.	n.	n.	n.
WEIGHTED AVERAGE	**21.2**	**25.7**	**14.1**	**1.20**	**1.23**	**1.22**	**46.1**	**44.7**	**46.5**

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

The financial autonomy of firms in the port of Ghent increased in 2006, in both the maritime and the non-maritime cluster. Tailormade Logistics (shipping agents and forwarders) increased their capital, more than tripling the shareholders' equity. Even though only a small percentage of the DSV Road figures is attributed to the port of Ghent, that company still had a significant impact on the **solvency** ratio of shipping agents and forwarders. As a result of the merger between Frans Maas and DFDS Transport – after which the company's name was changed to DSV Road - and the conversion of the subordinated loan from Frans Maas, DSV Road's solvency increased to 58.5 p.c. The sale of part of the activities by BRP Europe (port trade) not only improved the liquidity position but also boosted solvency.

Like its liquidity, the financial autonomy of Total Belgium (trade) was improved by the repayment of other short-term loans. That effect was further reinforced by BP Belgium by a reduction in the other short-term debts.

In metalworking, the solvency ratio increased to 36.9 p.c. As a result of the numerous mergers and acquisitions, the capital of Arcelor Steel Belgium – very much the dominant company in this sector – increased almost fourfold. In the food industry, the favourable trend was less dramatic but still

noticeable. It was attributable partly to Algist Bruggeman: while the previous year's profit had been paid out in full to the shareholders, in 2006 it was added to the equity. Fuji Oil Europe also contributed to the favourable trend, e.g. by increasing its subscribed capital by 5 million euro. ADPO Ghent (fuel production) was able to add to its equity thanks to a good result in 2006.
The 14.7 million euro capital increase at Verbrugge Internationale Wegtransporten is the main reason for the greater financial autonomy in road transport.
Finally, in other services a number of companies contributed in varying degrees to the decline: examples include Sidarfin, Sea-Invest, Volvo Europe Finance, Oleon Holding, Gas and Components International and Stora Enso Industrial Finance.

1.4 PORT OF OSTEND

1.4.1 Recent developments[61]

Since 1999, the port of Ostend has recorded a steady rise in its traffic figures, and that was also true in 2006. Ro-ro traffic still accounted for the bulk of total traffic. However, container traffic showed a dramatic fall for the second successive year, though thanks to diversification this was more than offset by an increase in bulk cargo.

However, the port has more or less reached the limit of its growth potential in terms of area. To continue expanding, the port would therefore need to be accessible to larger ships in the future. Most of the ships currently using the port of Ostend are already rather old. Current generation ro-ro ships are too long to enter Ostend. Work is therefore urgently needed on a more modern and improved port access. The Flemish Region accordingly agreed to invest 25 million euro in 2006 and 2007. Work on the shortened version (phase 1) of the port access was started before the winter of 2007. The engineering work will be completed by the summer of 2008, after which the access channel will still need to be dredged. The new port access is likely to be ready in September 2008. It is hoped that phase 2, more specifically the construction on the western side, can begin after the winter in 2009.

Partly thanks to the development of the inner harbour (Plassendale sites), the port of Ostend performs very well in terms of value added and employment. There are also still sites available for use in the future.

1.4.2 Value added

In 2006, direct value added in the port of Ostend increased by 6.9 p.c. (+ 4.8 p.c. at constant prices, table 28). Total value added, including the part generated by firms supplying the businesses considered, increased by 8.7 p.c. The Ostend value added figure can also be compared with the GDP of the Flemish Region: in 2006 direct value added represented 0.2 p.c., the same as a year earlier. The share of total value added was also unchanged at 0.4 p.c. In 2006, direct and total value added represented 0.1 and 0.3 p.c. respectively of Belgium's GDP.

In 2006, the port of Ostend again set a new record in the creation of value added. The increase was more marked in the **maritime sectors** so that these gained somewhat in importance. These good results are attributable to port construction and dredging, and to fishing. The value added of Baggerwerken Decloedt en Zoon was up from 26.4 to 35.4 million euro, as a provision of 7.5 million euro had been made in 2006 for repair and maintenance work. Staff costs were also up by 2.1 million euro. Moreover, Geo@Sea contributed 3.3 million euro more to GDP than in 2005. That company completed its first full 12-month financial year, and also made a provision for predicted losses on a project in Mexico.

The figures for the **non-maritime cluster** also present a positive picture. In trade, Oswald De Bruycker reported further progress. In addition, the results benefited from the fact that Icemark was included for the first time. In 2006 this company transferred its registered office to the Ostend port zone (Plassendale).
Electrawinds-Biomassa made a significant contribution in the energy sector: its value added increased by 3.6 million euro. Since this company was in a launch phase until August 2005, 2006 was the first year in which Electrawinds-Biomassa was operational for 12 months.
Following a year of strong growth, the increase in value added at Daikin Europe (metalworking) was rather modest (+ 1 million euro).
In contrast to most other sectors, the chemical industry recorded a decline which was attributable entirely to Proviron Fine Chemicals. Partly as a result of the pressure on prices of commodities and finished products and competition from Asia, the company made an operating loss instead of a profit.

[61] Source: AG Haven Oostende (2007)

TABLE 28 **VALUE ADDED AT THE PORT OF OSTEND FROM 2001 TO 2006**
(millions of euros - current prices)

Sectors	2001	2002	2003	2004	2005	2006	Share in 2006 (in p.c.)	Change from 2005 to 2006 (in p.c.)	Annual average change from 2001 to 2006 (in p.c.)
1. DIRECT EFFECTS	**321.3**	**330.8**	**345.0**	**370.1**	**418.2**	**447.0**	**100.0**	**+ 6.9**	**+ 6.8**
MARITIME CLUSTER	***71.0***	***69.1***	***78.5***	***116.7***	***102.1***	***115.1***	***25.7***	***+ 12.7***	***+ 10.2***
Shipping agents and forwarders	2.6	4.2	3.0	3.6	3.8	3.9	0.9	+ 3.8	+ 8.7
Cargo handling	3.9	4.8	6.3	7.3	6.6	7.0	1.6	+ 7.1	+ 12.4
Shipping companies	- 1.4	- 3.9	1.0	3.4	3.3	1.3	0.3	- 62.3	n.
Shipbuilding and repair	5.1	4.8	6.5	6.7	5.9	5.1	1.1	- 14.2	+ 0.1
Port construction and dredging	21.3	28.5	29.9	47.5	31.8	44.4	9.9	+ 39.4	+ 15.8
Fishing	28.7	16.1	17.8	31.7	34.0	37.3	8.3	+ 9.7	+ 5.4
Port trade	0.2	0.2	0.2	0.2	0.2	0.2	0.0	+ 2.5	+ 3.2
Port authority	2.9	3.2	3.1	4.8	5.2	4.3	1.0	- 16.7	+ 8.7
Public sector	7.8	11.2	10.8	11.4	11.3	11.6	2.6	+ 2.7	+ 8.2
Allocation (p.m.)	*10.3*	*8.6*	*9.2*	*9.6*	*8.5*	*11.3*	-	*+ 33.4*	*+ 1.8*
NON-MARITIME CLUSTER	***250.3***	***261.6***	***266.5***	***253.4***	***316.1***	***331.9***	***74.3***	***+ 5.0***	***+ 5.8***
TRADE	23.2	20.8	20.6	21.9	23.3	25.9	5.8	+ 11.3	+ 2.3
INDUSTRY	166.4	169.6	167.6	162.0	217.7	222.0	49.7	+ 2.0	+ 5.9
Energy	0.8	0.6	0.2	0.4	1.6	5.1	1.1	+ 221.5	+ 44.7
Fuel production	0.0	0.0	0.0	0.0	0.0	0.0	0.0	n.	n.
Chemicals	23.6	36.6	35.1	33.8	34.1	31.3	7.0	- 8.3	+ 5.8
Car manufacturing	0.0	0.0	0.0	0.0	0.0	0.0	0.0	n.	n.
Electronics	0.8	0.8	0.7	0.7	0.7	0.6	0.1	- 5.7	- 4.3
Metalworking industry	125.6	115.2	110.7	103.2	157.8	159.3	35.6	+ 0.9	+ 4.9
Construction	6.4	5.7	6.1	6.5	8.3	10.2	2.3	+ 22.0	+ 9.8
Food industry	3.9	6.0	6.4	9.7	8.2	7.4	1.7	- 9.0	+ 13.9
Other industries	5.4	4.7	8.3	7.7	7.0	8.1	1.8	+ 15.4	+ 8.4
LAND TRANSPORT	20.1	20.9	22.6	24.3	21.9	23.0	5.1	+ 5.1	+ 2.7
Road transport	16.8	17.3	18.3	18.6	19.0	20.7	4.6	+ 8.7	+ 4.3
Other land transport	3.3	3.6	4.3	5.6	2.8	2.3	0.5	- 19.7	- 7.5
OTHER LOGISTIC SERVICES	40.6	50.4	55.7	45.2	53.2	61.0	13.7	+ 14.8	+ 8.5
Other services	16.6	25.7	34.2	24.8	27.7	34.7	7.8	+ 25.2	+ 15.8
Public sector	24.0	24.7	21.5	20.4	25.4	26.3	5.9	+ 3.5	+ 1.9
2. INDIRECT EFFECTS	***267.0***	***185.8***	***274.6***	***294.4***	***316.4***	***351.8***	**-**	***+ 11.2***	***+ 5.7***
MARITIME CLUSTER	***50.5***	***-46.4***	***70.0***	***104.5***	***90.0***	***106.3***	**-**	***+ 18.1***	***+ 16.1***
NON-MARITIME CLUSTER	***216.5***	***232.2***	***204.6***	***189.9***	***226.4***	***245.5***	**-**	***+ 8.4***	***+ 2.5***
TOTAL VALUE ADDED	**588.2**	**516.6**	**619.6**	**664.4**	**734.5**	**798.8**	**-**	**+ 8.7**	**+ 6.3**

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

The transfer of XL Holding to the Ostend port zone (Plassendale) gave a significant boost to the value added of other services (+ 3.3 million euro). In addition, a number of other companies had a positive

impact. For instance, the operating profits of Compagnie de Terrains Européens and Delight Information Systems were respectively 1.4 and 0.9 million euro higher than in 2005.

TABLE 29 VALUE ADDED TOP 10 AT THE PORT OF OSTEND IN 2006

Ranking	Name of company	Sector
1	DAIKIN EUROPE	Metalworking industry
2	BAGGERWERKEN DECLOEDT EN ZOON	Port construction and dredging
3	PUBLIC ADMINISTRATION	Public sector
4	PROVIRON FINE CHEMICALS	Chemicals
5	MORUBEL	Fishing
6	DEFENCE (NAVY)	Public sector
7	TRANSPORT MAENHOUT	Road transport
8	OSWALD DE BRUYCKER	Trade
9	NATRAJACALI	Food industry
10	ELECTRAWINDS - BIOMASSA	Energy

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

As a result of its operating loss, Proviron Fine Chemicals dropped from second to fourth place in the list of companies with the highest value added in the port of Ostend (table 29). Moreover, Electrawinds-Biomassa appeared in tenth place for the first time.

1.4.3 Employment

Direct employment in the port of Ostend increased in line with direct value added, namely by 6.9 p.c. (table 30). As last year, the average workforce in the firms considered in the port corresponded to 0.2 p.c. of employment in the Flemish Region. Total employment - the sum of direct and indirect employment – came to 0.4 p.c. of Flemish employment. In 2006, direct and total employment represented respectively 0.1 and 0.2 p.c. of Belgian employment.

In the **maritime cluster,** the increase in the average workforce is due primarily to fishing. Many firms, such as Exploitatie Vismijn Oostende, Rederij De Toekomst, Saint-Antoine and OSFA, reported a higher average number of employees than last year.

The inclusion of Icemark[62] for the first time added ten extra full-time equivalents in trade. The newly established company, Taurus Europe, and various other companies also made a contribution, albeit smaller, to the growth of employment.
Other **non-maritime sectors** can also report good growth figures. At Daikin Europe (metalworking), the workforce expanded by 65 full-time equivalents. The substantial increase in production capacity at Bonar Xirion stimulated employment in other industry. In addition, Goekint Graphics also took on 12 extra staff[63]. The chemical industry is the only non-maritime sector to see a decline in the average workforce, due to the cuts at Proviron Fine Chemicals (- 11 FTEs) and Orac (- 6 FTEs).
In road transport, the increase in the average number of staff at Transport Maenhout and Maenhout Logistics was partly negated by the decline at European Freight Services and Domestic Distribution Services.
The strong growth in employment in other services is striking. A number of companies were included for the first time. Take Off, XL Holding and Electro Center moved their registered office to the Ostend port zone in 2006.

[62] As a result of transferring its registered office to the Ostend port zone.

[63] The average number of employees increased by 10 FTEs.

TABLE 30 **EMPLOYMENT AT THE PORT OF OSTEND FROM 2001 TO 2006**
(FTE)

Sectors	2001	2002	2003	2004	2005	2006	Share in 2006	Change from 2005 to 2006	Annual average change from 2001 to 2006
							(in p.c.)	(in p.c.)	(in p.c.)
1. DIRECT EFFECTS	**4,134**	**4,284**	**4,456**	**4,532**	**4,533**	**4,847**	**100.0**	**+ 6.9**	**+ 3.2**
MARITIME CLUSTER	***1,039***	***1,064***	***1,217***	***1,444***	***1,387***	***1,470***	***30.3***	***+ 6.0***	***+ 7.2***
Shipping agents and forwarders	27	55	46	53	57	54	1.1	- 5.3	+ 14.9
Cargo handling	71	87	121	134	138	148	3.0	+ 7.3	+ 15.6
Shipping companies	12	15	15	18	25	29	0.6	+ 15.0	+ 18.4
Shipbuilding and repair	105	99	114	110	82	95	2.0	+ 15.3	- 2.1
Port construction and dredging	199	254	324	396	353	361	7.5	+ 2.4	+ 12.6
Fishing	382	243	293	421	426	476	9.8	+ 11.6	+ 4.5
Port trade	1	2	2	3	3	3	0.1	- 2.4	+ 18.0
Port authority	28	28	35	41	42	42	0.9	- 0.2	+ 8.7
Public sector	212	282	268	269	260	262	5.4	+ 0.8	+ 4.3
Allocation (p.m.)	*128*	*118*	*129*	*155*	*123*	*151*	-	*+ 23.5*	*+ 3.3*
NON-MARITIME CLUSTER	***3,095***	***3,220***	***3,239***	***3,088***	***3,146***	***3,377***	***69.7***	***+ 7.3***	***+ 1.8***
TRADE	378	337	311	306	305	329	6.8	+ 7.7	- 2.8
INDUSTRY	1,724	1,813	1,810	1,762	1,839	1,941	40.0	+ 5.6	+ 2.4
Energy	4	3	1	1	5	12	0.3	+ 165.2	+ 24.4
Fuel production	0	0	0	0	0	0	0.0	n.	n.
Chemicals	307	408	405	403	380	365	7.5	- 3.9	+ 3.5
Car manufacturing	0	0	0	0	0	0	0.0	n.	n.
Electronics	11	12	12	12	10	10	0.2	+ 0.0	- 0.8
Metalworking industry	1,109	1,142	1,051	997	1,127	1,197	24.7	+ 6.2	+ 1.5
Construction	151	127	114	112	119	128	2.6	+ 7.1	- 3.3
Food industry	56	62	63	79	86	91	1.9	+ 5.7	+ 10.1
Other industries	86	59	166	159	112	138	2.8	+ 23.5	+ 9.9
LAND TRANSPORT	297	290	310	328	310	329	6.8	+ 6.3	+ 2.1
Road transport	231	226	233	237	244	257	5.3	+ 5.1	+ 2.2
Other land transport	66	65	77	91	65	73	1.5	+ 11.1	+ 1.8
OTHER LOGISTIC SERVICES	696	780	807	692	693	778	16.0	+ 12.2	+ 2.3
Other services	192	269	285	197	165	219	4.5	+ 32.7	+ 2.7
Public sector	504	511	522	495	528	559	11.5	+ 5.9	+ 2.1
2. INDIRECT EFFECTS	***4,452***	***4,763***	***4,488***	***3,679***	***3,676***	***3,826***	***-***	***+ 4.1***	***- 3.0***
MARITIME CLUSTER	***1,110***	***1,019***	***1,076***	***1,237***	***1,240***	***1,184***	***-***	***- 4.5***	***+ 1.3***
NON-MARITIME CLUSTER	***3,341***	***3,744***	***3,412***	***2,442***	***2,436***	***2,642***	***-***	***+ 8.5***	***- 4.6***
TOTAL EMPLOYMENT	**8,586**	**9,047**	**8,944**	**8,211**	**8,209**	**8,673**	**-**	**+ 5.6**	**+ 0.2**

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

TABLE 31 EMPLOYMENT TOP 10 AT THE PORT OF OSTEND IN 2006

Ranking	Name of company	Sector
1	DAIKIN EUROPE	Metalworking industry
2	PUBLIC ADMINISTRATION	Public sector
3	PROVIRON FINE CHEMICALS	Chemicals
4	BAGGERWERKEN DECLOEDT EN ZOON	Port construction and dredging
5	DEFENCE (NAVY)	Public sector
6	MORUBEL	Fishing
7	VAN HUELE GEBROEDERS	Port construction and dredging
8	EXPLOITATIE VISMIJN OOSTENDE	Fishing
9	NATRAJACALI	Food industry
10	BONAR XIRION	Other industries

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

In the top ten for employment in the port of Ostend, Exploitatie Vismijn Oostende moves up one place, and Bonar Xirion replaces Marine Harvest Belgium in tenth position (table 31).

1.4.4 Investment

After the marked rise in 2005, investment reverted to its 2004 level. It was down by 13.8 p.c. (- 16.1 p.c. at constant prices, table 32).

The fall in investment is due mainly to the **maritime sectors**. While Ferryways (shipping companies) acquired tangible fixed assets worth 13.5 million euro in 2005, their investment in 2006 came to only 0.7 million euro. In June 2007 the Commercial Court put the company into liquidation. The problems are due to the disputes which arose after the company's change of ownership. The 7th of February 2008, an adjudication order was issued to Ferryways. The port authority also cut its investment severely. Various projects did not start until late 2006 or 2007[64]. In the port construction and dredging sector, the increase in investment was not enough to have any impact on the total. As a result of increasing capacity utilisation, Geo@Sea had to purchase additional installations, machinery and equipment. The effect of that was mitigated by the fall in the amount invested by Baggerwerken Decloedt en Zoon.

In 2005, Electrawinds-Biomassa invested 16.7 million euro in a new plant, which has been operational since August 2005. In 2006 it was therefore only necessary to invest 2.3 million euro in optimising and expanding the production capacity. Daikin Europe (metalworking) acquired tangible fixed assets totalling 7.1 million euro. That is 2.8 million euro less than a year ago. These sharp reductions were only offset to a modest degree by the increase in the food industry, attributable entirely to Natrajacali. In other **industries,** the decline at Goekint Graphics was totally offset by the increase at Bonar Xirion, which invested heavily in expanding capacity.

[64] Example: enlargement of the swinging circle at the Zeewezen dock, a new, reinforced quay for C-Power, the work on Vismijnlaan, etc.

TABLE 32 **INVESTMENT AT THE PORT OF OSTEND FROM 2001 TO 2006**
(millions of euros - current prices)

Sectors	2001	2002	2003	2004	2005	2006	Share in 2006	Change from 2005 to 2006	Annual average change from 2001 to 2006
							(in p.c.)	(in p.c.)	(in p.c.)
MARITIME CLUSTER	***15.4***	***9.7***	***12.0***	***20.4***	***40.0***	***27.1***	***30.2***	***- 32.4***	***+ 12.0***
Shipping agents and forwarders	0.3	0.3	0.4	1.5	0.8	0.9	1.0	+ 7.5	+ 21.2
Cargo handling	0.4	0.4	0.2	0.5	0.9	1.0	1.2	+ 11.4	+ 20.7
Shipping companies	0.0	0.8	0.1	0.2	14.0	1.4	1.5	- 90.1	+ 103.2
Shipbuilding and repair	0.8	0.4	0.5	1.2	0.4	1.5	1.7	+ 247.8	+ 13.7
Port construction and dredging	0.5	0.8	1.0	5.1	11.9	15.3	17.1	+ 29.1	+ 96.9
Fishing	6.8	3.1	4.8	5.7	4.7	5.2	5.8	+ 10.4	- 5.5
Port trade	0.0	0.1	0.0	0.1	0.1	0.1	0.1	+ 6.9	+ 16.4
Port authority	4.7	3.9	5.0	6.3	7.2	1.6	1.8	- 77.2	- 19.0
Public sector	1.7	0.0	0.0	0.0	0.0	0.0	0.0	n.	- 100.0
Allocation (p.m.)	*3.3*	*1.8*	*1.2*	*2.9*	*1.9*	*3.1*	-	*+ 62.3*	*- 1.5*
NON-MARITIME CLUSTER	***47.5***	***45.5***	***49.4***	***68.3***	***64.1***	***62.7***	***69.8***	***- 2.2***	***+ 5.7***
TRADE	4.2	5.9	5.6	20.7	7.3	7.2	8.0	- 1.6	+ 11.1
INDUSTRY	30.3	17.8	22.6	21.5	39.6	25.1	28.0	- 36.5	- 3.6
Energy	0.1	0.0	0.0	1.0	16.9	2.4	2.7	- 85.7	+ 93.9
Fuel production	0.0	0.0	0.0	0.0	0.0	0.0	0.0	n.	n.
Chemicals	7.6	7.3	7.5	5.7	6.9	5.6	6.3	- 18.0	- 5.7
Car manufacturing	0.0	0.0	0.0	0.0	0.0	0.0	0.0	n.	n.
Electronics	0.0	0.1	0.1	0.0	0.1	0.0	0.0	- 31.1	+ 4.9
Metalworking industry	17.3	7.7	10.5	9.3	10.8	7.7	8.6	- 28.0	- 14.8
Construction	0.6	0.6	0.7	0.9	0.6	1.5	1.6	+ 136.6	+ 20.7
Food industry	4.0	1.0	0.9	2.6	0.7	3.4	3.8	+ 395.6	- 3.1
Other industries	0.8	1.0	3.0	1.8	3.7	4.4	4.9	+ 19.6	+ 41.2
LAND TRANSPORT	4.8	5.3	1.8	2.8	5.5	5.1	5.7	- 6.3	+ 1.4
Road transport	4.5	3.4	1.3	2.3	3.3	2.9	3.2	- 13.7	- 8.7
Other land transport	0.3	1.9	0.5	0.6	2.2	2.3	2.5	+ 4.9	+ 52.2
OTHER LOGISTIC SERVICES	8.2	16.5	19.4	23.3	11.7	25.2	28.1	+ 115.9	+ 25.1
Other services	2.1	4.6	10.7	12.2	7.6	11.1	12.4	+ 47.0	+ 40.2
Public sector	6.2	12.0	8.6	11.1	4.1	14.1	15.7	+ 242.9	+ 17.9
DIRECT INVESTMENT	**62.9**	**55.2**	**61.5**	**88.7**	**104.1**	**89.8**	**100.0**	**- 13.8**	**+ 7.4**

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

In other logistic services, the picture is the exact opposite of what happened in industry, thanks to XL Holding, Debrufin and Société Forestière et Immobilière Soforim. Furthermore, the public administration invested 14.1 million euro in 2006, thus rising from seventh to first place in the list of companies with the most investment in the port of Ostend (table 33).

TABLE 33 INVESTMENT TOP 10 AT THE PORT OF OSTEND IN 2006

Ranking	Name of company	Sector
1	PUBLIC ADMINISTRATION	Public sector
2	BAGGERWERKEN DECLOEDT EN ZOON	Port construction and dredging
3	DAIKIN EUROPE	Metalworking industry
4	GEO @ SEA	Port construction and dredging
5	PROVIRON FINE CHEMICALS	Chemicals
6	BONAR XIRION	Other industries
7	OSWALD DE BRUYCKER	Trade
8	NATRAJACALI	Food industry
9	ELECTRAWINDS - BIOMASSA	Energy
10	TRANSPORT MAENHOUT	Road transport

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

1.4.5 Financial ratios

In the port of Ostend the improvement in **return on equity after taxes** was steadily maintained owing to the predominance of the non-maritime sectors (table 34). In the maritime cluster there was some deterioration, though it was only slight. A number of firms in the shipbuilding and repair sector reported significantly weaker results than in 2005, including Damen België, S.K.B. Yard, Metaco and S.K.B. Life Saving Equipment. The same is true of Dekuyper Products (port trade). Morubel (fishing) again added its profit to the equity, thus depressing the profit ratio.
In the industrial sectors, the figures look better. Thanks to lower depreciation costs and increased financial income, including exchange rate gains, JM Huber Belgium (chemicals) ended the year with a profit instead of a loss. The improvement in the electronics sector is due to the exceptional income realised by Dekomte Benelux. However, the exceptional income at H. Deweert was much more significant and led to a dramatic recovery in profitability for other industry. In the food industry, the ratio has collapsed in the space of two years owing to developments at Natrajacali.

Liquidity in the broad sense increased further in 2006. The results in the maritime and non-maritime sectors are again divergent. In the maritime cluster, the dominant feature is the decline in net operating capital, the main factor being the port construction and dredging sector, and more specifically Baggerwerken Decloedt en Zoon. This is due principally to the almost doubling of debts to suppliers and a new short-term loan. In the shipping companies, both Sylmer Shipping and Bouline had a negative impact. Cargo handling presented the best figures. This was due largely to the tripling of trade receivables at Ostend Handling.
The ability of Total Belgium (trade) to meet its short-term liabilities increased seven-fold in 2006. On the one hand, other receivables increased as a result of a short-term loan to Petrofina. Also, the bulk of the other loans (liabilities side of the balance sheet) was paid off following the sale of financial interests in associated companies. That effect was further enhanced by the improved liquidity position at Oswald De Bruycker and Autonoom Gemeentebedrijf Vismijn Oostende.
In the industrial sectors, Daikin Europe (metalworking) had a decisive influence. Thanks to an improved cash position, it was able to dismantle its financial debts at up to one year. However, most other industrial sectors recorded a decline in their net operating capital. In the food industry this was attributable to Natrajacali.
Finally, Daikin Europe Coordination Center (other services) increased its liquidity from 3.1 to 5.3 by halving its short-term financial debts.

Baggerwerken Decloedt en Zoon reduced its capital by paying out dividends totalling 11 million euro. However, port construction and dredging was not the only maritime sector to see a decline in **solvency.** In fishing the figures were adversely affected by new loans at Morubel. In contrast, shipbuilding and repair did better thanks to Damen België. Owing to the completion of a project, the pre-payments received on orders were recorded under income, eliminating most of the debts.
In the non-maritime sectors, the favourable trend predominated. Daikin Europe (metalworking) dismantled its short-term financial debts, and was also able to add a substantial profit to the result carried forward (equity). H. Deweert (other industries) was also able to increase its equity thanks to

realised profits. The financial autonomy of the food industry deteriorated as a result of the increased debts at Natrajacali.
As in the case of the liquidity ratio, the increased solvency in other services is attributable entirely to Daikin Europe Coordination Center.

TABLE 34 FINANCIAL RATIOS AT THE PORT OF OSTEND FROM 2004 TO 2006

Sectors	Return on equity after taxes (in p.c.)			Liquidity in the broad sense			Solvency (in p.c.)		
	2004	2005	2006	2004	2005	2006	2004	2005	2006
MARITIME CLUSTER	***10.2***	***7.8***	***7.2***	***1.52***	***1.48***	***1.25***	***38.3***	***40.9***	***38.5***
Shipping agents and forwarders	21.9	22.3	20.6	0.94	0.92	1.02	10.8	11.7	15.3
Cargo handling	2.5	17.5	16.0	1.05	1.42	1.90	51.7	59.3	67.9
Shipping companies	1.6	- 2.1	2.5	0.84	1.26	0.54	30.3	29.3	15.9
Shipbuilding and repair	19.7	12.5	9.2	0.89	1.03	1.39	14.6	14.6	39.0
Port construction and dredging	6.7	5.0	6.3	2.20	1.95	1.03	31.2	32.9	23.6
Fishing	26.1	18.7	14.9	1.97	1.90	1.79	42.4	49.5	41.2
Port trade	32.8	10.5	- 0.8	2.20	1.32	1.30	43.8	28.7	27.7
Port authority	3.8	2.3	1.0	1.33	1.03	1.47	86.9	87.8	91.3
Public sector	n.	n.	n.	n.	n.	n.	n.	n.	n.
NON-MARITIME CLUSTER	***6.0***	***9.5***	***11.4***	***1.36***	***1.40***	***1.62***	***47.9***	***44.9***	***53.2***
TRADE	3.1	2.5	4.3	1.64	1.47	1.67	53.2	48.1	50.1
INDUSTRY	7.4	15.3	18.4	0.78	0.85	0.95	34.3	35.5	45.1
Energy	2.2	5.3	1.0	1.43	3.12	3.36	66.7	93.8	94.9
Fuel production	n.	n.	n.	n.	n.	n.	n.	n.	n.
Chemicals	- 3.3	- 8.0	2.2	1.76	1.93	1.79	47.7	47.6	45.7
Car manufacturing	n.	n.	n.	n.	n.	n.	n.	n.	n.
Electronics	7.5	1.9	11.8	1.20	1.24	1.13	18.3	20.2	20.2
Metalworking industry	8.9	22.5	22.2	0.59	0.68	0.74	30.2	32.6	46.2
Construction	17.1	29.9	32.9	1.08	1.02	0.96	25.4	24.2	25.2
Food industry	55.1	19.5	12.4	2.13	3.15	2.14	41.0	52.5	43.7
Other industries	27.3	- 7.9	37.9	1.63	1.63	1.40	38.1	33.3	37.4
LAND TRANSPORT	11.6	12.2	12.9	1.37	1.58	1.62	36.7	49.3	50.1
Road transport	17.4	14.2	15.2	1.79	2.05	2.07	50.7	58.5	59.2
Other land transport	- 11.1	- 2.0	- 5.4	0.72	0.73	0.66	17.6	23.4	22.7
OTHER LOGISTIC SERVICES	4.8	5.3	5.2	3.73	2.76	3.70	71.0	56.8	66.2
Other services	4.8	5.3	5.2	3.73	2.76	3.70	71.0	56.8	66.2
Public sector	n.	n.	n.	n.	n.	n.	n.	n.	n.
WEIGHTED AVERAGE	**6.7**	**9.2**	**10.7**	**1.38**	**1.41**	**1.55**	**45.8**	**44.1**	**50.1**

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

1.5 PORT OF ZEEBRUGGE

1.5.1 Recent developments[65]

In 2006 Zeebrugge attained a new record of almost 40 million tonnes of freight. It had taken six years to achieve that record level, as the previous record dated from 2000. This year the port of Zeebrugge handled a volume of nearly 2 million new cars, thus remaining among the leaders in this sector. The car park built for Sea-Ro on the Minervaplein and the entry into service of the Bastenakenkade as a new ro-ro platform provided the necessary expansion in capacity.

In the sphere of container traffic, too, Zeebrugge has been forging ahead for some years now. In the space of ten years, container traffic has almost tripled. In 2006, APM Terminals sold 40 p.c. of its container terminal in Zeebrugge to Shanghai International Port Group, China's biggest port operator. On completion the container capacity of this terminal will be 2 million TEU per annum. Since Shanghai is the third largest container port in the world, this is an excellent opportunity to encourage extra container traffic in Zeebrugge. The CHZ[66] terminal is also investing heavily in equipment which will take the annual capacity to over 1 million TEU in the future. Moreover, PSA/HNN is building a third container terminal at the Albert II dock. These initiatives are opportune since the port authorities have set a target of 4 to 5 million TEU for the future. The port of Zeebrugge is actually one of the few European ports with sufficient depth to accommodate and deal with the large, modern container ships without any problems.

Zeebrugge naturally remains an important centre for supplying gas. In the past two decades, the gas supplied via the LNG terminal covered on average 30 p.c. of the supplies for the Belgian market. The work on expanding capacity is approaching completion, and represents an investment totalling 165 million euro[67]. Broadly speaking, this concerns the construction of a fourth LNG storage tank and additional re-gassing facilities. This is enabling Fluxys to make Zeebrugge a focal point for attracting new projects and to enhance security of domestic supply.

The Zeebrugge port authority is taking initiatives to achieve a more balanced modal split. Since June 2006, there has been a permanent rail link between Zeebrugge and Duisburg. Infrabel, which manages the Belgian rail network, intends to invest almost 200 million euro in the railway infrastructure of the port of Zeebrugge in the years ahead. The efforts are clearly yielding benefits: the share of road transport dropped from 66 p.c. in 2005 to 60 p.c. in 2006. 2007 brought the start of a study commissioned by the Flemish government and concerning the feasibility of a new inland waterway link with the Netherlands, Germany and northern France for inland navigation vessels up to 4,500 tonnes. The results of the study are expected mid 2008. It will therefore be 2012 before any actual work can begin.

1.5.2 Value added

Following a weaker performance in 2005, there was again a substantial improvement. The maritime and non-maritime clusters displayed a remarkably similar picture. Direct value added was up by 6.7 p.c. against 2005 (+ 4.6 p.c. at constant prices, table 35). Total value added, which is the sum of direct and indirect effects, increased by 7.1 p.c. Direct and total value added represented respectively 0.5 and 0.8 p.c. of Flanders GDP, matching the previous year's figures. In relation to Belgium's GDP, the shares were 0.3 (direct) and 0.4 p.c. (total).

In the **maritime cluster,** there was a strong rise in cargo handling's contribution to GDP. The value added of Container Handling Zeebrugge more than doubled, as 2005 was its first financial year and comprised only six months. In addition, there was a sharp increase in the value added of Sea-Ro

[65] Sources: Maatschappij van de Brugse Zeevaartinrichtingen (2007), Lloyd Special Report *"Port of Zeebrugge"*, miscellaneous press articles.

[66] Container Handling Zeebrugge. This terminal is 65 p.c. owned by PSA/HNN; CMA-CGM owns the other 35 p.c.

[67] Fluxys LNG, *Annual Report 2006*

Terminal and Combined Terminal Operators. Larger volumes were handled, augmenting both the costs of dock work and the operating profit (only at Sea-Ro Terminal).

TABLE 35 VALUE ADDED AT THE PORT OF ZEEBRUGGE FROM 2001 TO 2006
(millions of euros - current prices)

Sectors	2001	2002	2003	2004	2005	2006	Share in 2006 (in p.c.)	Change from 2005 to 2006 (in p.c.)	Annual average change from 2001 to 2006 (in p.c.)
1. DIRECT EFFECTS	**724.9**	**731.8**	**751.9**	**810.5**	**799.8**	**853.4**	**100.0**	**+ 6.7**	**+ 3.3**
MARITIME CLUSTER	***281.1***	***278.0***	***291.7***	***307.6***	***325.3***	***349.6***	***41.0***	***+ 7.5***	***+ 4.5***
Shipping agents and forwarders	27.2	28.5	35.3	38.6	40.0	43.6	5.1	+ 9.2	+ 9.9
Cargo handling	90.2	93.3	100.5	120.2	116.4	134.1	15.7	+ 15.1	+ 8.3
Shipping companies	4.3	9.1	18.4	12.2	28.0	23.6	2.8	- 15.6	+ 40.3
Shipbuilding and repair	9.6	8.4	7.6	7.7	7.9	8.5	1.0	+ 7.1	- 2.5
Port construction and dredging	26.0	24.1	17.0	12.2	10.9	11.2	1.3	+ 2.9	- 15.5
Fishing	34.8	32.6	31.6	24.7	25.7	22.6	2.6	- 12.3	- 8.3
Port trade	0.1	0.2	0.5	0.5	0.4	0.4	0.0	- 5.4	+ 36.7
Port authority	18.5	20.8	14.7	21.3	22.1	26.1	3.1	+ 18.2	+ 7.1
Public sector	70.3	61.1	66.2	70.2	73.8	79.5	9.3	+ 7.7	+ 2.5
Allocation (p.m.)	*20.2*	*18.4*	*17.6*	*17.4*	*16.4*	*14.6*	-	*- 11.2*	*- 6.3*
NON-MARITIME CLUSTER	***443.8***	***453.8***	***460.2***	***502.9***	***474.5***	***503.8***	***59.0***	***+6.2***	***+ 2.6***
TRADE	77.9	60.8	67.1	75.2	73.9	85.7	10.0	+ 16.0	+ 1.9
INDUSTRY	257.0	271.4	267.5	284.2	262.5	270.9	31.7	+ 3.2	+ 1.1
Energy	49.3	78.6	57.8	63.6	56.6	58.0	6.8	+ 2.4	+ 3.3
Fuel production	0.0	0.0	0.0	0.0	0.0	0.0	0.0	n.	n.
Chemicals	29.0	29.4	26.5	26.0	23.6	27.2	3.2	+ 15.3	- 1.3
Car manufacturing	7.9	0.1	0.0	0.1	0.2	0.2	0.0	+ 10.7	- 53.4
Electronics	65.4	66.1	80.4	84.5	79.0	90.4	10.6	+ 14.4	+ 6.7
Metalworking industry	24.1	27.8	25.8	26.5	23.0	17.2	2.0	- 25.0	- 6.5
Construction	57.1	44.8	40.9	40.0	41.2	40.8	4.8	- 1.0	- 6.5
Food industry	11.5	10.3	22.9	28.8	27.0	24.1	2.8	- 10.6	+ 16.0
Other industries	12.6	14.4	13.2	14.7	11.9	13.0	1.5	+ 8.9	+ 0.6
LAND TRANSPORT	59.2	67.0	69.8	81.2	68.6	72.9	8.5	+ 6.3	+ 4.3
Road transport	45.1	49.9	52.5	60.3	55.2	56.4	6.6	+ 2.3	+ 4.6
Other land transport	14.0	17.1	17.3	20.9	13.4	16.5	1.9	+ 23.0	+ 3.3
OTHER LOGISTIC SERVICES	49.8	54.5	55.7	62.2	69.6	74.3	8.7	+ 6.7	+ 8.3
Other services	32.5	37.1	38.3	44.3	50.5	54.1	6.3	+ 7.1	+ 10.7
Public sector	17.3	17.4	17.4	17.9	19.1	20.2	2.4	+ 5.8	+ 3.1
2. INDIRECT EFFECTS	***604.7***	***687.2***	***558.3***	***547.7***	***529.6***	***571.0***	-	***+ 7.8***	***- 1.1***
MARITIME CLUSTER	***230.4***	***362.6***	***247.3***	***222.4***	***228.8***	***250.0***	-	***+ 9.3***	***+ 1.6***
NON-MARITIME CLUSTER	***374.3***	***324.6***	***311.0***	***325.2***	***300.8***	***321.0***	-	***+ 6.7***	***- 3.0***
TOTAL VALUE ADDED	**1,329.6**	**1,419.0**	**1,310.2**	**1,358.1**	**1,329.4**	**1,424.4**	-	**+ 7.1**	**+ 1.4**

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

The increase in traffic also had a positive impact on the port authority's operating profit. In the navy (public sector), value added increased as a result of expansion of the workforce. Nevertheless, there were some maritime sectors which recorded a decline. Owing to the sale of a number of ships at the end of 2005, Cobelfret Ferries recorded significantly lower depreciation, which explains the decline in value added in the shipping companies.

Trade exceeded its 2001 level for the first time. Since 2006, as a result of the conversion of its establishment in Bruges into a distribution centre, Donaldson Europe has come under trade rather than metalworking. Vichiunai Europe recorded value added of 1.8 million euro and was included for the first time following the relocation of its registered office during 2006. The value added of V.A.C. Machines increased from 2.6 to 3.6 million euro thanks to a higher operating profit and an increase in provisions for warranty obligations. Metalunion also did better than last year. The revised marketing policy and sustained boom in the steel sector had a positive impact on the operating profit.
The strong rise in the electronics sector is due mainly to Philips Innovative Applications which recorded a marked improvement in the operating result. In the chemical industry, the noteworthy recovery is attributable principally to two firms. Pemco Brugge more than doubled its operating profit by imposing supplements for higher fuel costs and by increasing its sales. Punch Plastics also posted very good results, converting last year's operating loss into a profit. The food industry is one of the few **non-maritime sectors** to see a decline in value added. This was due to the deteriorating operating results of PBI Fruit Juice Company, Kathy Chocolaterie and Voeders Huys.
Albion Tours moved to the Zeebrugge port zone in 2006, thus giving a boost to other land transport.
Value added in other services was augmented by Intergemeentelijk Samenwerkingsverband voor Vuilverwijdering en -verwerking in Brugge en Ommeland (I.V.B.O.), Gems International and Bryggia, who submitted annual accounts for the first time.

TABLE 36 VALUE ADDED TOP 10 AT THE PORT OF ZEEBRUGGE IN 2006

Ranking	Name of company	Sector
1	DEFENCE (NAVY)	Public sector
2	PHILIPS INNOVATIVE APPLICATIONS	Electronics
3	SEA-RO TERMINAL	Cargo handling
4	FLUXYS LNG	Energy
5	COMBINED TERMINAL OPERATORS	Cargo handling
6	MAATSCHAPPIJ VAN DE BRUGSE ZEEVAARTINRICHTINGEN	Port authority
7	MARINE HARVEST PIETERS	Trade
8	CONTAINER HANDLING ZEEBRUGGE	Cargo handling
9	PUBLIC ADMINISTRATION	Openbare sector
10	AGC FLAT GLASS EUROPE	Construction

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

Cobelfret Ferries disappears from the top ten for value added in the port of Zeebrugge. Its place is taken by Container Handling Zeebrugge (table 36).

1.5.3 Employment

After a poorer performance in 2005, direct employment in the port of Zeebrugge expanded again to reach just under 11,000 full-time equivalents (table 37). The results for indirect employment are similar, though the increase was less marked. These growth figures did not alter the share of direct and total employment in Flemish and Belgian employment. Those respective shares stood at 0.5 (direct) and 0.9 p.c. (total) of employment in the Flemish Region, and 0.3 (direct) and 0.5 p.c. (total) in relation to domestic employment.

The **maritime cluster** created jobs for an extra 468 FTEs. Cargo handling accounted for most of this. The dockers' quota increased strongly owing to the expansion of labour-intensive car traffic and the sustained growth of container traffic. Various cargo handling firms, such as Combined Terminal Operators, Container Handling Zeebrugge and 2XL[68], did not only employ more dockers, they also

[68] 2XL launched a new logistic activity under an agreement with Danone Waters UK.

expanded their own workforce. At APM Terminals Zeebrugge, large numbers of workers had to be hired for the launch of operations in May 2006.

TABLE 37 EMPLOYMENT AT THE PORT OF ZEEBRUGGE FROM 2001 TO 2006
(FTE)

Sectors	2001	2002	2003	2004	2005	2006	Share in 2006	Change from 2005 to 2006	Annual average change from 2001 to 2006
							(in p.c.)	(in p.c.)	(in p.c.)
1. DIRECT EFFECTS	**10,855**	**10,383**	**10,438**	**10,858**	**10,604**	**10,984**	**100.0**	**+ 3.6**	**+ 0.2**
MARITIME CLUSTER	***4,834***	***4,432***	***4,366***	***4,444***	***4,585***	***5,053***	***46.0***	***+ 10.2***	***+ 0.9***
Shipping agents and forwarders	320	347	385	394	421	470	4.3	+ 11.7	+ 8.0
Cargo handling	1,386	1,418	1,415	1,599	1,727	2,040	18.6	+ 18.2	+ 8.0
Shipping companies	83	91	92	91	88	141	1.3	+ 60.1	+ 11.2
Shipbuilding and repair	193	167	150	146	148	136	1.2	- 7.7	- 6.7
Port construction and dredging	289	284	246	166	163	171	1.6	+ 4.8	- 10.0
Fishing	488	485	432	403	357	311	2.8	- 12.9	- 8.6
Port trade	6	5	10	8	8	8	0.1	- 0.8	+ 6.6
Port authority	162	156	152	150	145	141	1.3	- 3.0	- 2.7
Public sector	1,907	1,480	1,484	1,486	1,527	1,633	14.9	+ 6.9	- 3.1
Allocation (p.m.)	*285*	*293*	*284*	*352*	*254*	*304*	-	*+ 19.7*	*+ 1.3*
NON-MARITIME CLUSTER	***6,021***	***5,951***	***6,071***	***6,415***	***6,019***	***5,931***	***54.0***	***- 1.5***	***- 0.3***
TRADE	965	1,009	1,047	1,118	1,129	1,205	11.0	+ 6.7	+ 4.6
INDUSTRY	3,172	2,881	2,926	2,858	2,657	2,489	22.7	- 6.3	- 4.7
Energy	192	184	161	132	124	124	1.1	+ 0.4	- 8.3
Fuel production	0	0	0	0	0	0	0.0	n.	n.
Chemicals	357	346	320	277	240	232	2.1	- 3.6	- 8.3
Car manufacturing	176	1	0	2	2	2	0.0	+ 0.0	- 59.1
Electronics	799	777	862	897	785	786	7.2	+ 0.1	- 0.3
Metalworking industry	384	399	389	408	382	265	2.4	- 30.6	- 7.1
Construction	736	600	590	529	536	487	4.4	- 9.2	- 7.9
Food industry	267	275	313	343	347	352	3.2	+ 1.3	+ 5.7
Other industries	262	299	292	270	240	242	2.2	+ 0.7	- 1.6
LAND TRANSPORT	1,034	1,137	1,176	1,366	1,151	1,150	10.5	- 0.0	+ 2.2
Road transport	770	829	852	988	873	821	7.5	- 6.0	+ 1.3
Other land transport	264	309	323	378	277	330	3.0	+ 18.9	+ 4.6
OTHER LOGISTIC SERVICES	851	923	924	1,073	1,082	1,086	9.9	+ 0.4	+ 5.0
Other services	520	594	616	777	789	793	7.2	+ 0.5	+ 8.8
Public sector	331	329	308	296	294	294	2.7	+ 0.0	- 2.4
2. INDIRECT EFFECTS	***10,597***	***10,001***	***8,614***	***8,304***	***8,024***	***8,134***	**-**	***+ 1.4***	***- 5.2***
MARITIME CLUSTER	***4,570***	***4,461***	***3,573***	***3,262***	***3,327***	***3,454***	**-**	***+ 3.8***	***- 5.4***
NON-MARITIME CLUSTER	***6,027***	***5,540***	***5,040***	***5,042***	***4,697***	***4,680***	**-**	***- 0.4***	***- 4.9***
TOTAL EMPLOYMENT	**21,452**	**20,384**	**19,052**	**19,162**	**18,628**	**19,118**	**-**	**+ 2.6**	**- 2.3**

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

The increased activity also had a positive effect on employment at Cobelfret Ferries (shipping companies). The increase in the case of shipping agents and forwarders is attributable largely to Norfolk Line and the establishment of the new company, United European Car Carriers (Belgium), at the end of 2005.

The growth in the maritime sectors and the decline in employment in the **non-maritime sectors** led to a reduction in the latter cluster's relative share. In construction, considerably fewer jobs were recorded. This is due to the liquidation of Sanafbo, the move of Bolliou's registered office to Torhout, and the takeover of Centrotherm by CT-O of Oostkamp. The shift in employment from metalworking to trade reflects the conversion to a distribution centre of the Donaldson Europe establishment in the Zeebrugge port zone.
In the transport sector, the growth in other land transport was insufficient to offset the whole of the decline in road transport. At Norbert Dentressangle Silo Belgium, 26 people were made redundant in 2006 owing to the bad results. In 2007 the company decided to proceed with mass redundancies and to close down the operation. There were a number of job losses at Transport De Sauter and Vandevoorde Peter. The expansion in other land transport is due mainly to the relocation of Albion Tours in the Zeebrugge port zone, and to the BNRC Group.

TABLE 38 EMPLOYMENT TOP 10 AT THE PORT OF ZEEBRUGGE IN 2006

Ranking	Name of company	Sector
1	DEFENCE (NAVY)	Public sector
2	PHILIPS INNOVATIVE APPLICATIONS	Electronics
3	SEA-RO TERMINAL	Cargo handling
4	MARINE HARVEST PIETERS	Trade
5	COMBINED TERMINAL OPERATORS	Cargo handling
6	PUBLIC ADMINISTRATION	Public sector
7	BNRC-GROUP	Other land transport
8	CONTAINER HANDLING ZEEBRUGGE	Cargo handling
9	D.D.-TRANS	Road transport
10	CLEANDIENST	Other services

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

The traffic growth had positive effects on the ranking of cargo handling firms among the top ten for employment in the port of Zeebrugge (table 38). Thus, Sea-Ro Terminal strengthened its third position and Container Handling Zeebrugge moved into eighth place, ousting Jabil Circuit Belgium which disappears from the list.

1.5.4 Investment

After a record increase last year, investment fell steeply, dropping by 24.9 p.c. (- 26.9 p.c. at constant prices, table 39). Nonetheless, the level of investment remained high compared to the pre-2005 period.

The decline is due entirely to the **maritime cluster**, more specifically Cobelfret Ferries (shipping companies). The purchase of six ships which had previously been chartered accounts for the exceptionally high figures in 2005.
During the first half of 2006, the new terminal belonging to APM Terminals Zeebrugge (cargo handling) at the Albert II dock was completed and equipped with the necessary cranes and straddle carriers. This caused acquisitions of tangible fixed assets to rise from 23.3 to 81.8 million euro. However, that increase was largely offset by Container Handling Zeebrugge (whose new infrastructure was set up in 2005), 2XL, Combined Terminal Operators and Sea-Ro Terminal. 2XL finished building a distribution centre under an agreement with Danone Waters UK. In 2005, Sea-Ro Terminal built three new warehouses at the Wielingen dock terminal. Investment this year still totalled 13 million euro, mainly because of the replacement of much of the stock of machinery with quieter machinery and the completion of the car park on the Minervaplein.

TABLE 39 **INVESTMENT AT THE PORT OF ZEEBRUGGE FROM 2001 TO 2006**
(millions of euros - current prices)

Sectors	2001	2002	2003	2004	2005	2006	Share in 2006 (in p.c.)	Change from 2005 to 2006 (in p.c.)	Annual average change from 2001 to 2006 (in p.c.)
MARITIME CLUSTER	***60.1***	***54.8***	***63.4***	***65.4***	***273.7***	***163.5***	***53.3***	***- 40.3***	***+ 22.2***
Shipping agents and forwarders	10.5	6.5	8.3	14.5	11.4	10.1	3.3	- 11.4	- 0.9
Cargo handling	19.9	15.7	15.2	28.2	125.3	127.2	41.5	+ 1.5	+ 44.9
Shipping companies	2.1	8.5	4.7	4.0	123.2	10.1	3.3	- 91.8	+ 36.5
Shipbuilding and repair	0.5	0.4	0.4	1.3	1.0	0.7	0.2	- 32.5	+ 7.4
Port construction and dredging	1.7	1.3	1.6	1.5	1.0	1.4	0.5	+ 46.4	- 2.8
Fishing	10.1	9.3	7.4	4.0	2.3	2.5	0.8	+ 9.4	- 24.2
Port trade	0.1	0.0	0.1	0.1	0.1	0.1	0.0	+ 15.2	+ 7.7
Port authority	14.4	13.1	25.9	11.8	9.5	11.4	3.7	+ 19.8	- 4.6
Public sector	0.8	0.0	0.0	0.0	0.0	0.0	0.0	n.	- 100.0
Allocation (p.m.)	*9.2*	*8.4*	*6.7*	*13.0*	*9.3*	*12.2*	-	*+ 31.6*	*+ 5.7*
NON-MARITIME CLUSTER	***79.2***	***108.9***	***94.9***	***135.9***	***134.2***	***143.0***	***46.7***	***+ 6.5***	***+ 12.6***
TRADE	12.8	10.4	13.7	9.7	9.6	14.0	4.6	+ 46.0	+ 1.8
INDUSTRY	35.1	63.6	51.8	67.0	76.9	89.5	29.2	+ 16.4	+ 20.6
Energy	4.2	3.3	3.4	30.6	49.1	61.5	20.1	+ 25.3	+ 71.2
Fuel production	0.0	0.0	0.0	0.0	0.0	0.0	0.0	n.	n.
Chemicals	3.3	2.7	2.2	4.2	3.5	2.0	0.7	- 40.8	- 9.2
Car manufacturing	0.2	0.0	0.0	0.0	0.0	0.0	0.0	n.	- 36.2
Electronics	13.7	7.5	17.9	14.4	10.2	8.9	2.9	- 12.9	- 8.3
Metalworking industry	3.0	2.2	2.1	1.2	1.7	1.9	0.6	+ 11.1	- 8.8
Construction	7.7	5.1	6.6	5.2	4.4	6.8	2.2	+ 55.7	- 2.4
Food industry	1.2	37.6	16.3	8.6	7.0	6.1	2.0	- 12.6	+ 39.5
Other industries	1.8	5.2	3.4	2.8	1.2	2.3	0.7	+ 92.7	+ 4.6
LAND TRANSPORT	11.0	24.1	17.9	18.3	20.6	17.9	5.8	- 13.0	+ 10.2
Road transport	9.0	14.7	15.6	16.2	16.0	9.6	3.1	- 40.2	+ 1.1
Other land transport	2.0	9.3	2.3	2.1	4.6	8.3	2.7	+ 82.4	+ 33.4
OTHER LOGISTIC SERVICES	20.3	10.8	11.4	40.8	27.2	21.6	7.1	- 20.4	+ 1.3
Other services	8.9	6.4	6.0	24.1	13.5	13.6	4.4	+ 0.7	+ 8.8
Public sector	11.4	4.4	5.4	16.7	13.7	8.0	2.6	- 41.3	- 6.7
DIRECT INVESTMENT	**139.3**	**163.7**	**158.3**	**201.2**	**408.0**	**306.5**	**100.0**	**- 24.9**	**+ 17.1**

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

Non-maritime investment surged again, owing to Fluxys LNG (energy). Fluxys LNG invested 57.1 million euro, chiefly in expanding capacity[69]. In trade there was also a notable increase, thanks to Donaldson Europe. Finally, in the transport sector investment declined. The figures mask opposing trends in road transport and other land transport. The decline at D.D.-Trans was not entirely offset by Albion Tours and BNRC Group.
Intergemeentelijk Samenwerkingsverband voor Vuilverwijdering en -verwerking in Brugge en Ommeland (I.V.B.O., other services) invested only 2.2 million euro in tangible fixed assets in 2006. The higher

[69] Broadly speaking, this concerns the construction of a fourth LNG storage tank and additional re-gassing facilities.

investment at Gems International and GAB-Invest and the relocation of Odin's registered office to the Zeebrugge port zone compensated for this.

TABLE 40 INVESTMENT TOP 10 AT THE PORT OF ZEEBRUGGE IN 2006

Ranking	Name of company	Sector
1	APM TERMINALS ZEEBRUGGE	Cargo handling
2	FLUXYS LNG	Energy
3	SEA-RO TERMINAL	Cargo handling
4	CONTAINER HANDLING ZEEBRUGGE	Cargo handling
5	MAATSCHAPPIJ VAN DE BRUGSE ZEEVAARTINRICHTINGEN	Port authority
6	COBELFRET FERRIES	Shipping companies
7	PUBLIC ADMINISTRATION	Public sector
8	PHILIPS INNOVATIVE APPLICATIONS	Electronics
9	E.C.S. EUROPEAN CONTAINERS	Shipping agents and forwarders
10	BNRC-GROUP	Other land transport

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

1.5.5 Financial ratios

The deterioration in **the return on equity after taxes** in the maritime cluster was more than offset by the improvement in that ratio in the non-maritime sectors (table 41). The loss of Belgian New Fruit Wharf depressed the ratio in cargo handling. That effect was accentuated by the slump in profits at CdMZ. For the same reason, the decline in the profit ratio in the port construction and dredging sector is attributable to Depret. The shipping companies reported higher than normal profits in 2005. At the end of that year, Cobelfret Ferries realised exceptional gains on the sale of a number of ships.
The industrial sectors did better, though net profits in the chemical industry remained negative. Compared to the year before, the loss at Pemco Brugge was more than halved. These losses are due to reductions in the value of shares in subsidiaries and receivables relating to those subsidiaries.
The closure of the Donaldson Europe production unit in Bruges and its conversion into a European distribution centre had a very significant impact on the metalworking figures. As a result of this restructuring, Donaldson Europe comes under trade from 2006 onwards.
In the electronics sector, Philips Innovative Applications was responsible for the good performance, which was due to factors such as better operating results and an exceptional gain on the sale of the business unit Philips Sound Solutions. However, the effect was partly negated by Jabil Circuit Belgium. That company ended the 2006 financial year with a loss. During 2006, it announced plans for mass redundancies and the closure of the Bruges operation. A provision was therefore made for this restructuring, and that had a negative impact on the result.
Denolf Recycling (other industry) succeeded in more than doubling its profits by increasing its gross margin.
The rising profits in road transport are due to a number of companies, including Lobbestael Vervoer, D.D.-Trans and Transport De Sauter.

Liquidity in the broad sense increased, though the increase was less marked in the maritime cluster. At E.C.S. European Containers (shipping agents and forwarders), there was a rise in both short-term receivables and cash and cash equivalents, while short-term loans were replaced by medium-term loans. In addition, short-term liabilities at Zeebrugge Shipping and Bunkering Company declined more sharply than current assets. In the shipping companies, Cobelfret Ferries was largely responsible for the improvement in the liquidity ratio. Maatschappij van de Brugse Zeevaartinrichtingen had more cash, cash equivalents and cash investments at the end of 2006, increasing its ability to meet its short-term liabilities.
In trade, the increase in liquidity was due entirely to Marine Harvest Pieters. Other debts at up to one year were greatly reduced by the conversion of an intra-group loan from the short to the long term. The loan was granted by Fjord Seafood Services. That adjustment therefore had the opposite impact on the ratio in other services.
Philips Innovative Applications (electronics) saw a substantial improvement in its ability to meet its short-term liabilities. On the one hand, new short-term receivables were recorded as a result of the final settlement of a dispute with the tax authorities and the sale of the business activities of Philips Sound

Solutions. Also, cash and cash equivalents were greatly increased by a positive cash flow during the year. The liquidity ratio of the electronics sector received an additional boost from Jabil Circuit Belgium. The chemical industry was able to benefit from the elimination of debts at over one year, falling due within the year at Pemco Brugge, and the improved liquidity position at Corn. Van Loocke. In the energy sector, the net operating capital declined. That is due not only to Electrabel, but also to Fluxys and Huberator. Huberator's decision to pay out dividends totalling 12 million euro resulted in a corresponding short-term debt.
In road transport, the ratio regained its 2004 level. This is due largely to the repayment of a short-term financial debt by D.D.-Trans.

TABLE 41 FINANCIAL RATIOS AT THE PORT OF ZEEBRUGGE FROM 2004 TO 2006

Sectors	Return on equity after taxes (in p.c.)			Liquidity in the broad sense			Solvency (in p.c.)		
	2004	2005	2006	2004	2005	2006	2004	2005	2006
MARITIME CLUSTER	***10.5***	***11.8***	***8.3***	***1.55***	***1.19***	***1.20***	***58.1***	***50.7***	***53.7***
Shipping agents and forwarders	23.3	23.1	22.8	1.01	1.05	1.29	22.4	26.6	32.4
Cargo handling	19.8	14.5	5.2	1.45	1.19	0.89	47.5	44.1	40.9
Shipping companies	4.6	22.0	12.1	5.15	1.14	1.52	80.8	36.1	61.8
Shipbuilding and repair	16.6	17.4	15.1	1.52	1.62	1.63	35.2	36.0	35.0
Port construction and dredging	45.6	30.1	17.4	1.31	1.52	1.43	33.0	34.4	28.2
Fishing	1.9	2.5	- 2.4	1.16	1.38	1.23	34.3	36.5	35.0
Port trade	22.2	3.9	1.3	1.66	1.61	1.70	31.6	32.1	34.7
Port authority	6.4	5.6	6.4	0.90	1.54	1.87	81.2	85.5	86.5
Public sector	n.	n.	n.	n.	n.	n.	n.	n.	n.
NON-MARITIME CLUSTER	***9.5***	***5.4***	***7.8***	***1.09***	***1.16***	***1.21***	***46.4***	***46.9***	***45.8***
TRADE	14.7	10.1	11.5	0.83	1.01	1.27	26.3	27.6	28.2
INDUSTRY	11.0	4.5	7.5	1.14	1.14	1.16	53.5	52.8	50.7
Energy	4.8	4.2	4.8	1.84	1.30	0.84	80.1	80.3	72.9
Fuel production	n.	n.	n.	n.	n.	n.	n.	n.	n.
Chemicals	99.8	- 42.6	- 16.9	0.71	0.96	1.24	24.7	21.8	16.6
Car manufacturing	4.4	1.5	6.5	3.31	3.42	3.65	73.7	78.6	81.3
Electronics	30.3	19.2	23.8	1.76	2.03	2.67	48.6	54.2	57.6
Metalworking industry	13.8	2.1	11.1	1.48	1.44	1.51	35.6	34.7	39.4
Construction	5.4	1.3	4.0	0.86	1.02	1.04	26.7	24.9	25.8
Food industry	17.9	- 0.9	2.4	0.55	0.58	0.62	17.4	15.4	14.6
Other industries	4.9	5.4	17.9	1.22	1.36	1.38	38.6	40.2	39.9
LAND TRANSPORT	0.4	7.4	9.2	0.84	0.87	0.87	23.8	30.2	31.1
Road transport	9.7	10.1	13.7	1.38	1.21	1.38	45.7	40.2	44.8
Other land transport	- 17.4	- 0.6	- 3.6	0.57	0.51	0.49	12.4	17.3	16.7
OTHER LOGISTIC SERVICES	1.9	6.2	6.7	1.91	2.10	1.76	49.6	48.9	50.0
Other services	1.9	6.2	6.7	1.91	2.10	1.76	49.6	48.9	50.0
Public sector	n.	n.	n.	n.	n.	n.	n.	n.	n.
WEIGHTED AVERAGE	**9.8**	**7.5**	**8.0**	**1.22**	**1.17**	**1.20**	**49.8**	**48.1**	**48.2**

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

After falling slightly last year, **solvency** appears to have recovered in the maritime sectors. The recovery was particularly marked in the case of the shipping companies, owing to the debt reduction at Cobelfret Ferries. In the case of shipping agents and forwarders, the improvement is due mainly to two companies. As a result of the merger between Frans Maas and DFDS Transport – after which the company's name was changed to DSV Road - and the conversion of the subordinated loan from Frans

Maas, the solvency of DSV Road increased to 58.5 p.c. At Zeebrugge Shipping and Bunkering Company, the reduction in debts to suppliers resulted in a good figure.
In the energy sector, financial autonomy declined although the ratio remained fairly high. Huberator's decision to pay out dividends totalling 12 million euro was an important factor. In addition, Fluxys LNG borrowed 49.9 million euro from Fluxys to finance the investment concerning the expansion of the LNG terminal. In the chemical industry, solvency dropped to the lowest level but one. Responsibility for that rests solely with Pemco Brugge. On the one hand, the losses affected the equity, while the refinancing of a loan agreement also led to an increase in the debts. The figures for metalworking present a more favourable picture. They were influenced by the reclassification of Donaldson Europe under trade, and by the reduction in pre-payments received on orders at Pattyn Packing Lines.
The repayment of a short-term financial debt by D.D.-Trans (road transport) had a beneficial impact not only on the net operating capital, but also on the company's financial autonomy.

2 ECONOMIC IMPORTANCE OF THE LIÈGE PORT COMPLEX AND THE PORT OF BRUSSELS

2.1 PORT OF LIEGE

2.1.1 *Recent developments*[70]

Supported by economic growth, river freight traffic using the public ports of the Liège basin made a partial recovery (table 42). This means that the Liège port complex is still Europe's third largest inland port, after Duisburg and Paris. Despite the closure of furnace 6 in Seraing in 2005, Arcelor continued to import commodities (minerals and solid fuels) via the public ports for its last furnace in Ougrée. In addition, Arcelor brought in supplies of rolled steel from the cold steel industry in Dunkirk via the public ports. Conversely, the activities in Arcelor's private port at Ougrée have virtually ceased.

TABLE 42 **AUTONOMOUS PORT OF LIÈGE**
(thousands of tonnes, unless otherwise stated)

	2001	2002	2003	2004	2005	2006	Share in 2006 (in p.c.)
Public ports	13,476	14,418	14,171	15,190	14,230	14,414	72.3
Difference in p.c. compared to the previous year	*+ 2.6*	*+ 7.0*	*- 1.7*	*+ 7.2*	*- 6.3*	*+ 1.3*	
Private ports	7,204	6,455	6,695	6,944	6,231	5,518	27.7
Total	**20,680**	**20,873**	**20,866**	**22,134**	**20,461**	**19,932**	**100**

Source: Autonomous port of Liège.

Container traffic grew by 3 p.c.[71] to reach a new record. Yet that growth is negligible compared to the expansion of container traffic in other ports. The TriLogiPort project was intended to encourage much more container traffic from 2010, but it was blocked when Electrabel appealed to the Council of State against the compulsory purchase of a site in Hermall-sous-Argenteau. In February 2008 the parties nevertheless reached a preliminary agreement. The project is expected to get going again shortly.

So the future is looking good for the port of Liège. It is not only TriLogiPort that offers good prospects, but also the re-opening of furnace 6 in Seraing, which had been out of action since April 2005, the new bio-ethanol factory of BioWanze in the port of Statte and numerous infrastructure projects. It is therefore hoped that the Liège port complex will overtake Paris again as Europe's second largest inland port.

2.1.2 *Value added*

The increase in value added in the Liège port complex was 3.6 p.c. for businesses in the port and 4.2 p.c. overall (+ 1.6 and + 2.2 p.c. at constant prices, table 43). The contribution of direct value added to the GDP of the Walloon Region remained steady at 1.8 p.c. The contribution of total value added (3.4 p.c.) was also unchanged. In 2006 and 2005 these figures were 0.4 (direct) and 0.8 p.c. (total) of Belgium's GDP.

Though the **maritime sectors** in the port of Liège are of relatively little importance, this cluster again reported a good growth rate. The value added of Magetra (shipping agents and forwarders) was up by 0.8 million euro. In 2006, Magetra absorbed Transports Lambert Frères. At Société Industrielle de Renory (cargo handling) the hiring of additional workers pushed up the value added.

[70] Sources include *"Annuaire du Port Autonome de Liège 2007"*, Lloyd Special Report.

[71] 18,478 TEU compared to 17,941 TEU in 2005.

TABLE 43 **VALUE ADDED IN THE LIÈGE PORT COMPLEX FROM 2001 TO 2006**
(millions of euros - current prices)

Sectors	2001	2002	2003	2004	2005	2006	Share in 2006	Change from 2005 to 2006	Annual average change from 2001 to 2006
							(in p.c.)	(in p.c.)	(in p.c.)
1. DIRECT EFFECTS	**1,126.6**	**1,140.6**	**1,001.0**	**1,258.9**	**1,299.5**	**1,346.9**	**100.0**	**+ 3.6**	**+ 3.6**
MARITIME CLUSTER	***22.2***	***21.2***	***21.0***	***24.0***	***25.8***	***27.3***	***2.0***	***+ 6.0***	***+ 4.2***
Shipping agents and forwarders	5.1	4.3	4.7	6.2	5.9	6.8	0.5	+ 16.5	+ 6.2
Cargo handling	10.4	10.5	11.2	11.6	12.6	13.1	1.0	+ 4.0	+ 4.8
Shipping companies	3.9	3.1	2.3	3.1	4.2	4.0	0.3	- 4.7	+ 0.8
Shipbuilding and repair	0.6	0.9	1.0	1.3	1.3	1.3	0.1	- 1.4	+ 18.6
Port construction and dredging	0.6	0.5	0.0	0.0	0.0	0.0	0.0	n.	- 100.0
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	1.8	1.8	1.8	1.8	1.8	2.1	0.2	+ 17.1	+ 3.0
Public sector	0.0	0.0	0.0	0.0	0.0	0.0	0.0	n.	n.
NON MARITIME CLUSTER	***1,104.4***	***1,119.3***	***980.0***	***1,234.9***	***1,273.7***	***1,319.5***	***98.0***	***+ 3.6***	***+ 3.6***
TRADE	67.7	68.9	81.9	77.9	95.6	94.9	7.0	- 0.7	+ 7.0
INDUSTRY	992.8	1,002.1	849.1	1,108.7	1,127.4	1,167.5	86.7	+ 3.6	+ 3.3
Energy	247.1	206.0	122.1	287.3	265.8	271.9	20.2	+ 2.3	+ 1.9
Fuel production	0.0	0.0	0.0	0.0	0.0	0.0	0.0	n.	n.
Chemicals	96.6	104.8	91.2	99.2	110.1	104.9	7.8	- 4.7	+ 1.7
Car manufacturing	0.0	0.0	0.0	0.0	0.0	0.0	0.0	n.	n.
Electronics	8.0	5.9	2.8	5.1	6.3	6.3	0.5	+ 0.8	- 4.6
Metalworking industry	435.0	454.0	426.2	526.1	555.3	543.5	40.4	- 2.1	+ 4.6
Construction	153.3	174.4	158.9	153.1	146.4	200.8	14.9	+ 37.2	+ 5.5
Food industry	36.3	40.0	33.4	24.0	30.4	25.2	1.9	- 17.2	- 7.0
Other industries	16.6	16.9	14.5	13.9	13.0	14.7	1.1	+ 12.9	- 2.3
LAND TRANSPORT	4.6	7.9	7.9	8.2	7.3	6.6	0.5	- 10.8	+ 7.3
Road transport	2.2	5.5	5.4	5.9	5.3	5.0	0.4	- 5.8	+ 18.2
Other land transport	2.5	2.5	2.5	2.3	2.1	1.6	0.1	- 23.5	- 8.4
OTHER LOGISTIC SERVICES	39.3	40.4	41.1	40.1	43.4	50.6	3.8	+ 16.4	+ 5.2
Other services	39.3	40.4	41.1	40.1	43.4	50.6	3.8	+ 16.4	+ 5.2
Public sector	0.0	0.0	0.0	0.0	0.0	0.0	0.0	n.	n.
2. INDIRECT EFFECTS	***1,090.5***	***1,089.6***	***1,013.5***	***1,062.6***	***1,107.9***	***1,161.1***	**-**	***+ 4.8***	***+ 1.3***
MARITIME CLUSTER	***46.0***	***46.0***	***38.4***	***37.9***	***47.9***	***47.1***	**-**	***- 1.6***	***+ 0.5***
NON-MARITIME CLUSTER	***1,044.5***	***1,043.7***	***975.1***	***1,024.6***	***1,060.1***	***1,114.0***	**-**	***+ 5.1***	***+ 1.3***
TOTAL VALUE ADDED	**2,217.1**	**2,230.2**	**2,014.5**	**2,321.4**	**2,407.5**	**2,507.9**	**-**	**+ 4.2**	**+ 2.5**

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

The **non-maritime cluster** also recorded progress, with construction doing particularly well. Carrières et Fours à Chaux Dumont-Wautier doubled their operating profit and recorded a considerable amount of additional provisions. Furthermore, Cimenteries CBR managed to convert an operating loss into a good operating profit, mainly by the sale of CO2 emission rights and increased turnover.

In the energy sector, Electrabel's value added augmented. However, the growth at Electrabel was partly offset by the fall in the value added of S.P.E.
The decline in metalworking is due to the reorganisation within the Arcelor group. In 2005 the Seraing furnace was shut down. Also, Cockerill Sambre hived off the "tin-plate" division and the "downstream phase", transferring them respectively to Arcelor Packaging Belgium and Arcelor Produits Plats Wallonie. Arcelor Produits Plats Wallonie was then absorbed by Arcelor Steel Belgium: that company had previously been included in full in the figures for the port of Ghent. Based on the methodology, an effort was made to obtain a correct distribution in order to come as close to the economic reality as possible and to limit the impact. Nevertheless, the reorganisation itself affected the value added created by the companies concerned.
Prayon (chemical industry) ended the year 2006 with an operating loss, the main reason being that margins were impaired by higher commodity prices. Imerys Minéraux Belgique mitigated somewhat the negative impact of Prayon. Its operating profit surged, partly as a result of an increase in intra-group invoicing. Staff costs were also up: these concerned both the company's own staff and staff of other entities for which the costs were charged.
The decline in the food industry is attributable to Raffinerie Tirlemontoise which, in the case of sales subject to the sugar quota, had to contend with a reduction in the volume of sales and a fall in the average selling price.
Finally, in other services Association Intercommunale de Traitement des Déchets de la Région Liégeoise (Intradel) increased its contribution to GDP, mainly because staff costs were up and the income grants[72] were lower than in the previous year. Prayon - Rupel Technologies also made a substantial contribution: by tripling its turnover, it converted negative value added to a positive figure.

TABLE 44 VALUE ADDED TOP 10 AT THE LIÈGE PORT COMPLEX IN 2006

Ranking	Name of company	Sector
1	ARCELOR STEEL BELGIUM	Metalworking industry
2	ELECTRABEL	Energy
3	COCKERILL SAMBRE	Metalworking industry
4	CARRIERES ET FOURS A CHAUX DUMONT-WAUTIER	Construction
5	CIMENTERIES CBR	Construction
6	TOTAL BELGIUM	Trade
7	COCKERILL MAINTENANCE & INGENERIE	Metalworking industry
8	PRAYON	Chemicals
9	S.P.E.	Energy
10	IMERYS MINERAUX BELGIQUE	Chemicals

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

The above developments are reflected in a large number of changes in the list of firms with the highest value added in the Liège port complex (table 44).

2.1.3 Employment

Direct employment in the port of Liège declined for the fifth year running (table 45) and represented 1.2 p.c. of employment in the Walloon Region, just as in 2005. Total employment amounted to 2.8 p.c. of employment in Wallonia. In relation to employment in Belgium, these figures were also unchanged at 0.3 (direct) and 0.7 p.c. (total).

In the **maritime cluster** there was no sign of the fall in employment in the Liège port complex. Since Magetra (shipping agents and forwarders) absorbed Transports Lambert Frères and also hired additional staff, its average workforce expanded by 21 FTEs. At Société Industrielle de Renory (cargo handling), 19 new staff were taken on while only 3 left the company.

The net job losses at Anciens Etablissements Robert Collette had a negative impact on employment in trade, while the Arcelor group reorganisation (already mentioned) influenced not only value added but

[72] Income grants and compensatory amounts received from the government do not represent value created by the business and are therefore deducted for the purpose of calculating value added.

also employment in metalworking. In the energy sector the fall in the average number of workers is attributable to Electrabel.

TABLE 45 EMPLOYMENT IN THE LIÈGE PORT COMPLEX FROM 2001 TO 2006
(FTE)

Sectors	2001	2002	2003	2004	2005	2006	Share in 2006 (in p.c.)	Change from 2005 to 2006 (in p.c.)	Annual average change from 2001 to 2006 (in p.c.)
1. DIRECT EFFECTS	**13,925**	**13,715**	**12,231**	**12,158**	**11,954**	**11,674**	**100.0**	**- 2.3**	**- 3.5**
MARITIME CLUSTER	***354***	***349***	***326***	***342***	***389***	***425***	***3.6***	***+ 9.2***	***+ 3.7***
Shipping agents and forwarders	69	61	64	83	82	106	0.9	+ 29.6	+ 8.9
Cargo handling	162	158	158	141	163	176	1.5	+ 7.8	+ 1.7
Shipping companies	55	52	42	52	72	71	0.6	- 1.7	+ 5.3
Shipbuilding and repair	12	24	26	31	35	32	0.3	- 8.5	+ 21.5
Port construction and dredging	19	17	0	0	0	0	0.0	n.	- 100.0
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	37	37	37	36	37	40	0.3	+ 8.1	+ 1.6
Public sector	0	0	0	0	0	0	0.0	n.	n.
NON-MARITIME CLUSTER	***13,571***	***13,366***	***11,905***	***11,816***	***11,566***	***11,249***	***96.4***	***- 2.7***	***- 3.7***
TRADE	483	502	641	462	450	439	3.8	- 2.6	- 1.9
INDUSTRY	12,604	12,351	10,729	10,795	10,402	10,112	86.6	- 2.8	- 4.3
Energy	1,239	1,135	1,070	1,291	1,257	1,211	10.4	- 3.7	- 0.5
Fuel production	0	0	0	0	0	0	0.0	n.	n.
Chemicals	1,078	1,083	1,040	1,021	1,016	1,020	8.7	+ 0.4	- 1.1
Car manufacturing	0	0	0	0	0	0	0.0	n.	n.
Electronics	132	119	98	74	83	92	0.8	+ 11.5	- 6.9
Metalworking industry	8,020	7,885	6,618	6,634	6,219	6,042	51.8	- 2.8	- 5.5
Construction	1,619	1,627	1,537	1,417	1,452	1,387	11.9	- 4.4	- 3.0
Food industry	200	193	162	126	164	149	1.3	- 9.2	- 5.8
Other industries	317	309	205	232	212	212	1.8	+ 0.2	- 7.7
LAND TRANSPORT	83	134	135	141	133	120	1.0	- 9.5	+ 7.6
Road transport	37	89	90	102	96	93	0.8	- 3.5	+ 19.8
Other land transport	46	45	45	39	37	28	0.2	- 25.0	- 9.5
OTHER LOGISTIC SERVICES	401	380	400	417	581	578	5.0	- 0.4	+ 7.6
Other services	401	380	400	417	581	578	5.0	- 0.4	+ 7.6
Public sector	0	0	0	0	0	0	0.0	n.	n.
2. INDIRECT EFFECTS	***17,009***	***17,779***	***16,373***	***16,513***	***16,384***	***16,407***	***-***	***+ 0.1***	***- 0.7***
MARITIME CLUSTER	***901***	***859***	***677***	***647***	***851***	***833***	***-***	***- 2.1***	***- 1.5***
NON-MARITIME CLUSTER	***16,108***	***16,921***	***15,696***	***15,866***	***15,532***	***15,573***	***-***	***+ 0.3***	***- 0.7***
TOTAL EMPLOYMENT	**30,934**	**31,495**	**28,604**	**28,671**	**28,338**	**28,081**	**-**	**- 0.9**	**- 1.9**

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

As a result of the restructuring, a considerable number of Cimenteries CBR staff took early retirement. Carrières et Fours à Chaux Dumont-Wautier and Holcim (Belgium) accentuated the fall in the average number of workers in construction.

TABLE 46 EMPLOYMENT TOP 10 AT THE LIÈGE PORT COMPLEX IN 2006

Ranking	Name of company	Sector
1	COCKERILL SAMBRE	Metalworking industry
2	ARCELOR STEEL BELGIUM	Metalworking industry
3	ELECTRABEL	Energy
4	COCKERILL MAINTENANCE & INGENERIE	Metalworking industry
5	PRAYON	Chemicals
6	ARCELOR PACKAGING BELGIUM	Metalworking industry
7	CIMENTERIES CBR	Construction
8	S.P.E.	Energy
9	CARRIERES ET FOURS A CHAUX DUMONT-WAUTIER	Construction
10	AXIMA SERVICES	Construction

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

Owing to the developments in the Arcelor group, Association Intercommunale de Traitement des Déchets de la Région Liégeoise (Intradel) and Segal disappear from the employment top ten in the port of Liège (table 46).

2.1.4 Investment

Investment in the Liège port complex grew by 6 p.c. (+ 3.2 p.c. at constant prices, table 47), thus almost regaining its 2002 level. Investment is expected to continue rising in the coming years.

The reason for the decline in the **maritime cluster** lies in cargo handling. 2005 saw the establishment of Terminal Frais Liégeois, which incorporated part of Terminal Euro Combi Est. During its first financial year, the company invested substantially in land and buildings. The impact of that was attenuated slightly, because in 2006 CTB Logistics invested almost 2.2 million euro.

Bose Automobiles, Indumet and Total Belgium all contributed to the decline in trade. In the case of metalworking, reference can again be made to the Arcelor group restructuring. In the chemical industry, the fall is attributable entirely to Imerys Minéraux Belgique. Last year, it recorded 10.6 million euro in respect of tangible fixed assets under construction. That work was completed during 2006.
Yet a number of **non-maritime sectors** also recorded good progress. In the energy sector that is due to Electrabel and S.P.E., and in the fuel production sector to BioWanze. BioWanze was set up in mid 2006. The federal government granted this company a quota for six years for the production of bio-ethanol. The investment in 2006 reflects the first phase of the construction of the bio-ethanol factory on the banks of the Meuse.
Also in 2006, Association Intercommunale de Traitement des Déchets de la Région Liégeoise (Intradel, other services) began building its new production unit for generating energy. This plant will convert household waste to electricity. The unit is scheduled to enter into service in mid 2009.
In the construction industry, the higher investment at Cimenteries CBR, Gravibeton and Holcim (Belgium) was partly offset by the cuts at Carrières et Fours à Chaux Dumont-Wautier.

TABLE 47 **INVESTMENT IN THE LIÈGE PORT COMPLEX FROM 2001 TO 2006**
(millions of euros - current prices)

Sectors	2001	2002	2003	2004	2005	2006	Share in 2006	Change from 2005 to 2006	Annual average change from 2001 to 2006
							(in p.c.)	(in p.c.)	(in p.c.)
MARITIME CLUSTER	***3.0***	***4.3***	***4.6***	***5.4***	***7.2***	***6.2***	***4.1***	***- 14.3***	***+ 15.2***
Shipping agents and forwarders	0.8	0.6	0.9	1.6	0.3	0.4	0.2	+ 27.5	- 15.1
Cargo handling	1.7	3.2	3.1	3.3	6.3	4.1	2.7	- 34.9	+ 19.2
Shipping companies	0.0	0.1	0.2	0.3	0.1	0.1	0.1	- 9.5	+ 36.5
Shipbuilding and repair	0.0	0.1	0.2	0.1	0.0	0.3	0.2	+ 594.8	+ 74.0
Port construction and dredging	0.2	0.0	0.0	0.0	0.0	0.0	0.0	n.	- 100.0
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	0.3	0.4	0.3	0.1	0.5	1.3	0.8	+ 178.8	+ 34.8
Public sector	0.0	0.0	0.0	0.0	0.0	0.0	0.0	n.	n.
NON-MARITIME CLUSTER	***279.0***	***147.9***	***115.9***	***137.4***	***134.8***	***144.4***	***95.9***	***+ 7.1***	***- 12.3***
TRADE	5.3	5.8	5.6	2.7	6.3	3.5	2.3	- 44.3	- 7.6
INDUSTRY	254.8	119.9	96.3	124.4	121.8	129.2	85.8	+ 6.1	- 12.7
Energy	24.5	5.9	7.8	11.2	19.9	25.8	17.1	+ 29.5	+ 1.1
Fuel production	0.0	0.0	0.0	0.0	0.0	11.8	7.9	n.	n.
Chemicals	19.8	21.2	24.0	14.1	29.4	21.4	14.2	- 27.4	+ 1.6
Car manufacturing	0.0	0.0	0.0	0.0	0.0	0.0	0.0	n.	n.
Electronics	0.6	0.1	0.1	0.2	0.6	0.9	0.6	+ 48.3	+ 8.1
Metalworking industry	63.9	52.7	37.2	75.8	40.7	31.8	21.1	- 21.9	- 13.0
Construction	139.0	31.3	21.4	18.1	25.1	28.7	19.1	+ 14.4	- 27.1
Food industry	4.5	5.5	4.1	2.8	2.9	3.4	2.2	+ 16.8	- 5.5
Other industries	2.6	3.1	1.7	2.5	3.1	5.4	3.6	+ 74.3	+ 16.0
LAND TRANSPORT	4.7	5.4	5.2	2.4	0.6	0.6	0.4	+ 3.8	- 34.1
Road transport	3.4	3.5	3.6	0.9	0.4	0.4	0.3	+ 4.9	- 33.7
Other land transport	1.3	1.9	1.6	1.5	0.2	0.2	0.1	+ 0.9	- 35.0
OTHER LOGISTIC SERVICES	14.2	17.0	8.8	7.8	6.2	11.1	7.4	+ 79.5	- 4.9
Other services	14.2	17.0	8.8	7.8	6.2	11.1	7.4	+ 79.5	- 4.9
Public sector	0.0	0.0	0.0	0.0	0.0	0.0	0.0	n.	n.
DIRECT INVESTMENT	**282.1**	**152.2**	**120.5**	**142.8**	**142.0**	**150.6**	**100.0**	**+ 6.0**	**- 11.8**

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

TABLE 48 INVESTMENT TOP 10 IN THE LIÈGE PORT COMPLEX IN 2006

Ranking	Name of company	Sector
1	ELECTRABEL	Energy
2	ARCELOR STEEL BELGIUM	Metalworking industry
3	PRAYON	Chemicals
4	BIOWANZE	Fuel production
5	CIMENTERIES CBR	Construction
6	ASSOCIATION INTERCOMMUNALE DE TRAITEMENT DES DECHETS DE LA REGION LIEGEOISE	Other services
7	CARRIERES ET FOURS A CHAUX DUMONT-WAUTIER	Construction
8	COCKERILL SAMBRE	Metalworking industry
9	S.P.E.	Energy
10	IMPRIMERIE FORTEMPS	Other industries

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

2.1.5 *Breakdown of variables by company size*[73]

TABLE 49 BREAKDOWN OF VARIABLES IN THE LIÈGE PORT COMPLEX IN 2006

Number of firms [74]		Direct value added (in millions of euros)		Direct employment (in FTE)		Direct investment (in millions of euros)	
Large firms	SMEs	Large firms	SMEs	Large firms	SMEs	Large firms	SMEs
75	124	1,297.2	49.6	10,999	675	140.8	9.8

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

In 2006, 62.3 p.c. of businesses in the port of Liège belonged to the SME category (table 49). Their share is slightly up against the previous year in all respects, so that they also generated relatively more value added, employment and investment. The percentages came to 3.7, 5.8 and 6.5 p.c. respectively.

2.1.6 *Social balance sheet in the Liège port complex*[75]

The social balance sheet comprises a cohesive set of data on various aspects of employment in firms: composition of the workforce, staff turnover, type of employment contracts, standard of education, working time, labour costs, job creation measures and training efforts. The findings presented below in regard to direct employment in the Liège port complex are not exhaustive. The figures were calculated on the basis of a constant sample[76] relating to the period 2004 - 2006. The detailed figures for 2006 are set out in annex 1.

[73] Enterprises are deemed large if their annual average workforce exceeds 100 persons or if they exceed more than one of the following three limits: annual average workforce 50 units, annual turnover (excluding VAT) 7.3 million euro; balance sheet total 3.65 million euro. These criteria have applied since the 2005 financial year. Section 15 of the Companies Code (law of 7 May 1999).

[74] For each port, this is the number of firms located in the port zone. The same firm may in fact be recorded in more than one port.

[75] The national data quoted here came from Delhez Ph., Heuse P. and Zimmer H. (2007). The comparisons are purely a guide, as this national study included only firms with a social balance sheet for a 12-month year ending on 31 December. In other words, this is a smaller population.

[76] The constant sample was determined on the basis of the firms which filed full-format accounts throughout the period 2004 - 2006, and completed the items in the social balance sheet required for this study. For the Liège port complex, the constant sample comprises 86 firms and 11,014 FTEs, or 43.2 p.c. of the firms considered for the Liège port complex in 2006 and 94.3 p.c. of the direct employment calculated in this study (Liège port only).

2.1.6.1 Working time and labour costs

While average employment in the maritime cluster expanded by a good 13.1 p.c. in 2006, it declined by 2.3 p.c. in the non-maritime sectors. Shipping agents, forwarders and cargo handling firms increased their workforce. In contrast, in trade, the energy sector, metalworking and construction the average number of workers declined.

TABLE 50 HOURS WORKED AND COST OF OWN STAFF

	2004	2005	2006
Change in the average number of employees on the staff register (p.c.)		- 1.8	- 1.9
Change in the number of hours actually worked (p.c.)		- 2.6	- 0.8
Change in staff costs (p.c.)		+ 1.2	+ 4.3
Average number of hours worked per annum per full-time equivalent	1,461	1,448	1,464
Average annual staff costs per full-time equivalent (euros)	58,179	59,963	63,762
Average staff costs per hour worked (euros)	40	41	44

Source: NBB (full-format only)

Although the average number of hours worked climbed back up in 2006 (table 50), it remained well below the national average of 1,532 hours. In the maritime cluster, the number of hours worked per FTE was noticeably higher than in the non-maritime sectors. In the energy sector, the electronics sector and metalworking, in particular, the average working time was rather low.

Both the average staff costs per FTE and the average staff costs per hour continued to rise, and are considerably higher than the national averages. One reason is that the constant sample contains only large firms. Generally speaking, the level of hourly labour costs increases with the firm's size as a result of the varying power ratios between employers and employees. Average hourly pay improved particularly in the non-maritime cluster, more specifically in trade (+ 15.2 p.c.), metalworking (+ 8.8 p.c.) and other industry (+ 7.4 p.c.). An hour's work was still cheapest in road transport and cargo handling, where the cost came to 21.4 and 24.8 euro respectively.

2.1.6.2 Composition of the workforce

Blue-collar workers represented a higher percentage of the workforce than in the previous year (table 51). The reason for the predominance of blue-collar workers is the relative importance in this study of labour-intensive industry and other sectors employing many workers with a low standard of education. In cargo handling, shipbuilding and repair, and road transport, more than 84 p.c. of the workforce actually consisted of blue-collar workers. In contrast, in the energy sector blue-collar workers accounted for only one in twenty of the workforce.

TABLE 51 INTERNAL WORKFORCE AT THE END OF THE FINANCIAL YEAR

	2004	2005	2006
By professional category			
White-collar (p.c.)	*39*	*39*	*38*
Blue-collar (p.c.)	*57*	*57*	*58*
Other staff (p.c.)	*4*	*4*	*4*
By sex			
Males (p.c.)	*90*	*90*	*90*
Females (p.c.)	*10*	*10*	*10*
By working time			
Full-time (p.c.)	*96.4*	*96.3*	*95.8*
Part-time (p.c.)	*3.6*	*3.7*	*4.2*

Source: NBB (full-format only)

For the same reason, in the constant sample for the Liège port complex the percentage of male workers is above the national average. The over-representation of men was actually even more marked than in the Flemish ports. The reason is that in shipbuilding and repair, cargo handling and metalworking respectively, 98, 95 and 94 p.c. of the workforce was male. The percentage of female staff was highest in shipping agents and forwarders, in the energy sector and in trade, but even there they only account for between 25 and 30 p.c.

The figures show that an increasing number of people seems to opt to work part time. In the non-maritime cluster, the decline in the average number of staff is due entirely to full-time workers. While the number of part-timers has risen steeply, part-time working remained less important than in the Flemish ports. 22.1 p.c. of women worked part time, while only one in fifty male staff did so. The sectors which did best in terms of part-time work are land transport (20.9 p.c.), trade (14.2 p.c.) and shipping agents and forwarders (13.9 p.c.). The proportion of female workers is relatively greater in these last two sectors.

2.1.6.3 External staff

In 2006 the relative importance of external staff declined slightly (table 52). The decline is due to the non-maritime cluster, more specifically the energy sector, other services and trade. In relative terms, it was the maritime sectors that made most use of temporary staff hired in and staff placed at the company's disposal; conversely, transport firms made hardly any use of such staff. 41.5 p.c. of external staff were employed in metalworking.

TABLE 52 HIRED TEMPORARY STAFF AND STAFF PLACED AT THE ENTERPRISE'S DISPOSAL

	2004	2005	2006
Share of external staff in total employment (on the basis of the number of hours actually worked) (p.c.)	6.0	6.2	6.1
Change in the number of hours actually worked (p.c.)		+ 0.7	- 3.2
Change in costs (p.c.)		- 17.3	+ 23.8

Source: NBB (full-format only)

Despite the reduction in the number of hours worked by external staff, costs increased substantially, driven up by metalworking. In this sector, the average hourly costs came to 32.1 euro compared to 26.4 euro in 2005.

2.1.6.4 Staff turnover

The difference between staff recruitment and departures was remarkably great in 2006 (table 53). However, owing to the reorganisation in the Arcelor group, these figures give a distorted picture. At the beginning of 2006, Cockerill Sambre hived off its "downstream phase" and transferred it to Arcelor Produits Plats Wallonie. Arcelor Produits Plats Wallonie was then absorbed by Arcelor Steel Belgium. This company had previously been included in full in the figures for the port of Ghent. Owing to the transfer of the "downstream phase", the figures for Arcelor Steel Belgium are partly attributed to the Liège port complex from 2006. A certain percentage is thus applied to all figures. However, most of the recruitment in 2006 concerned the division taken over from Cockerill Sambre. In the Cockerill Sambre social balance sheet, the employees concerned were recorded accordingly as staff leaving. Consequently, the partial attribution of Arcelor Steel Belgium leads to an underestimate of the number of staff recruited.

Businesses take on employees with varying standards of education. The relative importance of highly skilled staff naturally depends on the firm's activities. In comparison with the previous year, relatively fewer holders of a primary education certificate were recruited. Their proportion fell most sharply in other services. In contrast, relatively more persons holding a secondary education certificate were taken on. In various sectors (shipping agents and forwarders, cargo handling, shipbuilding and repair, and road transport), recruitment was virtually confined to staff in this category.

In regard to departures, the percentage of employees taking normal or early retirement declined, as did the proportion made redundant. Conversely, relatively more people left for other reasons. The dramatic rise in this last category is due mainly to the divisions hived off at Cockerill Sambre. This item includes employees who were transferred to other companies.

TABLE 53 STAFF TURNOVER

	2004	2005	2006
Net number of staff hired during the year	- 202	- 150	- 1,593
Staff hired, by educational level			
University education (p.c.)	*7.5*	*11.2*	*9.0*
Higher non-university education (p.c.)	*14.2*	*17.7*	*20.9*
Secondary education (p.c.)	*71.0*	*55.3*	*63.4*
Primary education (p.c.)	*7.3*	*15.8*	*6.8*
Staff leaving, by reason for termination of contract			
Retirement (p.c.)	*3.3*	*3.0*	*1.9*
Early retirement (p.c.)	*18.9*	*16.5*	*7.8*
Dismissal (p.c.)	*11.4*	*14.0*	*4.4*
Other reason (p.c.)	*66.5*	*66.5*	*85.7*

Source: NBB (full-format only)

2.1.6.5 Training[77]

The percentage of firms reporting training in the social balance sheet increased to 21.1 p.c. (table 54), thus exceeding the national figure of about 7 p.c.

The situation for female staff improved significantly in comparison with the previous year: in 2006, access to training was almost as easy for women as for men. In the maritime cluster, only 12.2 p.c. of staff were offered training. Conversely, in the non-maritime sectors the participation rate amounted to 80 (food industry), or even 96.3 p.c. (energy sector).

TABLE 54 EFFORTS DEVOTED TO FORMAL TRAINING

	2004	2005	2006
P.c. of firms reporting training on the social balance sheet	17.7	19.3	21.1
Participation rate	55.8	55.2	62.4
Males (p.c.)	*57.0*	*57.1*	*62.6*
Females (p.c.)	*44.8*	*38.7*	*60.9*
Number of hours' training per person	33.4	43.8	39.0
Males (p.c.)	*33.6*	*45.1*	*39.7*
Females (p.c.)	*30.6*	*26.9*	*33.3*
Training costs per hour	74.6	50.0	57.0
Males (p.c.)	*74.9*	*49.2*	*55.9*
Females (p.c.)	*70.1*	*67.6*	*67.7*
P.c. of the number of hours worked devoted to training	1.3	1.7	1.7
Training costs as a percentage of total staff costs	2.4	2.0	2.2

Source: NBB (full-format only)

[77] 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.

In terms of the average number of hours of training per person, men and women were also on a more equal footing than in 2005. The amount of training varied according to the business activity. In other land transport, trainees received 57 hours of training, on average. In the chemical industry and in other services the figures were only 13 and 16 hours respectively.

Training costs per hour increased faster (+ 14 p.c.) than the average hourly labour costs (+ 7.3 p.c.) in the case of internal staff. In trade and in the food industry, training was more than three times as expensive as in the shipping sector, other services and other industry.

2.1.7 Financial situation

2.1.7.1 Financial ratios

The study of return on equity after taxes, liquidity in the broad sense and solvency was based on a constant sample[78] 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.

Return on equity after taxes increased sharply, and is now closer to the national average (table 55). The slight decline in the maritime cluster had hardly any impact. In the shipping companies, that decline is attributable entirely to Somef. Following the closure of the furnaces in the Walloon Region, Somef had to pursue a commercial policy in order to gain access to new markets; that considerably reduced its profits. There was also a marked fall in post-tax profits for the year at Meuse et Sambre (shipbuilding and repair).
The improvement in profitability was strongest in road transport. Thus, Cuypers Logistics managed to convert last year's loss into a substantial profit, thanks to a reduction in depreciation. Simex also recorded a profit instead of a loss, as a result of staff cuts. Exceptional income drove profits at Belimpex (trade) up from 6,696 euro to 6 million euro. Most industrial sectors also reported significant growth in net profits. In 2006 Electrabel (energy) realised a substantial capital gain, mainly by disposing of shares in the Flemish intermunicipal associations. In contrast to the previous year, S.P.E. also ended the financial year in profit. However, owing to the merger via takeover of City Power, Luminus and ALG Négoce, the figures are difficult to compare. The chemical industry benefited from the good performance at Imerys Minéraux Belgique, which was due partly to the capital gain on the sale of the shares in Timcal. However, this positive effect was partially negated by the capital increase of 104 million euro at Imerys Minéraux Belgique. In addition, Prayon incurred heavy losses, mainly because its margins were impaired by higher commodity prices.
The industrial sectors where profitability declined are the electronics sector and metalworking. The profits of both Constructions Electroniques + Télécommunications and SGL Carbon[79] (electronics) were in line with those in 2005. However, as both firms carried forward the whole of their profit – or in other words, added it to the equity – the profit ratio declined. In metalworking, Cockerill Sambre had to contend with a substantial loss.

Following a sharp rise in 2005, **liquidity in the broad sense** dropped below the average for Belgian non-financial corporations. Liquidity deteriorated at Meuse et Sambre (shipbuilding and repair) as a result of the construction of the ship La Belle de l'Adriatique, as the advance payments received exceeded the actual work in progress. In the energy sector the decline in the ratio is due entirely to Electrabel. The ability to meet short-term financial liabilities was almost halved in metalworking. The

[78] The constant sample composed for the study of the ratios includes all firms which filed their annual accounts in 2004, 2005 and 2006 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 154 firms, 1,325.7 million euro value added and 11,218 FTEs, or 77.4 p.c. of the firms in the Liège port complex considered in 2006, 98.4 p.c. of the direct value added and 96.1 p.c. of the direct employment examined here (Liège port complex only).

[79] This company was wound up at the end of 2007.

Arcelor group reorganisation is the main reason for that. Thus, liquidity at Cockerill Sambre prior to the hiving off was 2.6 (in 2005) and afterwards 1.6 (in 2006).

TABLE 55 FINANCIAL RATIOS IN THE LIÈGE PORT COMPLEX FROM 2004 TO 2006

Sectors	Return on equity after taxes (in p.c.)			Liquidity in the broad sense			Solvency (in p.c.)		
	2004	2005	2006	2004	2005	2006	2004	2005	2006
MARITIME CLUSTER	***18.4***	***13.5***	***13.1***	***1.12***	***1.20***	***1.16***	***25.7***	***30.6***	***28.0***
Shipping agents and forwarders	17.2	10.4	6.4	1.10	1.13	1.09	15.8	16.8	16.4
Cargo handling	17.7	10.4	15.0	0.90	1.05	1.07	34.0	38.6	37.1
Shipping companies	18.8	32.1	18.0	1.61	1.73	1.66	20.4	31.1	30.6
Shipbuilding and repair	34.2	15.5	2.9	1.31	1.69	1.20	35.9	43.9	23.1
Port construction and dredging	n.	n.	n.	n.	n.	n.	n.	n.	n.
Fishing	n.	n.	n.	n.	n.	n.	n.	n.	n.
Port trade	n.	n.	n.	n.	n.	n.	n.	n.	n.
Port authority	n.	n.	n.	n.	n.	n.	n.	n.	n.
Public sector	n.	n.	n.	n.	n.	n.	n.	n.	n.
NON-MARITIME CLUSTER	***8.1***	***7.8***	***9.4***	***1.24***	***1.35***	***1.02***	***47.4***	***47.4***	***41.4***
TRADE	19.9	19.3	24.4	1.13	1.13	1.95	33.4	37.2	47.7
INDUSTRY	8.1	7.7	9.1	1.22	1.33	0.94	47.5	47.3	40.5
Energy	11.7	13.2	18.5	1.51	1.69	1.03	39.5	39.6	39.7
Fuel production	n.	n.	n.	n.	n.	n.	n.	n.	n.
Chemicals	0.3	- 4.3	1.2	0.79	0.76	0.70	33.1	29.9	41.9
Car manufacturing	n.	n.	n.	n.	n.	n.	n.	n.	n.
Electronics	26.4	21.6	18.6	1.27	1.42	1.74	21.2	25.2	33.9
Metalworking industry	14.8	8.0	4.9	2.01	2.19	1.29	55.2	57.7	30.4
Construction	- 0.5	3.5	4.5	0.45	0.47	0.61	51.7	49.4	49.3
Food industry	- 2.4	5.9	7.0	0.18	0.25	0.20	51.0	47.4	46.0
Other industries	19.7	7.1	9.2	0.99	1.03	1.02	22.2	22.2	21.8
LAND TRANSPORT	- 20.5	- 13.2	6.0	0.75	0.70	0.68	12.1	13.5	15.1
Road transport	- 26.8	- 46.8	20.5	0.97	0.90	0.85	11.5	8.5	13.2
Other land transport	- 17.6	- 0.7	- 3.6	0.56	0.51	0.48	12.3	17.1	16.6
OTHER LOGISTIC SERVICES	4.3	5.6	7.7	1.88	2.14	2.17	52.1	55.3	57.1
Other services	4.3	5.6	7.7	1.88	2.14	2.17	52.1	55.3	57.1
Public sector	n.	n.	n.	n.	n.	n.	n.	n.	n.
WEIGHTED AVERAGE	**8.1**	**7.8**	**9.4**	**1.24**	**1.35**	**1.02**	**47.3**	**47.3**	**41.3**
Non-financial corporations [80]	**6.9**	**10.1**	**9.5**	**1.24**	**1.29**	**1.30**	**41.6**	**43.4**	**44.9**

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

In contrast to the general trend, trade recorded an improvement in liquidity. That is due largely to Total Belgium. On the one hand, other receivables increased on account of a short-term loan to Petrofina. Also, the bulk of the other loans (liabilities side of the balance sheet) was paid off as a result of the sale of financial interests in associated companies. In the electronics sector, the trend was also positive. Both SGL Carbon and Constructions Electroniques + Télécommunications paid off short-term debts. The liquidity ratio of Cimenteries CBR (construction) increased from 0.4 to 0.6. That is due mainly to the increase in the deposits at CBR International Services and the grant of loans to HeidelbergCement.

[80] These figures relate to the situation of all Belgian non-financial corporations. They were recalculated according to the globalisation method, and therefore differ from those published in the 2005 report. See Verduyn F. and Vivet D. (2007).

Furthermore, the ratio in the construction industry improved as a result of the partial repayment of a short-term loan by Holcim (Belgium).

The financial independence of the firms in the constant sample fell below the national average. In the maritime cluster, the most noticeable development concerned Meuse et Sambre (shipbuilding and repair), where **solvency** fell to half its previous year's level. As a result of the construction of the ship La Belle de l'Adriatique, the balance sheet total increased while the capital remained more or less unchanged. In the non-maritime sectors, it was primarily metalworking - and more specifically, the Arcelor group reorganisation – that affected the weighted average.
In a number of other non-maritime sectors, solvency increased. The repayment of the bulk of the other loans by Total Belgium (trade), already mentioned, reduced the balance sheet total, augmenting solvency. The financial independence of Belimpex (trade) doubled as the exceptional profit for the year was carried forward in full, resulting in a substantial increase in equity. In the chemical industry, the improvement in solvency is due mainly to the capital increase at Imerys Minéraux Belgique. The repayment of debts by SGL Carbon (electronics), Constructions Electroniques + Télécommunications (electronics), Simex (road transport) and Cuypers Logistics (road transport) lies behind the positive movement in the respective sectors.

2.1.7.2 Financial health assessment

The model for assessing financial health was applied to a constant sample of firms satisfying a number of conditions[81]. It is not the same as the model used in previous studies, so that the results cannot be compared with the figures published in previous years. Firms are now classified into six classes, instead of four, on the basis of their financial health. Classes 4, 5 and 6 comprise firms in which the risk of failure is significantly higher than the average (increased, high, and very high risk). Moreover, for the purpose of calculating the synthetic indicator of financial health, a distinction is made between firms submitting annual accounts in the full format and those using the abbreviated format. That distinction is important as the percentages need to be interpreted in different ways. The percentage of failures is generally much higher in firms submitting accounts in the abbreviated format than in firms submitting full-format accounts. Consequently, on the basis of the figures it cannot be said that firms using the abbreviated format are financially healthier than firms submitting full-format accounts.

TABLE 56 **FINANCIAL HEALTH IN THE LIÈGE PORT COMPLEX FROM 2004 TO 2006**
(percentage of firms in financial health classes 4, 5 and 6)

	Abbreviated format			Full format		
	2004	2005	2006	2004	2005	2006
Total	**5.4**	**5.3**	**0.0**	**6.3**	**6.3**	**6.0**
Non-financial corporations	**11.6**	**11.1**	**10.6**	**13.1**	**13.0**	**12.5**

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

Table 56 shows the percentage of firms with an above-average financial risk, or in other words the percentage of firms belonging to financial health classes 4, 5 and 6. As the constant sample for the port of Liège comprises only a small number of firms, no breakdown per cluster is given. The figures show that in the past three years financial health has remained fairly stable. In the case of the abbreviated formats, there was actually not a single firm with an increased financial risk in 2006. The financial situation is noticeably better than for Belgian non-financial corporations. In the last two years, not one of the firms in the constant sample faced a high or very high financial risk (classes 5 and 6). Moreover, firms in class 4 represented only 2 p.c. of the total employment in the constant sample.

[81] For instance, the annual accounts must cover a period of 12 months and the firm must either have turnover of at least 150,000 euro, or it must employ at least 2 full-time equivalents. The use of certain variables as the denominator also requires the exclusion of a small number of firms which do not satisfy the following conditions: the short-term current assets, debts at up to one year and liabilities must be strictly positive. The constant sample covers 119 firms, 1,314.9 million euro of value added and 10,985 FTEs, or 59.8 p.c. of the firms considered in 2006 for the Liège port complex, 97.6 p.c. of the direct value added and 94.1 p.c. of the direct employment considered here (Liège port only).

2.2 PORT OF BRUSSELS

2.2.1 Introduction

In this edition, a chapter is devoted to the port of Brussels for the first time. Already in the past, the National Bank assisted in a study relating to the port of Brussels, namely the study *"Poids socio-économique des entreprises implantées sur le site du Port de Bruxelles"* of the Observatoire bruxellois du Marché du Travail et des Qualifications (2007). However, this year, this port is included for the first time in the publication of the National Bank. As the analysis of this port is still only a new venture, the economic impact is only described on the basis of the three variables: value added, employment and investment. An analysis of the social balance sheet and the financial situation of the firms will be included as well in the future.

To define the Brussels' port area, the zone that borders the canal of Brussels on the territory of the Brussels-Capital Region was considered. It is divided in four sections: Outer harbour 1, Outer harbour 2, Harbour and TIR Center, and Biestebroeck Basin. The selection of streets to define the port zone is based on the study of the Observatoire bruxellois du Marché du Travail et des Qualifications[82]. The area not only includes the zone for port and transport related activities as defined in the regional zoning scheme, it also includes la rue Picard because of the immediate vicinity as well as the functional affinity to the canal. Thus, about 35 streets were selected, situated in six different rural districts (Brussels-Centre, Laken, Anderlecht, Sint-Jans-Molenbeek, Neder-Over-Heembeek and Haren). Subsequently, companies - belonging to one of the branches taken into account and whose (registered) office is located in one of the streets selected - were selected. Annex 3 provides an overview of the branches that are thus represented in the port of Brussels

2.2.2 Recent developments[83]

The port of Brussels is Belgium's second largest inland port and plays an essential role as a supply and distribution centre for the region and for the hinterland. The tonnages of cargo loaded and unloaded have been more or less stable in the past two years (table 57). In 2006, increases in certain categories of goods (such as ores, scrap and agricultural products) were offset by the loss of traffic in dredging spoil and a decline in petroleum products owing to the relatively mild winter and the high oil prices. However, building materials remain the most important category of goods in the port of Brussels. In 2006 the port made good progress in regard to container traffic, as a result of user diversification and a number of new types of traffic. The Netherlands, with 51 p.c. of the total volume, is clearly the main trading partner for the port of Brussels.

TABLE 57 PORT OF BRUSSELS

	2001	2002	2003	2004	2005	2006
Freight traffic (loaded and unloaded, thousand tonnes)	3,675	3,752	3,844	4,279	4,191	4,200
Percentage difference compared to the previous year.....	*+ 6.4*	*+ 2.1*	*+ 2.4*	*+ 11.3*	*- 2.0*	*+ 0.2*
Containers (in TEU)	-	-	-	3,400	10,633	12,053
Percentage difference compared to the previous year.....				*n.*	*+ 212.7*	*+ 13.4*

Source: Port of Brussels.

The stabilisation of the tonnages in the port of Brussels emphasises the limit reached in regard to the space available for port-related activities. Close attention is therefore currently focusing on the expansion of the port infrastructure. Thus, the Katoen Natie group will set up a European distribution

[82] Observatoire bruxellois du Marché du Travail et des Qualifications (2007), *Poids socio-économique des entreprises implantées sur le site du Port de Bruxelles*

[83] Sources: Haven van Brussel, miscellaneous articles from The Lloyd.

centre on the site of the old coke factory, Carcoke. In addition, following decontamination 7 hectares will be brought into use. These initiatives are important to encourage more freight traffic, which is necessary if the port authority of Brussels is to achieve its goals, specified in the new management agreement. It is aiming at a 50 p.c. increase in traffic by 2012. As regards the container terminal, the target is an annual volume of 25,000 TEU.

2.2.3 Value added

In 2006, the value added of the port of Brussels maintained the upward trend of the last four years (table 58). Consequently, the share of both direct and total value added in Brussels-Capital Region's GDP increased by 0.1 percentage point. In 2006, this share amounted to 1.8 and 3.2 p.c. respectively. The share in Belgium's GDP remained unchanged, that is to say 0.3 (direct) and 0.6 p.c. (total).

The increase was relatively more impressive in the **maritime cluster**. CEI - De Meyer (port construction and dredging) made a substantial contribution to GDP. Staff costs increased considerably: the workforce was expanded as a result of increasing activity. In addition, a downward value adjustment on orders in progress was recorded. While the port authority of Brussels had recorded negative value added in the previous year, in 2006 it was again able to post positive figures, as the port authority allocated a significant amount to provisions, primarily for dredging. In cargo handling the value added of T.R.W.[84] was up by 1 million euro because, in contrast to the previous year, no income grants[85] were received.

The higher value added at Belgian Shell (trade) was partly negated by Ineos Solutions. The sale of all ex-Innovene companies to the Ineos group resulted in a number of organisational changes. For instance, the activities of Ineos Solutions have been centralised in the United Kingdom since 2006, and the staff gradually transferred to other European legal entities. This caused the value added of Ineos Solutions to fall from 24.9 to 7 million euro. Another consequence of the transfer was the revision of the research activities. In order to be able to keep these activities at Neder-Over-Heembeek, Ineos Services Belgium (other services) had to carry out restructuring. The resulting additional staff costs and amortisation of research and development costs augmented the value added.
The increase in the energy sector is attributable to Sibelga. In 2006, this firm recorded a substantial amount for provisions for contingencies. However, the effect of that was partly neutralised by the lower operating profit at Elia System Operator. Solvay (chemicals) boosted its value added by a lower operating loss, increased amortisation of research and development costs and higher other operating expenses. Car manufacturing did well thanks to Inergy Automotive Systems Research, mainly as a result of higher amortisation of research and development.
At Spie Belgium, both staff costs and other operating expenses increased. This company therefore accounts for much of the increase in the construction sector. To a lesser extent, the increase is attributable to Imtech Maintenance due to the expansion of its work force, and to Inter-Beton. Inter-Beton succeeded to limit its operating loss by taking measures such as controlling transportation and administration charges and increasing concrete prices.
The only **non-maritime sector** to see a decline in value added is the food industry. In contrast to the previous year, Ceres incurred an operating loss.

[84] An abbreviation for Société Anonyme belge de Transport par le Système combiné Route-Wagon.

[85] Income grants and compensatory amounts received from the government do not represent value created by the business and are therefore deducted for the purpose of calculating value added.

TABLE 58 **VALUE ADDED IN THE PORT OF BRUSSELS FROM 2001 TO 2006**
(millions of euros - current prices)

Sectors	2001	2002	2003	2004	2005	2006	Share in 2006	Change from 2005 to 2006	Annual average change from 2001 to 2006
							(in p.c.)	(in p.c.)	(in p.c.)
1. DIRECT EFFECTS	**630.1**	**715.9**	**859.9**	**917.0**	**1,012.8**	**1,083.9**	**100.0**	**+ 7.0**	**+ 11.5**
MARITIME CLUSTER	***19.6***	***22.8***	***27.4***	***37.7***	***23.2***	***37.2***	***3.4***	***+ 59.9***	***+ 13.6***
Shipping agents and forwarders	7.3	9.1	9.7	8.3	11.0	12.2	1.1	+ 10.8	+ 10.8
Cargo handling	5.9	6.3	7.2	7.0	6.1	7.2	0.7	+ 19.3	+ 4.0
Shipping companies	0.0	0.0	0.0	0.0	0.0	0.0	0.0	- 365.5	- 170.4
Shipbuilding and repair	0.0	0.0	0.0	0.0	0.0	0.0	0.0	n.	n.
Port construction and dredging	2.0	5.8	7.1	16.1	11.1	14.1	1.3	+ 27.6	+ 48.0
Fishing	0.0	0.0	0.0	0.0	0.0	0.0	0.0	n.	n.
Port trade	1.7	1.6	2.2	2.6	0.8	0.7	0.1	- 11.9	- 17.1
Port authority	2.6	0.0	1.2	3.8	-5.7	2.9	0.3	- 150.8	+ 1.9
Public sector	0.0	0.0	0.0	0.0	0.0	0.0	0.0	n.	n.
NON MARITIME CLUSTER	***610.4***	***693.2***	***832.5***	***879.3***	***989.5***	***1,046.7***	***96.6***	***+ 5.8***	***+ 11.4***
TRADE	201.1	219.8	218.3	233.3	291.4	299.2	27.6	+ 2.7	+ 8.3
INDUSTRY	401.7	377.7	517.5	517.8	522.1	555.4	51.2	+ 6.4	+ 6.7
Energy	180.8	180.3	323.8	320.8	321.8	336.0	31.0	+ 4.4	+ 13.2
Fuel production	0.0	0.0	0.0	0.0	0.0	0.0	0.0	n.	n.
Chemicals	127.4	109.6	96.8	120.8	114.1	129.3	11.9	+ 13.4	+ 0.3
Car manufacturing	3.1	-1.0	11.9	10.6	13.1	16.5	1.5	+ 26.2	+ 39.6
Electronics	4.5	4.1	4.3	0.0	0.0	0.0	0.0	n.	- 100.0
Metalworking industry	10.0	8.3	5.6	2.1	1.9	1.9	0.2	+ 0.4	- 28.3
Construction	54.9	50.9	48.7	44.8	46.9	51.1	4.7	+ 9.0	- 1.4
Food industry	17.1	20.8	21.4	15.0	20.7	16.2	1.5	- 21.5	- 1.0
Other industries	3.9	4.7	5.0	3.6	3.6	4.3	0.4	+ 17.4	+ 2.0
LAND TRANSPORT	27.0	26.8	25.8	28.8	24.6	27.2	2.5	+ 10.2	+ 0.1
Road transport	15.5	16.1	14.7	14.0	11.1	11.2	1.0	+ 1.2	- 6.2
Other land transport	11.5	10.7	11.0	14.8	13.5	15.9	1.5	+ 17.5	+ 6.7
OTHER LOGISTIC SERVICES	-19.4	68.9	70.9	99.4	151.5	165.0	15.2	+ 8.9	- 253.5
Other services	-23.2	65.1	67.1	95.5	147.5	160.9	14.8	+ 9.1	- 247.3
Public sector	3.8	3.8	3.8	3.9	4.0	4.1	0.4	+ 3.4	+ 1.4
2. INDIRECT EFFECTS	***715.2***	***705.2***	***699.1***	***725.8***	***778.4***	***841.5***	**-**	***+ 8.1***	***+ 3.3***
MARITIME CLUSTER	***48.8***	***48.3***	***49.7***	***56.4***	***40.7***	***59.6***	**-**	***+ 46.4***	***+ 4.1***
NON-MARITIME CLUSTER	***666.4***	***656.9***	***649.4***	***669.3***	***737.7***	***782.0***	**-**	***+ 6.0***	***+ 3.3***
TOTAL VALUE ADDED	**1,345.2**	**1,421.1**	**1,559.1**	**1,642.8**	**1,791.2**	**1,925.4**	**-**	**+ 7.5**	**+ 7.4**

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

2.2.4 Employment[86]

Employment at the port of Brussels declined both in firms in the port and in their subcontractors (table 59). Direct and total employment in 2006 represented 1.1 and 2.7 p.c. respectively of employment in the Brussels-Capital Region. They accounted for 0.2 (direct effects) and 0.4 p.c. (direct and indirect effects) of Belgian employment. All these percentages remained the same as in 2005.

The decline in employment at the port of Brussels is due entirely to the non-maritime cluster. In the **maritime cluster** there was a slight increase. The port authority of Brussels took on 17 employees, while only 4 people left the company. Cargo handling firms, including T.R.W., were the only others to expand their workforce.

The decline in the **non-maritime cluster** is the outcome of positive and negative changes in the various sectors. Trade had the biggest negative impact. In 2005, Theunissen employed an average of 44 FTEs. Since then the company has applied for bankruptcy. As a result of the changes mentioned earlier in the Ineos group, most of the Ineos Solutions staff were gradually transferred to other European legal entities.
In the energy sector, Sibelga Operations took on additional staff, while in road transport and other land transport respectively, ATU Transport and G4S Courier Services Belgium accounted for the growth. Both Imtech Maintenance and Imtech Projects (construction) expanded their work force as well. However, the resulting effect was partially smoothed down by the early dissolution of Asphalte Trojan which affected 12 employees.
Finally, in other services a number of firms are responsible for the decline. N'lil relocated its registered office so that it is no longer included. At Faceo Belgium the contract with one of their biggest customers was terminated, necessitating restructuring negotiations. In the end, 18 people were made redundant or granted early retirement in 2006.

[86] The employment figures are not only based on information from annual accounts, but also on the results of surveys conducted by the Observatoire bruxellois du Marché du Travail et des Qualifications within the scope of the study *Poids socio-économique des entreprises implantées sur le site du Port de Bruxelles* (2007), as for some multi-regional firms.

TABLE 59 **EMPLOYMENT IN THE PORT OF BRUSSELS FROM 2001 TO 2006**
(FTE)

Sectors	2001	2002	2003	2004	2005	2006	Share in 2006	Change from 2005 to 2006	Annual average change from 2001 to 2006
							(in p.c.)	(in p.c.)	(in p.c.)
1. DIRECT EFFECTS	**5,749**	**5,660**	**5,578**	**6,213**	**6,452**	**6,402**	**100.0**	**- 0.8**	**+ 2.2**
MARITIME CLUSTER	***459***	***536***	***579***	***742***	***692***	***709***	***11.1***	***+ 2.4***	***+ 9.1***
Shipping agents and forwarders	148	146	174	140	139	138	2.1	- 1.0	- 1.4
Cargo handling	136	134	144	135	129	136	2.1	+ 6.1	+ 0.0
Shipping companies	0	0	3	0	0	0	0.0	n.	n.
Shipbuilding and repair	0	0	0	0	0	0	0.0	n.	n.
Port construction and dredging	38	115	118	329	305	305	4.8	- 0.1	+ 51.9
Fishing	0	0	0	0	0	0	0.0	n.	n.
Port trade	21	21	22	22	6	6	0.1	+ 0.0	- 21.9
Port authority	116	120	118	117	114	124	1.9	+ 8.8	+ 1.3
Public sector	0	0	0	0	0	0	0.0	n.	n.
NON MARITIME CLUSTER	***5,290***	***5,124***	***4,999***	***5,471***	***5,759***	***5,693***	***88.9***	***- 1.2***	***+ 1.5***
TRADE	1,651	1,683	1,670	1,712	1,796	1,697	26.5	- 5.5	+ 0.6
INDUSTRY	2,567	2,355	2,314	2,295	2,221	2,264	35.4	+ 1.9	- 2.5
Energy	1	2	69	140	198	211	3.3	+ 6.6	+ 191.7
Fuel production	0	0	0	0	0	0	0.0	n.	n.
Chemicals	1,062	955	934	938	808	814	12.7	+ 0.7	- 5.2
Car manufacturing	53	34	35	39	44	47	0.7	+ 6.4	- 2.5
Electronics	83	86	89	0	0	0	0.0	n.	- 100.0
Metalworking industry	215	165	75	37	32	31	0.5	- 2.6	- 32.2
Construction	851	813	828	861	878	904	14.1	+ 3.0	+ 1.2
Food industry	219	216	213	231	210	205	3.2	- 2.6	- 1.3
Other industries	82	84	72	48	52	52	0.8	+ 1.7	- 8.6
LAND TRANSPORT	498	482	490	563	511	532	8.3	+ 4.1	+ 1.3
Road transport	253	260	256	220	161	171	2.7	+ 6.3	- 7.5
Other land transport	245	222	234	343	350	361	5.6	+ 3.1	+ 8.1
OTHER LOGISTIC SERVICES	574	604	525	900	1,231	1,199	18.7	- 2.6	+ 15.9
Other services	474	504	425	800	1,131	1,099	17.2	- 2.8	+ 18.3
Public sector	100	100	100	100	100	100	1.6	+ 0.0	+ 0.0
2. INDIRECT EFFECTS	***9,614***	***9,402***	***8,312***	***9,382***	***9,458***	***9,268***	**-**	***- 2.0***	***- 0.7***
MARITIME CLUSTER	***1,247***	***1,253***	***1,204***	***1,192***	***1,150***	***1,037***	**-**	***- 9.8***	***- 3.6***
NON-MARITIME CLUSTER	***8,367***	***8,149***	***7,107***	***8,190***	***8,309***	***8,231***	**-**	***- 0.9***	***- 0.3***
TOTAL EMPLOYMENT	**15,363**	**15,061**	**13,890**	**15,594**	**15,910**	**15,670**	**-**	**- 1.5**	**+ 0.4**

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

2.2.5 *Investment*

Investment in 2006 was remarkably higher than the year before, but still did not reach the 2004 level. Brussels is actually one of the three ports where investment exceeded the previous year's figures. The increase amounted to 31.3 p.c. (+ 27.8 p.c. at constant prices, table 60).

TABLE 60 **INVESTMENT IN THE PORT OF BRUSSELS FROM 2001 TO 2006**
(millions of euros - current prices)

Sectors	2001	2002	2003	2004	2005	2006	Share in 2006	Change from 2005 to 2006	Annual average change from 2001 to 2006
							(in p.c.)	(in p.c.)	(in p.c.)
MARITIME CLUSTER	***21.3***	***10.4***	***8.7***	***7.5***	***6.2***	***6.9***	***4.0***	***+ 11.0***	***- 20.1***
Shipping agents and forwarders	15.3	2.4	2.8	1.1	1.2	2.1	1.2	+ 73.1	- 32.5
Cargo handling	0.1	0.7	2.8	3.0	0.4	0.8	0.5	+ 104.2	+ 46.4
Shipping companies	0.0	0.0	0.0	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	0.1	0.2	0.2	0.2	0.1	0.1	0.1	+ 4.3	- 0.1
Fishing	0.0	0.0	0.0	0.0	0.0	0.0	0.0	n.	n.
Port trade	0.2	0.9	0.1	1.5	0.0	0.1	0.0	+ 2,524.1	- 18.4
Port authority	5.5	6.2	2.9	1.7	4.5	3.8	2.2	- 15.9	- 7.4
Public sector	0.0	0.0	0.0	0.0	0.0	0.0	0.0	n.	n.
NON MARITIME CLUSTER	***152.0***	***137.5***	***197.0***	***199.7***	***125.2***	***165.7***	***96.0***	***+ 32.3***	***+ 1.7***
TRADE	21.6	19.4	18.1	13.4	21.7	29.1	16.9	+ 34.5	+ 6.2
INDUSTRY	111.2	87.3	125.4	81.8	69.2	85.8	49.7	+ 23.9	- 5.1
Energy	49.1	51.4	90.7	65.6	52.0	68.6	39.8	+ 31.9	+ 6.9
Fuel production	0.0	0.0	0.0	0.0	0.0	0.0	0.0	n.	n.
Chemicals	50.9	23.1	16.2	5.8	5.8	6.2	3.6	+ 6.4	- 34.5
Car manufacturing	0.7	1.8	0.6	0.8	2.3	3.1	1.8	+ 33.8	+ 34.4
Electronics	0.3	0.3	0.1	0.0	0.0	0.0	0.0	n.	- 100.0
Metalworking industry	0.9	0.3	0.4	0.1	0.1	0.1	0.1	- 9.4	- 36.7
Construction	5.2	3.9	4.3	2.1	3.8	3.3	1.9	- 15.1	- 8.8
Food industry	3.1	5.9	11.7	7.0	4.1	3.6	2.1	- 12.1	+ 3.0
Other industries	1.0	0.7	1.4	0.5	1.0	0.9	0.5	- 11.4	- 2.2
LAND TRANSPORT	4.9	3.1	2.5	2.6	2.4	1.4	0.8	- 42.6	- 22.6
Road transport	3.9	2.7	2.0	1.8	1.5	0.9	0.5	- 41.6	- 26.0
Other land transport	1.0	0.5	0.4	0.8	0.9	0.5	0.3	- 44.2	- 13.5
OTHER LOGISTIC SERVICES	14.3	27.6	51.1	101.9	32.0	49.4	28.6	+ 54.6	+ 28.2
Other services	14.3	27.6	51.1	101.9	32.0	49.4	28.6	+ 54.6	+ 28.2
Public sector	0.0	0.0	0.0	0.0	0.0	0.0	0.0	n.	n.
DIRECT INVESTMENT	**173.3**	**147.9**	**205.7**	**207.2**	**131.5**	**172.6**	**100.0**	**+ 31.3**	**- 0.1**

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

Acquisitions of tangible fixed assets increased slightly in the **maritime cluster**, mainly stimulated by the shipping agents and forwarders. At T.R.W. (cargo handling), investment expenditure was also higher than in 2005. Conversely, investment by the port authority of Brussels failed to equal its 2005 level. In

that year the company had taken over the business activities of Bruport Invest, thus acquiring a gantry crane and pavement. In 2006 spending nevertheless amounted to 3.8 million euro, mainly owing to a number of assets under construction, such as the sailing school.

In the **non-maritime sectors** stronger growth was recorded. In trade, investment actually reached a record level. Solvin invested heavily in tangible fixed assets under construction. But spending also soared at Sibelga (energy). Most of it concerned installations, machinery and equipment, and to a lesser extent furniture and rolling stock. Inergy Automotive Systems Research (car manufacturing) invested 0.8 million euro more than in 2005. Most expenditure was carried out within the scope of the start up of a validation centre for fuel tanks originating from different production units of the group. In April 2006, the first fuel tanks were validated. In other services, investment was greatly influenced by Aquiris. This company won the contract for the design, construction and operation of the Brussels North water treatment plant for a 20-year period. In 2006 expenditure on this project came to several tens of millions of euros. However, the rise in other services was attenuated by the decline in investment at Brussel Energie.

3 SUMMARY

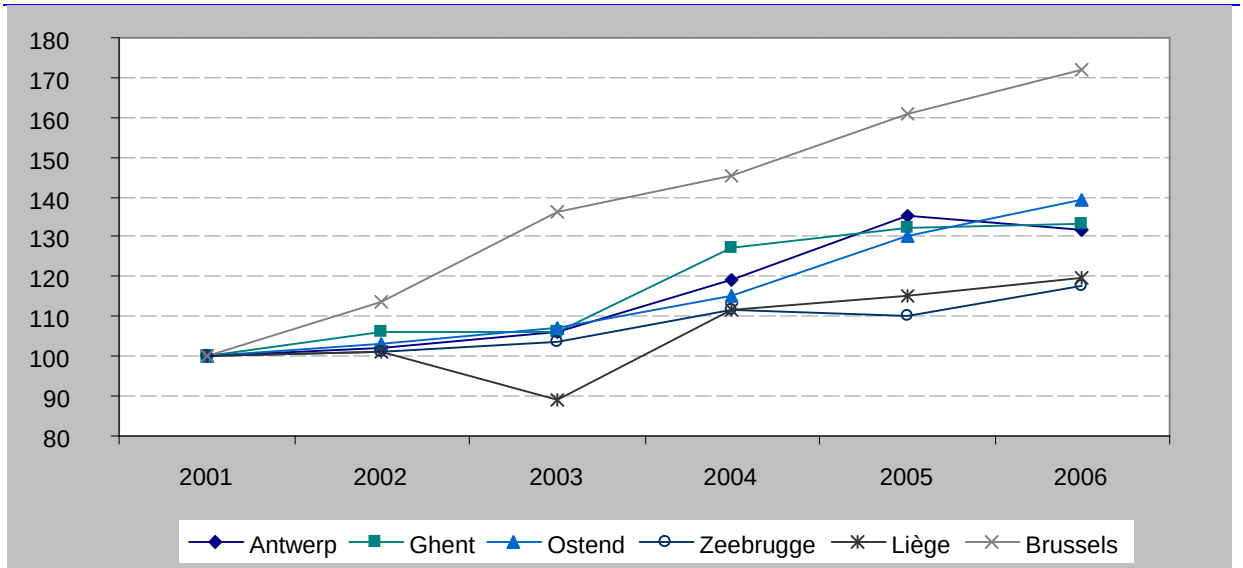
Propelled by the expansion of world trade, freight traffic in Antwerp, Ostend and Zeebrugge hit a new record. But 2006 was also an excellent year for Ghent: following the previous year's decline, maritime traffic increased again by 8.6 p.c. The rapid development of the Asian and other emerging countries provided a strong boost, particularly for container traffic. In Antwerp and Zeebrugge a large part of the growth is therefore due to this category of freight. The Deurganck dock provided the necessary extra capacity in the port of Antwerp, while in Zeebrugge work is in progress on new container terminals and the further expansion of the existing terminals. Container volumes were the main factor strengthening the position of the Flemish ports in the Hamburg - Le Havre range. It was not only freight carried by sea but also river freight that benefited from the expanding world trade. There was a partial recovery in the traffic using the public ports in Liège, and there was even a rise in the number of containers handled (TEU). In Brussels on the other hand, the tonnages of cargo have been stable in the past years due to the limit that has been reached regarding the space available for port-related activities.

To ensure that they can maintain these good results in the future, each of the ports is focusing on its own market segments and specific niches. Thus, Antwerp hopes to secure its position as a container port. Sea access and further capacity expansion are therefore the two key topics currently being discussed and/or addressed. Sea access is not only a problem in Antwerp; this subject is also a cause of headaches in Ghent and Ostend. In Ghent, the further expansion of the Kluizen dock has already generated a recovery in volumes, and the Ghent Bio-energy Valley will also stimulate activity in the coming years. In Ostend, phase 1 of the new port access is to enter service in September 2008. Conversely, large modern ships present no problems for Zeebrugge. That port is therefore maintaining its position as the leader in shortsea ro-ro, and thanks to extensive investment it can also build up its position in the container traffic sector. The Liège port complex, with the TriLogiPort project, is also betting on a strong expansion in container volumes in the future. But that is not the only reason for the optimistic outlook for this inland port: there are also good prospects offered by other factors such as the re-opening of the Seraing furnace and the construction of a new bio-ethanol factory in Wanze. The port of Brussels does not want to get into arrears and has set ambitious goals. To reach these goals, close attention is currently focused on the expansion of the port infrastructure.

Despite the good figures for the volumes handled, the direct value added of the six ports taken together remained stable (- 1.9 p.c. at constant prices). The decline in direct value added in Antwerp was offset by increases in Brussels, Ostend, Zeebrugge, Liège and, to a lesser extent, Ghent. The decline was particularly marked in the Antwerp shipping companies and fuel producers, the Antwerp chemical industry and Ghent metalworking, However, in all ports except Antwerp, the increase in traffic caused the direct value added of the maritime cluster to rise faster than that of the non-maritime cluster. The higher value added in cargo handling was particularly noticeable in Zeebrugge and Ghent. In Ostend, port construction and dredging did particularly well. In the non-maritime cluster, a number of sectors more or less compensated for the decline in fuel production, chemicals and metalworking, more specifically car manufacturing (Antwerp and Ghent), construction (Liège), the energy sector (Antwerp, Brussels, Liège and Ostend), other industry (Ghent), electronics (Ghent and Zeebrugge) and other services (Antwerp, Brussels, Liège and Ostend).
Subcontractors more than made up for the stabilisation of the direct effects, so that the total value added increased by 2.9 p.c. (+ 0.9 p.c. at constant prices). Nonetheless, the share of the total value added in Belgium's GDP dropped from 10.3 to 10.1 p.c.

Chart 1 shows developments during the period 2001 - 2006:

CHART 1 **CHANGE IN DIRECT VALUE ADDED**
(current prices, index 2001 = 100)



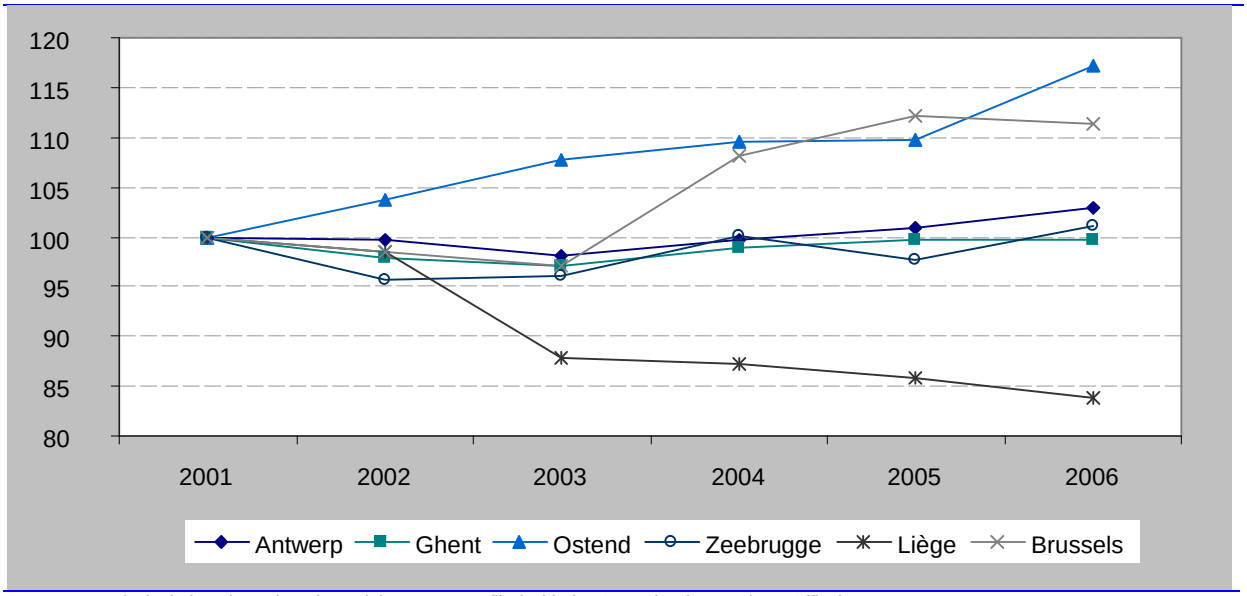
Source: NBB (calculations based on the Belgian accounts filed with the Central Balance Sheet Office).

The only ports which did not see any decline in the past five years are Ostend and Brussels. Both Ghent and Liège recorded their strongest growth in 2004, while 2005 was the best year for Antwerp and Ostend.

Direct employment in the six ports increased by 1.3 p.c. This expansion was entirely based on traffic growth. It was therefore due to a substantial increase in the workforce in the maritime cluster. Employment in cargo handling actually increased in all six ports, with a dramatic rise in Antwerp and Zeebrugge. But the shipping agents, forwarders and shipping companies also contributed to the good result. Conversely, in the non-maritime cluster the average number of workers diminished. Declines in construction (Liège and Zeebrugge), chemicals (Antwerp, Ghent and Ostend), car manufacturing (Antwerp and Ghent) and metalworking (Liège) were mitigated to some extent by increases in trade (Antwerp and Ostend) and other services (Antwerp and Ostend). Partly thanks to the Plassendale districts, Ostend is the only port where the numbers employed in the non-maritime cluster increased, actually growing by 7.3 p.c.
The expansion of indirect employment was less marked, so that total employment increased by 0.8 p.c., resulting in the stabilisation of the share in domestic employment at 7.7 p.c.
The analysis of the social balance sheet showed that – compared to other firms in Belgium - firms in the ports employ more blue-collar workers and more males. The system of part-time working is steadily gaining ground and was most popular in the other land transport sector. Among the staff taken on, the proportion holding a certificate of primary education declined, while holders of a certificate of secondary education continued to dominate. Finally, the training policy varied greatly according to the business activity. Thus, access to training was noticeably less easy for employees in the maritime cluster than for staff in the energy sector, for example.

Chart 2 shows developments during the period 2001 - 2006:

CHART 2 **CHANGE IN DIRECT EMPLOYMENT**
(FTE, index 2001 = 100)



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

Following the exceptional rise in investment in 2005, it is not surprising that expenditure dropped by 28.2 p.c. (- 30.1 p.c. at constant prices). Antwerp and Zeebrugge shipping companies accounted for most of the decline, but as a result of the completion of the Deurganck dock, investment spending was also well down in the case of the Antwerp cargo handling firms. Brussels, Ghent and Liege are the three ports where the acquisition of tangible fixed assets exceeded the previous year's figures. Nonetheless, that increase is due entirely to the non-maritime cluster, which in fact stepped up its investment in all the ports except Ostend. The increases in the chemical industry (Antwerp) and other services (Antwerp, Brussels, Ghent, Liège and Ostend) more than offset the decline in car manufacturing (Antwerp and Ghent). The development of bio-fuels was only evident in Ghent (Ghent Bio-energy Valley) and Liège (bio-ethanol factory of BioWanze in the port of Statte). In Zeebrugge, the largest increase was in the energy sector (Fluxys LNG).

In 2006 the ports of Antwerp and Ghent recorded a marked deterioration in their return on equity after taxes. Nevertheless, in both ports this ratio remained above the average for Belgian firms. In contrast, profitability improved in Ostend, Zeebrugge and Liège. The average net operating capital was positive in all the ports except Antwerp, though in Liège there was a considerable decline compared to the year before. Ostend is the only port with average liquidity exceeding the national figure. In terms of financial autonomy, Ghent, Ostend and Zeebrugge scored better than the average for Belgian non-financial corporations, while Antwerp and Liège did worse. In the Flemish maritime ports, however, there was an improvement in solvency. The analysis of the synthetic indicator of financial health showed that firms in the Flemish ports and the port of Liège in general were financially healthier than Belgian non-financial corporations. There has even been a further improvement in the situation in the past two years. In Flemish trade, the risks were highest but the number of jobs concerned was relatively small.

The detailed findings of this study show that firms directly connected with the ports, in regard to value added and employment, are crucial to the Belgian economy. In the current context of fierce international competition it is vital for the Belgian ports to be vigilant in monitoring their performance and position, because globalisation, infrastructure expansion and upsizing are all factors which will continue intensifying that competition. In the future, it will be increasingly up to each port to concentrate on its strengths and deliberately exploit them. In addition, there must be scope for mutual consultation, as the flows of goods become more concentrated on preferred sea routes served by a small number of ports. Clearly, future development of the ports at both European and regional level is linked to current topics concerning sustainability, such as concern for the environment and nature, sustainable energy and mobility.

LIST OF ABBREVIATIONS

BNRC	Belgian National Railway Company
EU	European Union
FTE	Full-time equivalent
GDP	Gross Domestic Product
IOT	Input-Output Table
n.	not available
NAI	National Accounts Institute
NSI	National Statistical Institute, now FPS Economy, SMEs, independent Professions and Energy – Directorate General of Statistics and Economic Information
p.c.	per cent
p.m.	pro memoria
SMEs	Small and medium-sized enterprises
SUT	Supply and Use Table.
TEU	Twenty-foot Equivalent Unit

ANNEX 1: DETAILED SOCIAL BALANCE SHEET IN 2006

TABLE 61 DETAILED SOCIAL BALANCE SHEET OF THE FLEMISH MARITIME PORTS: 2006

Source: NBB.

Sectors	AVERAGE NUMBER OF EMPLOYEES														
	Number			Hours actually worked (1)			Personnel costs (2)			Hired temporary staff			At the enterprise's disposal		
	full-time	part-time	total (in FTEs)	full-time	part-time	totaal	full-time	part-time	total	number	hours actually worked (1)	costs (2)	number	hours actually worked (1)	costs (2)
	1001	1002	1003	1011	1012	1013	1021	1022	1023	1501	1511	1521	1502	1512	1522
MARITIME CLUSTER	***24,747***	***1,824***	***26,053***	***37.9***	***1.9***	***39.8***	***1,451.1***	***71.3***	***1,522.5***	***1823***	***3.41***	***91.8***	***6,934***	***11.63***	***467.3***
Shipping agents and forwarders	5,702	896	6,343	9.3	1.0	10.3	305.4	33.8	339.4	562	1.07	24.1	467	0.78	26.1
Cargo handling	14,264	675	14,750	19.8	0.6	20.4	840.9	25.6	866.5	1157	2.14	63.1	6,373	10.69	435.1
Shipping companies	751	58	792	1.7	0.1	1.7	64.1	4.0	68.1	7	0.01	0.4	80	0.14	5.4
Shipbuilding and repair	388	25	406	0.6	0.0	0.6	19.8	0.8	20.6	39	0.07	1.6	4	0.01	0.2
Port construction and dredging	1,344	63	1,390	2.4	0.1	2.5	92.5	3.0	95.5	14	0.03	0.7	0	0.00	0.0
Fishing	283	33	308	0.3	0.0	0.4	9.2	0.9	10.1	32	0.06	1.2	0	0.00	0.0
Port trade	78	7	83	0.1	0.0	0.1	5.5	0.4	5.8	2	0.00	0.2	0	0.00	0.0
Port authority	1,936	68	1,980	3.6	0.1	3.7	113.7	2.8	116.5	10	0.02	0.5	10	0.02	0.5
Public sector	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.
NON-MARITIME CLUSTER	***57,364***	***6,316***	***61,996***	***88.3***	***7.0***	***95.4***	***3,893.3***	***288.9***	***4,182.2***	***3,109***	***5.77***	***158.6***	***307***	***0.51***	***19.6***
TRADE	4,632	741	5,142	7.5	0.8	8.3	286.5	27.9	314.3	363	0.70	16.4	83	0.15	5.7
INDUSTRY	44,773	4,178	47,860	68.0	4.6	72.6	3,160.9	207.7	3,368.6	2,217	4.09	116.2	133	0.21	8.9
Energy	1,584	102	1,662	2.2	0.1	2.3	145.8	6.0	151.8	19	0.03	0.8	0	0.00	0.0
Fuel production	2,718	269	2,916	4.4	0.4	4.8	347.4	23.2	370.6	31	0.06	2.1	1	0.00	0.1
Chemicals	11,834	1,106	12,598	17.8	1.2	19.0	993.2	66.5	1,059.7	247	0.46	15.7	8	0.01	0.9
Car manufacturing	13,776	1,542	14,976	20.7	1.7	22.4	753.2	65.1	818.3	1,168	2.16	62.4	4	0.01	0.2
Electronics	1,325	251	1,512	2.0	0.3	2.3	77.7	9.5	87.2	76	0.14	3.3	0	0.00	0.0
Metalworking industry	9,442	550	9,851	14.5	0.6	15.1	617.3	24.1	641.4	323	0.59	16.5	104	0.16	6.8
Construction	1,910	126	1,998	2.9	0.1	3.0	104.4	5.0	109.4	91	0.16	4.5	2	0.00	0.1
Food industry	780	102	853	1.2	0.1	1.3	46.2	3.9	50.1	147	0.28	6.1	11	0.02	0.5
Other industries	1,403	130	1,496	2.1	0.1	2.3	75.7	4.4	80.2	115	0.21	4.9	4	0.01	0.3
LAND TRANSPORT	4,138	623	4,631	6.5	0.7	7.2	203.1	23.8	226.9	180	0.35	7.4	90	0.15	5.0
Road transport	1,947	109	2,027	3.3	0.1	3.4	93.3	3.5	96.8	164	0.32	6.7	81	0.14	4.2
Other land transport	2,191	513	2,604	3.2	0.6	3.8	109.8	20.3	130.1	15	0.03	0.7	8	0.02	0.8
OTHER LOGISTIC SERVICES	3,821	775	4,362	6.4	0.9	7.2	242.9	29.6	272.5	349	0.63	18.5	1	0.00	0.0
Other services	3,821	775	4,362	6.4	0.9	7.2	242.9	29.6	272.5	349	0.63	18.5	1	0.00	0.0
Public sector	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.
Total	**82,111**	**8,140**	**88,048**	**126.2**	**9.0**	**135.2**	**5,344.4**	**360.2**	**5,704.7**	**4,932**	**9.17**	**250.4**	**7,241**	**12.14**	**486.9**

TABLE 61 (CONTINUED) DETAILED SOCIAL BALANCE SHEET OF THE FLEMISH MARITIME PORTS: 2006

Source: NBB.

Sectors	NUMBER OF PERSONS EMPLOYED AT THE END OF THE YEAR											TRAINING		
	Number			Men			Women			Number			Men	
	full-time	part-time	total (in FTEs)	full-time	part-time	total (in FTEs)	full-time	part-time	total (in FTEs)	White-collar	Blue-collar	Number	hours (1)	costs (2)
	1051	1052	1053	1201	1202	1203	1211	1212	1213	1343	1323	5801	5802	5803
MARITIME CLUSTER	***24,841***	***1,802***	***26,133***	***20,647***	***591***	***21,054***	***4,200***	***1,217***	***5,080***	***10,628***	***14,748***	***4,569***	***0.19***	***7.7***
Shipping agents and forwarders	5,770	897	6,417	3,499	159	3,607	2,270	738	2,811	5,612	681	818	0.03	1.1
Cargo handling	14,331	643	14,797	12,994	331	13,235	1,337	313	1,562	3,006	11,664	1,787	0.08	3.4
Shipping companies	789	58	829	660	15	670	129	43	159	462	187	200	0.01	0.4
Shipbuilding and repair	399	26	418	382	22	398	17	4	20	77	337	96	0.01	0.3
Port construction and dredging	1,345	68	1,395	1,249	24	1,267	96	44	128	543	846	808	0.04	2.0
Fishing	204	34	223	154	9	148	56	32	75	61	162	44	0.00	0.0
Port trade	73	6	77	49	1	50	24	5	27	60	16	10	0.00	0.0
Port authority	1,931	69	1,977	1,660	31	1,679	271	38	298	807	854	807	0.01	0.4
Public sector	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.
NON-MARITIME CLUSTER	***57,255***	***6,319***	***61,809***	***50,070***	***3,357***	***52,524***	***7,185***	***2,962***	***9,285***	***24,438***	***35,215***	***36,238***	***1.36***	***75.5***
TRADE	4,642	753	5,156	3,489	224	3,635	1,153	529	1,521	3,154	1,833	1,629	0.03	1.8
INDUSTRY	44,607	4,125	47,578	39,853	2,465	41,650	4,754	1,660	5,928	16,563	29,201	30,886	1.17	66.8
Energy	1,519	103	1,599	1,204	33	1,230	315	70	369	1,238	29	1,147	0.05	4.1
Fuel production	2,736	263	2,920	2,354	149	2,456	382	113	465	2,434	440	2,328	0.16	9.9
Chemicals	11,909	1,093	12,664	10,939	620	11,361	971	472	1,302	6,182	5,733	9,649	0.29	21.9
Car manufacturing	13,671	1,542	14,811	12,203	1,144	13,068	1,468	399	1,743	2,078	12,373	9,219	0.35	15.3
Electronics	1,240	211	1,403	979	55	1,022	261	156	380	539	845	549	0.04	1.0
Metalworking industry	9,427	550	9,824	8,632	310	8,865	795	240	958	2,864	6,839	5,900	0.23	12.9
Construction	1,913	123	1,998	1,796	71	1,843	117	52	155	588	1,325	835	0.02	0.8
Food industry	800	104	873	591	31	613	209	72	259	291	503	353	0.01	0.5
Other industries	1,390	137	1,487	1,154	52	1,192	236	85	295	349	1,115	908	0.02	0.5
LAND TRANSPORT	4,149	654	4,667	3,728	471	4,108	420	183	559	1,679	2,910	2,333	0.11	5.1
Road transport	1,975	111	2,055	1,784	35	1,808	190	76	247	503	1,502	453	0.00	0.1
Other land transport	2,174	543	2,612	1,944	436	2,300	230	107	312	1,176	1,409	1,880	0.10	4.9
OTHER LOGISTIC SERVICES	3,857	787	4,409	2,999	197	3,132	858	591	1,277	3,042	1,270	1,390	0.04	1.9
Other services	3,857	787	4,409	2,999	197	3,132	858	591	1,277	3,042	1,270	1,390	0.04	1.9
Public sector	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.
Total	**82,096**	**8,121**	**87,943**	**70,717**	**3,948**	**73,577**	**11,385**	**4,180**	**14,365**	**35,066**	**49,962**	**40,807**	**1.54**	**83.2**

TABLE 61 (CONTINUED) DETAILED SOCIAL BALANCE SHEET OF THE FLEMISH MARITIME PORTS: 2006

Sectors	TRAINING			ENTERED										RESIGNED	
	Women					Men				Women					
	Number	hours (1)	costs (2)	Number (in FTEs)	Indefinite period	primary	secondary	higher	university	primary	secondary	higher	university	Number (in FTEs)	Indefinite period
	5811	5812	5813	2053	2103	2203	2213	2223	2233	2303	2313	2323	2333	3053	3103
MARITIME CLUSTER	***1,468***	***0.04***	***1.6***	***6,456***	***4,508***	***867***	***2,892***	***1,040***	***344***	***121***	***824***	***283***	***84***	***5,891***	***4,272***
Shipping agents and forwarders	609	0.01	0.5	1,715	1,314	81	677	233	59	21	454	154	38	1,398	1,184
Cargo handling	408	0.02	0.6	2,796	2,302	473	1,575	176	63	85	318	84	23	2,748	2,263
Shipping companies	84	0.00	0.1	1,148	145	219	420	406	62	2	16	14	10	992	110
Shipbuilding and repair	2	0.00	0.0	76	63	11	50	7	2	1	4	1	0	56	43
Port construction and dredging	77	0.00	0.2	587	568	58	124	212	151	1	14	19	9	558	543
Fishing	46	0.00	0.0	7	6	3	4	0	0	0	0	0	0	10	9
Port trade	10	0.00	0.0	21	19	1	10	1	1	0	3	4	1	27	24
Port authority	232	0.00	0.2	107	92	22	33	6	7	11	17	8	4	101	96
Public sector	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.
NON-MARITIME CLUSTER	***5,667***	***0.18***	***10.0***	***11,407***	***7,562***	***1,184***	***5,493***	***1,407***	***714***	***234***	***1,436***	***556***	***384***	***9,496***	***6,405***
TRADE	748	0.01	0.7	1,443	997	88	541	170	78	83	333	104	47	1,303	897
INDUSTRY	4,383	0.15	8.4	7,090	4,668	591	3,797	987	480	124	634	297	180	5,676	3,911
Energy	408	0.01	1.1	261	138	0	38	69	39	0	25	67	23	354	253
Fuel production	243	0.01	0.7	270	202	0	66	76	68	0	12	23	24	262	224
Chemicals	1,070	0.03	2.4	1,300	653	48	595	200	111	22	180	87	57	1,187	626
Car manufacturing	1,473	0.04	2.6	1,320	510	221	758	81	38	65	119	27	13	1,529	1,058
Electronics	242	0.02	0.4	250	76	6	98	21	8	1	108	4	4	408	197
Metalworking industry	486	0.02	0.8	2,826	2,435	181	1,730	475	196	6	126	62	49	1,062	863
Construction	72	0.00	0.1	402	327	65	264	32	12	1	9	14	5	439	389
Food industry	140	0.00	0.1	153	136	30	43	14	5	24	29	5	2	126	106
Other industries	248	0.01	0.2	309	190	40	204	20	3	5	27	9	1	309	194
LAND TRANSPORT	146	0.01	0.4	846	752	262	414	33	24	18	62	21	11	830	743
Road transport	56	0.00	0.0	672	599	224	356	19	9	14	33	12	4	659	593
Other land transport	90	0.01	0.3	174	153	38	58	14	15	4	29	9	7	170	149
OTHER LOGISTIC SERVICES	391	0.01	0.5	2,028	1,146	242	741	217	132	8	407	134	146	1,688	854
Other services	391	0.01	0.5	2,028	1,146	242	741	217	132	8	407	134	146	1,688	854
Public sector	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.
Total	**7,136**	**0.23**	**11.5**	**17,863**	**12,070**	**2,051**	**8,385**	**2,447**	**1,058**	**356**	**2,260**	**839**	**468**	**15,387**	**10,677**

Source: NBB.

(1) The time actually worked in terms of millions of hours.

(2) The personnel costs and training costs in terms of millions of euros.

TABLE 62 DETAILED SOCIAL BALANCE SHEET OF THE LIÈGE PORT COMPLEX: 2006

Source: NBB.

Sectors	AVERAGE NUMBER OF EMPLOYEES														
	Number			Hours actually worked (1)			Personnel costs (2)			Hired temporary staff			At the enterprise's disposal		
	full-time	part-time	total (in FTE)	full-time	part-time	total	full-time	part-time	total	Number	hours actually worked	costs (2)	Number	hours actually worked	costs (2)
	1001	1002	1003	1011	1012	1013	1021	1022	1023	1501	1511	1521	1502	1512	1522
MARITIME CLUSTER	***316***	***19***	***328***	***0.5***	***0.0***	***0.5***	***13.4***	***0.5***	***13.9***	***76***	***0.14***	***3.2***	***3***	***0.01***	***0.2***
Shipping agents and forwarders	81	13	89	0.1	0.0	0.1	3.6	0.3	3.9	5	0.01	0.2	2	0.00	0.1
Cargo handling	162	3	164	0.3	0.0	0.3	6.6	0.1	6.7	28	0.05	1.0	0	0.00	0.0
Shipping companies	62	3	64	0.1	0.0	0.1	2.8	0.1	2.9	33	0.07	1.5	0	0.00	0.0
Shipbuilding and repair	11	1	12	0.0	0.0	0.0	0.4	0.0	0.5	10	0.02	0.4	1	0.00	0.1
Port construction and dredging	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.
Fishing	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.
Port trade	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.
Port authority	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.
Public sector	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.
NON-MARITIME CLUSTER	***10,363***	***470***	***10,686***	***15.1***	***0.5***	***15.6***	***667.9***	***20.5***	***688.4***	***419***	***0.78***	***22.6***	***80***	***0.12***	***4.0***
TRADE	267	41	293	0.4	0.0	0.5	13.6	1.2	14.8	14	0.03	0.6	0	0.00	0.0
INDUSTRY	9,465	361	9,724	13.6	0.4	14.0	625.0	17.8	642.8	367	0.68	20.2	80	0.12	4.0
Energy	1,153	76	1,211	1.6	0.1	1.7	106.3	4.3	110.5	29	0.05	1.3	0	0.00	0.0
Fuel production	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.
Chemicals	980	50	1,013	1.6	0.1	1.6	65.0	2.1	67.2	94	0.18	5.3	0	0.00	0.0
Car manufacturing	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.
Electronics	88	8	92	0.1	0.0	0.1	4.1	0.2	4.4	14	0.02	0.6	0	0.00	0.0
Metalworking industry	5,909	146	6,017	8.3	0.2	8.5	370.0	7.2	377.1	160	0.30	9.3	79	0.12	4.0
Construction	1,151	74	1,202	1.7	0.1	1.8	68.7	3.8	72.5	59	0.11	3.2	0	0.00	0.0
Food industry	90	2	92	0.1	0.0	0.1	6.4	0.1	6.5	5	0.01	0.3	0	0.00	0.0
Other industries	94	6	97	0.1	0.0	0.1	4.5	0.1	4.6	5	0.01	0.3	0	0.00	0.0
LAND TRANSPORT	105	8	111	0.2	0.0	0.2	4.7	0.3	5.0	0	0.00	0.0	0	0.00	0.0
Road transport	84	3	86	0.2	0.0	0.2	3.7	0.0	3.7	0	0.00	0.0	0	0.00	0.0
Other land transport	21	5	25	0.0	0.0	0.0	1.1	0.2	1.3	0	0.00	0.0	0	0.00	0.0
OTHER LOGISTIC SERVICES	528	60	558	0.9	0.0	0.9	24.6	1.2	25.7	38	0.07	1.8	0	0.00	0.0
Other services	528	60	558	0.9	0.0	0.9	24.6	1.2	25.7	38	0.07	1.8	0	0.00	0.0
Public sector	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.
Total	**10,680**	**489**	**11,014**	**15.6**	**0.5**	**16.1**	**681.3**	**20.9**	**702.3**	**495**	**0.92**	**25.8**	**83**	**0.12**	**4.1**

TABLE 62 (CONTINUED) DETAILED SOCIAL BALANCE SHEET OF THE LIÈGE PORT COMPLEX: 2006

Source: NBB.

Sectors	NUMBER OF PERSONS EMPLOYED AT THE END OF THE YEAR									TRAINING				
	Number			Men			Women			Number		Men		
	full-time	part-time	total (in FTE)	full-time	part-time	total (in FTE)	full-time	part-time	total (in FTE)	White-collar	Blue-collar	Number	hours (1)	costs (2)
	1051	1052	1053	1201	1202	1203	1211	1212	1213	1343	1323	5801	5802	5803
MARITIME CLUSTER	***340***	***21***	***353***	***307***	***6***	***310***	***32***	***15***	***43***	***107***	***238***	***35***	***0.00***	***0.0***
Shipping agents and forwarders	90	15	99	70	4	71	21	11	28	67	32	8	0.00	0.0
Cargo handling	170	3	172	163	1	164	7	2	9	25	145	0	0.00	0.0
Shipping companies	68	2	70	64	0	64	4	2	6	15	51	27	0.00	0.0
Shipbuilding and repair	11	1	12	11	1	11	0	0	0	1	10	0	0.00	0.0
Port construction and dredging	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.
Fishing	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.
Port trade	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.
Port authority	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.
Public sector	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.
NON-MARITIME CLUSTER	***10,265***	***447***	***10,579***	***9,363***	***198***	***9,499***	***903***	***249***	***1,080***	***4,083***	***6,085***	***6,145***	***0.24***	***13.7***
TRADE	241	40	267	194	9	199	47	31	68	172	91	14	0.00	0.0
INDUSTRY	9,386	357	9,639	8,593	152	8,700	793	205	939	3,702	5,534	5,985	0.24	13.5
Energy	1,109	79	1,169	840	23	858	269	55	311	877	66	798	0.03	2.8
Fuel production	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.
Chemicals	1,027	54	1,062	920	22	933	108	32	129	412	630	736	0.01	0.5
Car manufacturing	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.
Electronics	91	7	94	75	4	77	16	3	17	40	54	50	0.00	0.1
Metalworking industry	5,823	144	5,928	5,524	67	5,574	299	77	354	1,961	3,884	3,699	0.17	9.1
Construction	1,160	67	1,205	1,076	33	1,097	83	34	108	349	787	622	0.02	0.9
Food industry	82	2	83	71	0	71	11	2	12	43	37	57	0.00	0.2
Other industries	95	5	98	87	3	89	8	2	9	19	75	23	0.00	0.0
LAND TRANSPORT	105	8	111	99	6	104	5	3	7	19	92	20	0.00	0.1
Road transport	84	3	86	80	1	81	4	2	6	9	78	0	0.00	0.0
Other land transport	21	5	25	19	5	23	1	1	2	10	15	20	0.00	0.1
OTHER LOGISTIC SERVICES	533	42	562	476	31	497	57	11	65	190	368	126	0.00	0.1
Other services	533	42	562	476	31	497	57	11	65	190	368	126	0.00	0.1
Public sector	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.
Total	**10,605**	**468**	**10,932**	**9,670**	**204**	**9,809**	**935**	**264**	**1,123**	**4,190**	**6,324**	**6,180**	**0.25**	**13.7**

TABLE 62 (CONTINUED) DETAILED SOCIAL BALANCE SHEET OF THE LIÈGE PORT COMPLEX: 2006

Sectors	TRAINING			ENTERED										RESIGNED	
	Women					Men				Women					
	Number	hours (1)	costs (2)	Number (in FTE)	Indefinite period	primary	secondary	higher	university	primary	secondary	higher	university	Number (in FTE)	Indefinite period
	5811	5812	5813	2053	2103	2203	2213	2223	2233	2303	2313	2323	2333	3053	3103
MARITIME CLUSTER	***9***	***0.00***	***0.0***	***116***	***98***	***3***	***105***	***5***	***0***	***0***	***2***	***0***	***0***	***78***	***71***
Shipping agents and forwarders	9	0.00	0.0	64	60	0	60	1	0	0	2	0	0	49	46
Cargo handling	0	0.00	0.0	37	24	0	36	1	0	0	0	0	0	19	16
Shipping companies	0	0.00	0.0	13	13	3	7	3	0	0	0	0	0	8	8
Shipbuilding and repair	0	0.00	0.0	2	1	0	2	0	0	0	0	0	0	2	2
Port construction and dredging	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.
Fishing	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.
Port trade	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.
Port authority	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.
Public sector	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.
NON-MARITIME CLUSTER	***721***	***0.02***	***1.6***	***2,592***	***1,945***	***173***	***1,494***	***399***	***179***	***7***	***114***	***161***	***66***	***4,223***	***3,729***
TRADE	7	0.00	0.0	72	39	1	43	2	0	0	17	8	0	132	90
INDUSTRY	709	0.02	1.6	2,350	1,810	164	1,328	386	175	7	85	143	63	3,934	3,540
Energy	345	0.01	1.0	277	182	0	27	78	34	0	23	92	23	255	180
Fuel production	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.
Chemicals	115	0.00	0.1	94	54	12	33	21	11	0	2	10	4	87	61
Car manufacturing	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.
Electronics	14	0.00	0.0	22	13	1	10	6	0	0	3	0	1	15	8
Metalworking industry	180	0.01	0.4	1,759	1,435	137	1,131	261	117	2	46	35	29	3,325	3,100
Construction	45	0.00	0.1	145	115	7	102	14	12	0	4	3	4	191	173
Food industry	10	0.00	0.0	41	4	5	13	6	2	4	6	3	1	46	9
Other industries	1	0.00	0.0	13	9	1	12	0	0	0	0	0	0	14	9
LAND TRANSPORT	1	0.00	0.0	30	29	0	27	1	0	0	1	0	0	28	27
Road transport	0	0.00	0.0	29	28	0	27	1	0	0	1	0	0	27	27
Other land transport	1	0.00	0.0	1	1	0	0	0	0	0	0	0	0	1	1
OTHER LOGISTIC SERVICES	5	0.00	0.0	140	67	8	96	9	3	0	12	10	2	128	71
Other services	5	0.00	0.0	140	67	8	96	9	3	0	12	10	2	128	71
Public sector	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.	n.
Total	**730**	**0.02**	**1.6**	**2,708**	**2,044**	**176**	**1,599**	**404**	**179**	**7**	**116**	**161**	**66**	**4,301**	**3,800**

Source: NBB.

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

ANNEX 2: PORT AREAS

ANNEX 2 A: FLEMISH PORT AREAS

These port areas have been established by the Royal Decree (R.D.) of 2 February 1993, signed on the occasion of the transfer of port ownership from the State to the Flemish Region. The definition of the four port areas is given in the appendix to this R.D., issued on 4 March 1993 in the Belgian Law Gazette.

Ports' maps

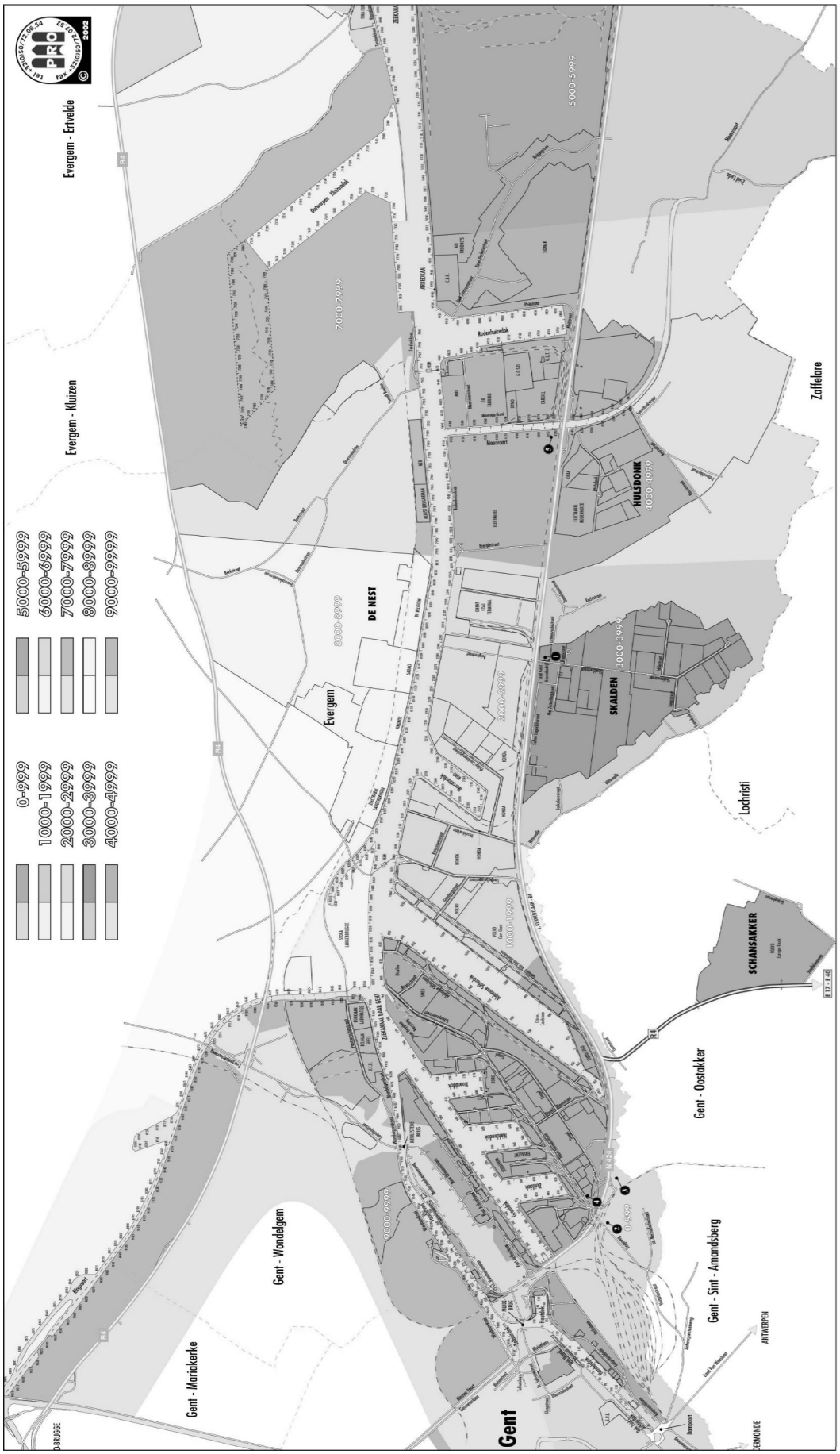
Each port area has been defined in accordance with the R.D. of 1993 and precisely takes into account the municipalities and the streets which constitute it.

Port of Antwerp[87]

Source: Havenbedrijf Antwerpen

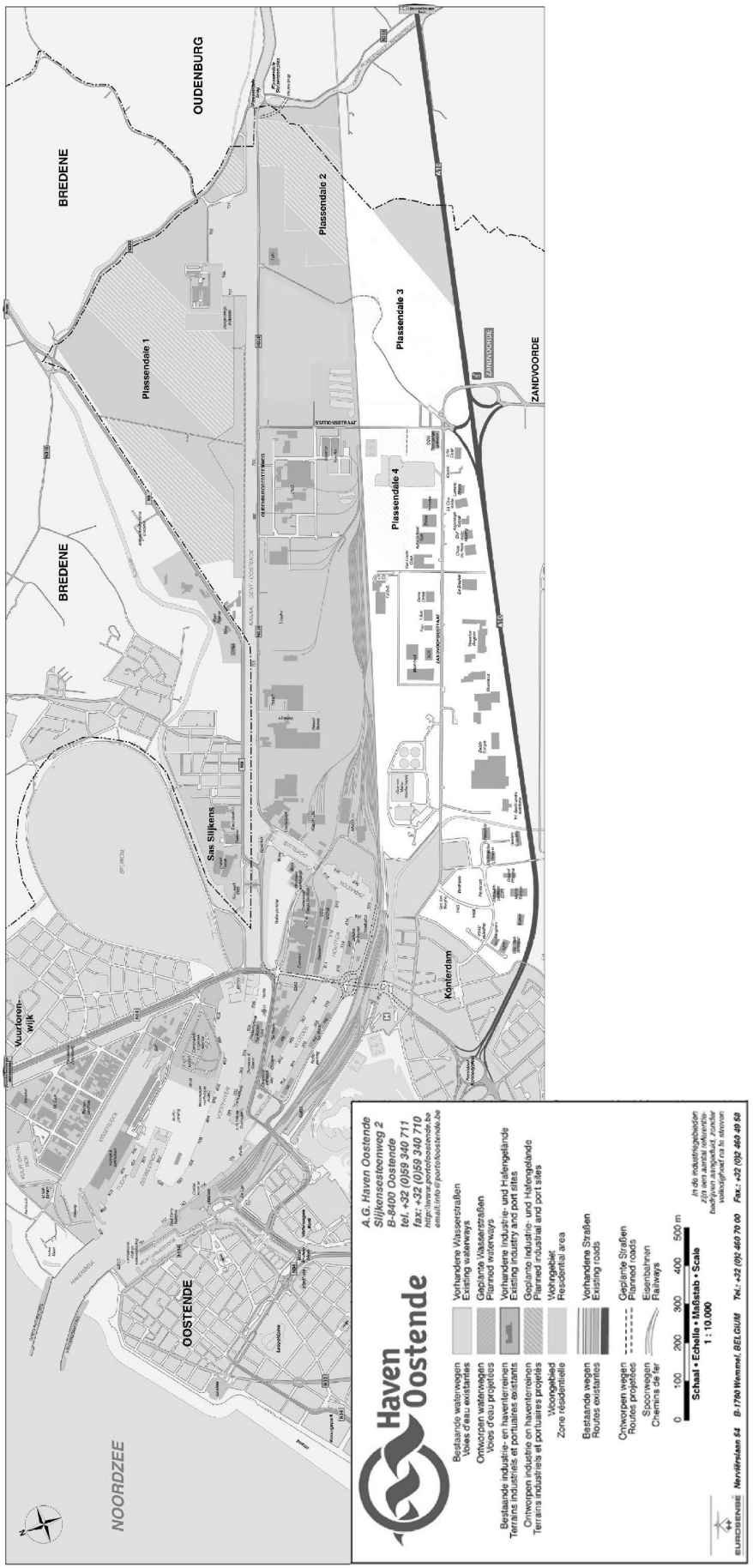
[87] Detailed map and further information on www.portofantwerp.be.

Port of Ghent



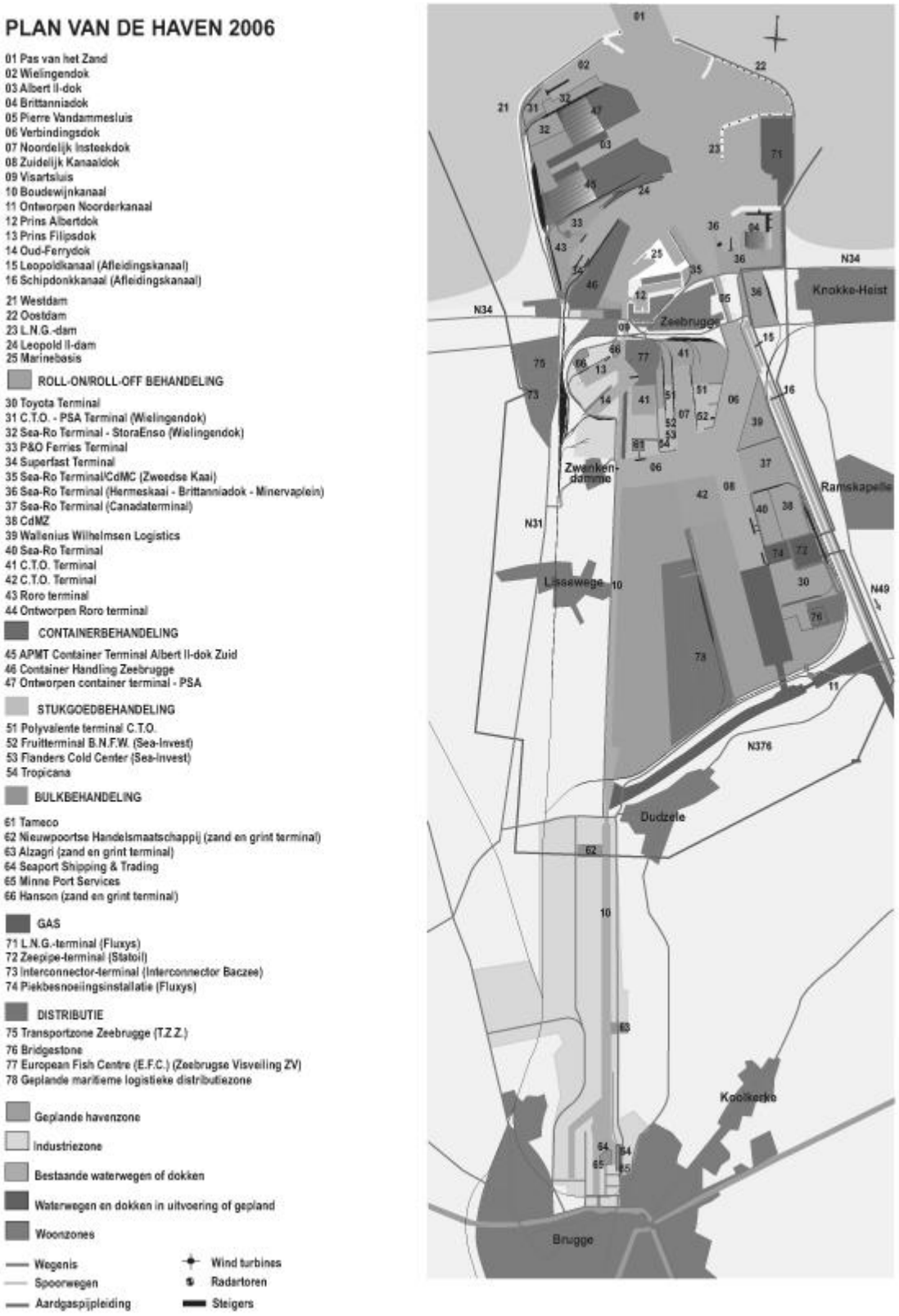
Source: Havenbedrijf Gent GAB.

Port of Ostend



Source: AG Haven Oostende

Port of Zeebrugge[88]



Source: Maatschappij van de Brugse Zeevaartinrichtingen.

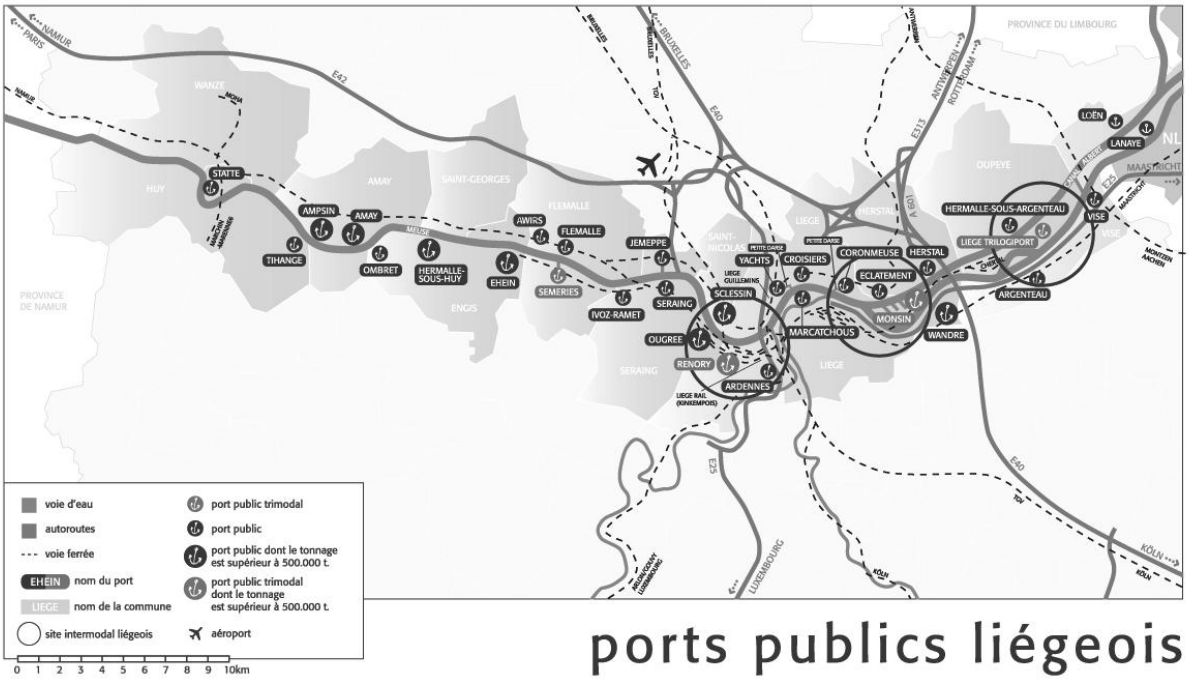
[88] Detailed map and further information on www.zeebruggeport.be.

ANNEX 2 B: LIÈGE PORT AREA[89]

This zone borders the Meuse from Huy to Visé and the Albert Canal from Liège to Lanaye.

The port zone comprises, from west to east, 31 public ports which make up the PAL, as well as a number of private quays. Altogether, these make up the Liège port complex. Thus, about a hundred streets were selected, in whole or in part (even numbers, odd numbers, etc.), to define the port zone.

Port of Liège



Source: Autonomous Port of Liège.

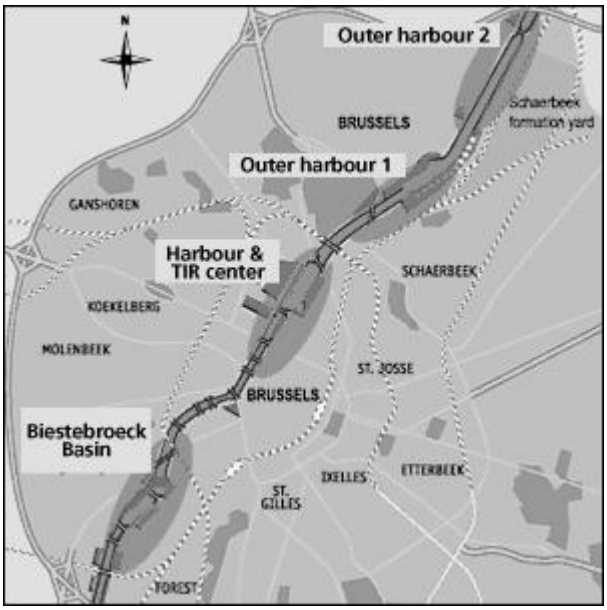
[89] Detailed map and further information on www.portdeliege.be.

ANNEX 2 C: BRUSSELS' PORT AREA

This zone borders the canal of Brussels on the territory of the Brussels-Capital Region. It is divided in four sections: Outer harbour 1, Outer harbour 2, Harbour and TIR Center, and Biestebroeck Basin. A detailed map and further information on these four sections is available on the website of the port authority of Brussels (www.havenvanbrussel.be).

The selection of streets to define the port zone is based on the study of the Observatoire bruxellois du Marché du Travail et des Qualifications[90]. Thus, about 35 streets were selected, situated in six different rural districts (Brussels-Centre, Laken, Anderlecht, Sint-Jans-Molenbeek, Neder-Over-Heembeek and Haren).

Port of Brussels



Source: Port of Brussels

[90] Observatoire bruxellois du Marché du Travail et des Qualifications (2007), *Poids socio-économique des entreprises implantées sur le site du Port de Bruxelles*

ANNEX 3: LIST OF NACE-BEL BRANCHES[91]

TABLE 63 LIST OF NACE-BEL BRANCHES (NACE-BEL CODES)

Suttak	NACE-BEL	Cluster	Sector	AN	GN	OO	ZB	LG	BR	Definition
05A1	05010	MA	VI	*	*	*	*			Fishing
14A1	14211	IN	AI	*						Quarrying of sand pits
14A1	14212	IN	AI					*		Quarrying of gravel
14A1	14300	IN	AI	*		*				Mining of chemical and fertiliser minerals
14A1	14500	IN	AI		*					Other mining and quarrying n.e.c.
15A1	15131	IN	VO		*	*	*		*	Production of fresh products made of meat and canned meat
15B1	15201	MA	VI			*	*			Processing and preserving of fish - production of fresh fish products
15B1	15202	MA	VI			*	*			Processing and preserving of fish - production of deep frozen fish products
15C1	15320	IN	VO		*		*			Manufacture of fruit and vegetable juice
15D1	15420	IN	VO	*	*					Manufacture of refined oils and fats
15E1	15510	IN	VO	*						Fabrication of dairies and cheese making
15F1	15610	IN	VO		*			*	*	Manufacture of grain mill products
15G1	15710	IN	VO		*		*	*		Manufacture of prepared feeds for farm animals
15H1	15812	IN	VO		*		*			Small-scale bread and pastry bakehouses
15I1	15830	IN	VO					*		Manufacture of sugar
15I1	15840	IN	VO	*	*	*	*			Manufacture of cocoa; chocolate and sugar confectionery
15J1	15890	IN	VO		*					Manufacture of other food products n.e.c.
15K1	15910	IN	VO		*					Manufacture of distilled potable alcoholic beverages
17A1	17110	IN	AI		*		*			Preparation and spinning of cotton-type fibres
17A1	17150	IN	AI			*				Throwing and preparation of silk including from noils and throwing and texturing of synthetic or artificial filament yarns
17B1	17402	IN	AI	*	*	*				Manufacture of other textile articles
20A1	20101	IN	AI	*	*	*				Sawmilling and planing of wood
20A1	20102	IN	AI		*				*	Impregnation of wood
20A1	20300	IN	AI	*	*	*		*		Manufacture of builders' carpentry and joinery
20A1	20400	IN	AI	*	*				*	Manufacture of wooden containers
21A1	21121	IN	AI		*		*			Manufacture of paper
21A1	21210	IN	AI	*	*		*			Manufacture of corrugated paper and paperboard and of containers of paper and paperboard
21A1	21250	IN	AI	*						Manufacture of other articles of paper and paperboard n.e.c.
22B1	22220	IN	AI	*	*	*	*	*	*	Printing n.e.c.
22B1	22240	IN	AI	*		*	*	*	*	Composition and plate-making
23A1	23200	IN	BP	*	*			*		Manufacture of refined petroleum products
24A1	24110	IN	CH	*	*					Manufacture of industrial gases
24A1	24120	IN	CH		*			*		Manufacture of dyes and pigments
24A1	24130	IN	CH	*	*	*		*	*	Manufacture of other inorganic basic chemicals
24A1	24140	IN	CH	*	*	*		*	*	Manufacture of other organic basic chemicals
24A1	24151	IN	CH		*		*			Manufacture of fertilisers
24A1	24152	IN	CH					*		Manufacture of nitrogen compounds related to fertilisers
24A1	24160	IN	CH	*	*		*			Manufacture of plastics in primary forms
24A1	24170	IN	CH	*						Manufacture of synthetic rubber in primary forms
24B1	24200	IN	CH	*						Manufacture of pesticides and other agro-chemical products
24C1	24300	IN	CH	*			*	*	*	Manufacture of paints, varnishes and similar coatings, printing ink and mastics
24D1	24410	IN	CH	*						Manufacture of basic pharmaceutical products
24D1	24421	IN	CH	*	*					Manufacture of medicines
24E1	24520	IN	CH	*						Manufacture of perfumes and toilet preparations
24F1	24620	IN	CH	*	*				*	Manufacture of glues and gelatines
24F1	24640	IN	CH	*						Manufacture of photographic chemical material
24F1	24660	IN	CH	*	*			*	*	Manufacture of other chemical products n.e.c.

[91] The nomenclature in this list is in accordance with the NACE-Bel revision having taken place in 2003 (Rev. 1.1).

TABLE 63 (CONTINUED) LIST OF NACE-BEL BRANCHES (NACE-BEL CODES)

Suttak	NACE-BEL	Cluster	Sector	AN	GN	OO	ZB	LG	BR	Definition
25A1	25120	IN	CH	*						Retreading and rebuilding of rubber tyres
25A1	25130	IN	CH	*	*		*			Manufacture of other rubber products
25B1	25210	IN	CH					*	*	Manufacture of plastic plates, sheets, tubes and profiles
25B1	25220	IN	CH	*	*			*		Manufacture of plastic packing goods
25B1	25240	IN	CH	*	*	*	*	*	*	Manufacture of other plastic products
26A1	26110	IN	CS		*		*			Manufacture of flat glass
26A1	26120	IN	CS	*	*		*		*	Shaping and processing of flat glass
26B1	26403	IN	CS					*		Manufacture of other construction products, in baked clay
26C1	26510	IN	CS		*			*	*	Manufacture of cement
26C1	26520	IN	CS					*		Manufacture of lime
26D1	26610	IN	CS		*		*	*		Manufacture of concrete products for construction purposes
26D1	26620	IN	CS	*						Manufacture of plaster products for construction purposes
26D1	26630	IN	CS	*	*	*	*	*	*	Manufacture of ready-mixed concrete
26D1	26640	IN	CS	*				*		Manufacture of mortars
26D1	26700	IN	CS		*		*		*	Cutting, shaping and finishing of stone
26D1	26820	IN	CS		*					Manufacture of other non-metallic mineral products n.e.c.
27A1	27100	IN	ME	*	*			*	*	Manufacture of basic iron and steel and of ferro-alloys (ECSC)*
27A1	27220	IN	ME		*		*	*		Manufacture of steel tubes
27B1	27310	IN	ME					*		Cold drawing
27B1	27510	IN	ME		*	*				Casting of iron
28A1	28110	IN	ME	*	*	*		*		Manufacture of metal structures and parts of structures
28A1	28120	IN	ME		*	*	*			Manufacture of builders' carpentry and joinery of metal
28A1	28210	IN	ME	*	*	*		*	*	Manufacture of tanks, reservoirs and containers of metal
28A1	28220	IN	ME	*						Manufacture of central heating radiators and boilers
28A1	28300	IN	ME	*	*			*		Manufacture of steam generators, except central heating hot water boilers
28A1	28401	IN	ME		*		*			Forging of metal
28B1	28510	IN	ME	*	*		*	*	*	Treatment and coating of metals
28B1	28520	IN	ME	*	*	*	*	*	*	General mechanical engineering
28C1	28741	IN	ME	*	*			*		Manufacture of fasteners and screw machine products
28C1	28742	IN	ME	*			*			Manufacture of chain
28C1	28743	IN	ME	*						Manufacture of springs
28C1	28755	IN	ME				*	*	*	Manufacture of other fabricated metal products n.e.c.
29A1	29110	IN	ME	*	*		*			Manufacture of engines and turbines, except aircraft, vehicle and cycle engines
29A1	29120	IN	ME	*			*			Manufacture of pumps and compressors
29B1	29220	IN	ME	*	*		*			Manufacture of lifting and handling equipment
29B1	29230	IN	ME	*		*	*	*	*	Manufacture of non-domestic cooling and ventilation equipment
29B1	29241	IN	ME				*			Manufacture of packaging machinery
29B1	29245	IN	ME	*			*		*	Manufacture of filter equipment
29B1	29247	IN	ME		*					Manufacture of other general purpose machinery n.e.c.
29C1	29430	IN	ME				*			Manufacture of other machine tools n.e.c.
29C1	29510	IN	ME					*		Manufacture of machinery for metallurgy
29D1	29710	IN	ME					*		Manufacture of electric domestic appliances
31A1	31100	IN	MP	*	*		*	*		Manufacture of electric motors, generators and transformers
31A1	31200	IN	MP	*	*		*		*	Manufacture of electricity distribution and control apparatus
31A1	31501	IN	MP				*			Manufacture of electric lamps
31B1	31623	IN	MP	*				*		Manufacture of other electrical equipment n.e.c.
32A1	32100	IN	MP		*		*			Manufacture of electronic valves and tubes and other electronic components
32A1	32300	IN	MP	*	*		*	*		Manufacture of television and radio receivers, sound or video recording or reproducing apparatus and associated goods
33A1	33103	IN	MP				*			Manufacture of orthopaedic appliances
33A1	33201	IN	MP	*		*	*			Manufacture of electrical instruments and appliances for measuring, checking, testing and navigating
34A1	34100	IN	AU	*	*					Manufacture of motor vehicles
34B1	34201	IN	AU	*	*		*			Manufacture of bodies (coachwork) for motor vehicles and trailers
34B1	34300	IN	AU	*	*				*	Manufacture of parts and accessories for motor vehicles and their engines

TABLE 63 (CONTINUED) LIST OF NACE-BEL BRANCHES (NACE-BEL CODES)

Suttak	NACE-BEL	Cluster	Sector	AN	GN	OO	ZB	LG	BR	Definition
35A1	35110	MA	SB	*	*	*	*	*		Building and repairing of ships
35A1	35120	MA	SB	*		*	*			Building and repairing of pleasure and sporting boats
35A1	35200	IN	AI	*		*		*		Manufacture of railway and tramway locomotives and rolling stock
36A1	36112	IN	AI		*					Manufacture of chairs and seats for theatres, transport equipment ea..
36C1	36630	IN	AI	*	*		*			Other manufacturing n.e.c.
37A1	37100	IN	AI	*	*		*	*	*	Recycling of metal waste and scrap
37A1	37200	IN	AI	*	*		*	*	*	Recycling of non-metal waste and scrap
40A1	40110	IN	EN	*	*	*	*	*	*	Production of electricity
40A1	40120	IN	EN						*	Transmission of electricity
40A1	40130	IN	EN					*	*	Distribution and trade of electricity
40A1	40220	IN	EN				*			Distribution and trade of gaseous fuels through mains
45A1	45111	IN	CS	*	*	*	*	*	*	Demolition and wrecking of buildings
45A1	45112	IN	CS	*	*		*	*	*	Earth moving
45B1	45211	IN	CS	*	*	*	*	*	*	Construction of individual houses
45B1	45213	IN	CS	*	*			*		Construction of buildings for industrial, commercial or agricultural use
45B1	45214	IN	CS	*	*	*	*	*		Construction of tunnels, bridges, viaducts
45B1	45215	IN	CS	*	*					Construction of pipelines, telecommunication- and high tension conduit
45B1	45220	IN	CS	*	*			*	*	Erection of roof covering and frames
45C1	45230	IN	CS	*	*	*	*	*	*	Construction of highways, roads, airfields and sport facilities
45C1	45241	MA	CS	*	*	*	*	*	*	Dredging
45C1	45242	MA	CS	*	*	*	*			Other construction of water projects
45C1	45250	IN	CS	*	*	*	*	*	*	Other construction work involving special trades
45D1	45310	IN	CS	*	*	*	*	*	*	Installation of electrical wiring and fittings
45D1	45320	IN	CS	*						Insulation work activities
45D1	45331	IN	CS	*	*	*	*	*	*	Installation of heating, air conditioning and ventilation
45D1	45332	IN	CS	*		*	*	*	*	Other plumbing
45D1	45340	IN	CS	*			*			Other building installation
45E1	45421	IN	CS	*	*	*	*		*	Joinery installation in wood and synthetic material
45E1	45422	IN	CS	*	*				*	Joinery installation in metal
45E1	45441	IN	CS	*	*		*	*	*	Painting
45E1	45500	IN	CS		*		*			Renting of construction or demolition equipment with operator
50A1	50101	CO	CO	*	*	*	*	*	*	Wholesale of motor vehicles
50A1	50102	CO	CO	*	*				*	Agents involved in the sale of motor vehicles
50A1	50103	CO	CO	*	*	*	*	*	*	Retail sale of motor vehicles
50A1	50200	CO	CO	*	*	*	*	*	*	Maintenance and repair of motor vehicles
50A1	50301	CO	CO	*	*		*		*	Wholesale of motor vehicle parts and accessories
50B1	50500	CO	CO	*	*	*	*		*	Retail sale of automotive fuel
51A1	51110	CO	CO	*						Agents involved in the sale of agricultural raw materials, live animals, textile raw materials and semi-finished goods
51A1	51120	CO	CO	*						Agents involved in the sale of fuels, ores, metals and industrial chemicals
51A1	51140	CO	CO	*				*		Agents involved in the sale of machinery, industrial equipment, ships and aircraft
51A1	51170	CO	CO	*		*	*		*	Agents involved in the sale of food, beverages and tobacco
51A1	51180	CO	CO	*	*	*	*	*	*	Agents specialising in the sale of particular products or ranges of products n.e.c.
51A1	51190	CO	CO	*	*		*		*	Agents involved in the sale of a variety of goods
51A1	51210	CO	CO	*	*		*	*	*	Wholesale of grain, seeds and animal feeds
51A1	51310	CO	CO	*			*		*	Wholesale of fruit and vegetables
51A1	51332	CO	CO	*						Wholesale of edible oils and fats
51A1	51340	CO	CO	*	*	*	*	*	*	Wholesale of alcoholic and other beverages
51A1	51381	CO	CO	*	*	*	*			Wholesale of fish, crustaceans and molluscs
51A1	51384	CO	CO	*	*	*	*		*	Specialised wholesale of other food
51A1	51391	CO	CO				*		*	Wholesale of deep-frozen foods
51A1	51392	CO	CO	*	*	*	*		*	Other non-specialised wholesale of food, beverages and tobacco
51A1	51410	CO	CO	*	*	*			*	Wholesale of textiles
51A1	51421	CO	CO	*	*		*	*	*	Wholesale of clothing, accessories and fur

TABLE 63 (CONTINUED) LIST OF NACE-BEL BRANCHES (NACE-BEL CODES)

Suttak	NACE-BEL	Cluster	Sector	AN	GN	OO	ZB	LG	BR	Definition
51A1	51430	CO	CO	*	*	*	*		*	Wholesale of electrical household appliances and radio and television goods
51A1	51442	CO	CO	*	*		*		*	Wholesale of wallpaper and cleaning materials
51A1	51460	CO	CO	*	*	*	*	*	*	Wholesale of pharmaceutical goods
51A1	51478	CO	CO	*	*	*	*		*	Wholesale of other household goods n.e.c.
51A1	51510	CO	CO	*	*	*	*	*	*	Wholesale of solid, liquid and gaseous fuels and related products
51A1	51520	CO	CO	*	*		*	*	*	Wholesale of metals and metal ores
51A1	51531	CO	CO	*	*	*		*	*	Wholesale of wood
51A1	51532	CO	CO	*	*	*	*	*	*	Wholesale construction materials and sanitary equipment
51A1	51541	CO	CO	*	*		*		*	Wholesale of hardware
51A1	51550	CO	CO	*	*	*	*	*	*	Wholesale of chemical products
51A1	51562	CO	CO	*	*		*			Wholesale of other intermediate products n.e.c.
51A1	51570	CO	CO	*	*		*	*	*	Wholesale of waste and scrap
51A1	51810	CO	CO	*	*		*		*	Wholesale of machine tools
51A1	51820	CO	CO	*	*	*		*	*	Wholesale of mining, construction and civil engineering machinery
51A1	51840	CO	CO	*	*	*	*		*	Wholesale of computers, computer peripheral equipment and software
51A1	51871	CO	CO	*	*	*	*	*	*	Wholesale of electric and electronic equipment
51A1	51872	CO	CO	*	*	*	*	*	*	Wholesale trade in transport equipment, except motor vehicles, motorcycles and bicycles, in instruments and appliances for measuring and navigating, and other various machinery and equipment for use in industry, n.e.c.
51A1	51873	CO	CO	*	*	*	*	*	*	Wholesale of other machinery for use in trade and services n.e.c.
51A1	51900	MA	CO	*	*	*	*		*	Other wholesale
52A1	52230	CO	CO	*		*	*		*	Retail sale of fish, crustaceans and molluscs
52A1	52461	CO	CO	*	*	*	*	*	*	Retail sale of hardware, paints and glass with sale surface less than 400m2
52A1	52481	CO	CO	*	*	*	*	*	*	Retail sale of fuels
52A1	52482	CO	CO	*		*	*	*		Retail sale of sport goods and camping equipment
52A1	52487	CO	CO	*	*	*	*		*	Retail sale of office machinery and equipment and computers
52A1	52498	CO	CO	*	*	*	*		*	Other retail sale in specialised stores n.e.c.
52A1	52502	CO	CO	*					*	Retail sale of second-hand goods
52A1	52621	CO	CO	*		*			*	Retail sale of food via stalls and markets
52A1	52740	CO	CO	*	*	*	*	*		Repair n.e.c.
55B1	55301	CO	CO	*	*	*	*	*	*	Restaurants
55B1	55302	CO	CO	*		*	*	*	*	Fast food, snack bars
55B1	55522	CO	CO	*	*		*			Taking care of parties and receptions
60A1	60100	TR	TP	*	*	*	*	*		Transport via railways
60B1	60230	TR	TP	*	*	*	*		*	Other land passenger transport
60C1	60241	TR	TP	*	*				*	Furniture removal by road
60C1	60242	TR	WE	*	*	*	*	*	*	Freight transport by road
60C1	60300	TR	TP	*			*			Transport via pipelines
61A1	61100	MA	RE	*	*	*	*	*	*	Sea and coastal water transport
61B1	61200	MA	RE	*	*	*	*	*		Inland water transport
62A1	62200	TR	TP	*		*	*			Non-scheduled air transport
63B1	63111	MA	GO	*	*	*	*	*	*	Cargo handling in sea ports
63B1	63112	MA	GO	*	*	*	*	*	*	Other cargo handling
63B1	63121	MA	GO	*	*		*		*	Storage and warehousing in cold-storage buildings
63B1	63122	MA	GO	*	*	*	*	*	*	Other storage and warehousing
63B1	63210	LO	AD	*		*	*		*	Other supporting land transport activities
63B1	63220	MA	GO	*	*	*	*	*	*	Other supporting water transport activities
63A1	63301	LO	AD	*		*			*	Travel agencies
63B1	63401	MA	SE	*	*	*	*	*	*	Forwarding offices
63B1	63402	MA	SE	*	*	*	*	*	*	Chartering
63B1	63403	MA	SE	*	*	*	*	*	*	Ships' agencies
63B1	63404	MA	SE	*	*		*	*	*	Customs agencies
63B1	63405	MA	SE	*	*	*	*	*	*	Transport mediation
63B1	63406	MA	SE	*	*		*		*	Other activities of transport agencies

TABLE 63 (CONTINUED) **LIST OF NACE-BEL BRANCHES (NACE-BEL CODES)**

Suttak	NACE-BEL	Cluster	Sector	AN	GN	OO	ZB	LG	BR	Definition
64A1	64120	TR	TP	*	*	*	*		*	Courier activities other than national post activities
64B1	64200	TR	TP	*	*	*	*	*	*	Telecommunications
66A2	66031	LO	AD			*				Direct non-life insurance operations
67A1	67130	LO	AD	*	*	*	*		*	Activities auxiliary to financial intermediation n.e.c.
67A1	67201	LO	AD	*	*	*		*	*	Insurance brokers and agents
67A1	67202	LO	AD	*	*		*			Damage and risk experts
67A1	67203	LO	AD		*					Other activities auxiliary to insurance
70A1	70111	LO	AD	*	*	*	*	*	*	Development of real estate (residential)
70A1	70113	LO	AD	*		*	*		*	Development of real estate (infrastructure)
70A1	70201	LO	AD	*	*	*	*	*	*	Letting of houses, except. welfare lodging
70A1	70203	LO	AD	*	*	*	*	*	*	Letting of non-residential buildings
70A1	70311	LO	AD	*	*	*	*	*	*	Mediation in buying, selling and letting of real estate
70A1	70321	LO	AD	*	*	*			*	Management of residential buildings
70A1	70322	LO	AD	*	*	*		*	*	Management of other real estate
71A1	71100	LO	AD	*	*	*		*	*	Renting of automobiles
71A1	71210	LO	AD	*	*		*	*	*	Renting of other land transport equipment
71A1	71220	MA	RE	*		*	*	*	*	Renting of water transport equipment
71B1	71320	LO	AD	*	*				*	Renting of construction and civil engineering machinery and equipment
71B1	71340	LO	AD	*	*	*	*		*	Renting of other machinery and equipment n.e.c.
71B1	71408	LO	AD	*		*			*	Renting of personal and household goods n.e.c.
72A1	72220	LO	AD	*	*	*	*		*	Other software consultancy and supply
73A1	73100	LO	AD	*					*	Research and experimental development on natural sciences and engineering
74A1	74124	LO	AD	*			*		*	Tax consultancy
74A1	74131	LO	AD	*	*		*	*	*	Market research
74B1	74142	LO	AD	*	*	*	*	*	*	Other business and management consultancy activities
74B1	74151	LO	AD	*	*	*	*	*	*	Management activities of holding companies
74B1	74152	LO	AD	*	*	*	*	*	*	Coordination centres
74C1	74203	LO	AD	*	*	*	*	*	*	Technical consultancy and engineering activities
74C1	74302	LO	AD	*	*	*	*	*		Other technical testing and analysis
74D1	74401	LO	AD	*	*	*	*	*	*	Advertising agencies
74E1	74502	LO	AD	*					*	Temporary employees agencies and providers of temporary personnel
74F1	74601	LO	AD	*	*	*	*		*	Security activities
74F1	74700	LO	AD	*	*	*	*	*	*	Industrial cleaning
74F1	74820	LO	AD	*	*					Packaging activities
74F1	74855	LO	AD	*		*			*	Other administrative activities n.e.c.
74F1	74879	LO	AD	*	*	*	*		*	Other business activities n.e.c.
75B3	75220	MA	PU							Defence activities
90A1	90010	LO	AD	*					*	Collection and treatment of sewage
90A1	90021	LO	AD	*	*	*	*	*	*	Collection and processing of agricultural, industrial and household refuse
91A1	91110	LO	AD	*		*	*		*	Activities of business and employers organisations
92D1	92613	LO	AD	*		*		*	*	Operation of other sports accommodations
92D1	92723	LO	AD	*						Operation of beach, bicycle, pedal boats, ponies infrastructures and similar

Source: NBB.

The asterisks denote the presence of the activity branches in the ports for at least one year over the period 2001 - 2006. For instance the NACE-Bel branch 40.110 is or was present in the six ports, at the same time or at least one year in each of these ports between 2001 and 2006, while the branch 51.391 was only present in Zeebrugge and Brussels.

Legend:

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

Code cluster	Cluster definition	Code sector	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	Industry	EN	Energy
		BP	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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