

The Port of Brussels : a main actor for the region

Gert VAN DER EEKEN

CEO

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A beating heart in the city



The Port of Brussels

As a public interest body and legal entity, the Port of Brussels has four groups of public shareholders whose shares are distributed as follows:

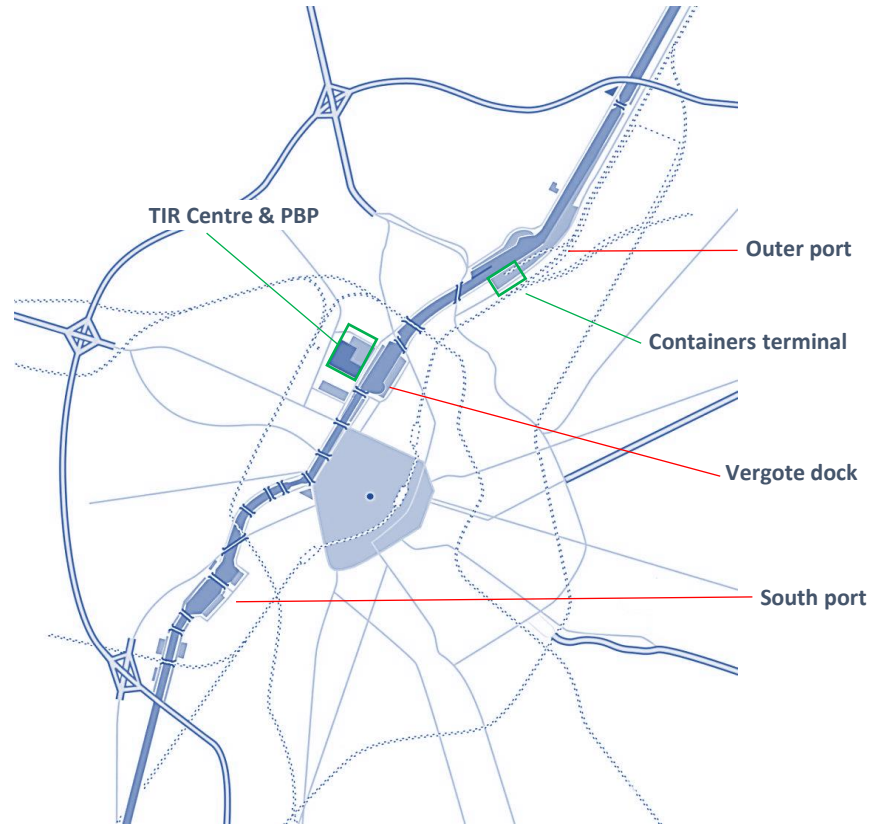
- The **Brussels Capital Region**, which holds a 58,05% share of the capital;
- The **City of Brussels**, which holds a 33,40% share of the capital;
- The **8 Brussels municipalities shareholders of the former Société du Canal** (Molenbeek-Saint-Jean, Schaerbeek, Saint-Gilles, Anderlecht, Saint-Josse-ten-Noode, Ixelles, Koekelberg, Etterbeek) which jointly hold a 4.88% share of the capital;
- The **S.A. Bruxelles-Infrastructures-Finances**, division of finance.brussels, which holds a 3,67% share of the capital.



Integrated multimodal platform

3 docks spread within the Region

- Waterways infrastructures:
 - Canal = 14,4 km
 - Quays = 5,67 km (19.7%)
 - Maritime quays = 2 km
- 2 docks and 23 bridges
- Trimodal terminal for containers
- TIR Centre : 116.000 m² storage facilities and offices
- Rail connection in the outer port (right riverbank)





Missions

- **Port operator**
“Landlord port” : it owns the land within its estate, which it then rents for a fixed period to companies and individuals, for their economic activity.
- **Waterway Manager**
Management of 3 mobile bridges (Buda, Gosselies and Hospices) and two locks (Molenbeek and Anderlecht). The port also takes care of the maintenance of the quays and banks, as well as dredging the waterway.
- **Logistics services and urban distribution**
The Port also acts as logistics expert for the Region, helping to switch road transport to eco-friendly modes of transport (waterways, rail, etc.).



Management Agreement 2021-2025 Port/Region

- A regional commitment of 93,5 million euros
- Reinforcement of the role of the port as a major player for the economic and environmental transition





Traffic 2023

Global traffic

-9,9% → 6,1 m ton

Own traffic

-5,3% → 4,8 m ton





Traffic 2023

Top 3



Building materials



Oil products



Containers





Traffic 2023

Impact



-570 000 trucks



-88 000 ton CO₂



-€ 22 Millions of external costs





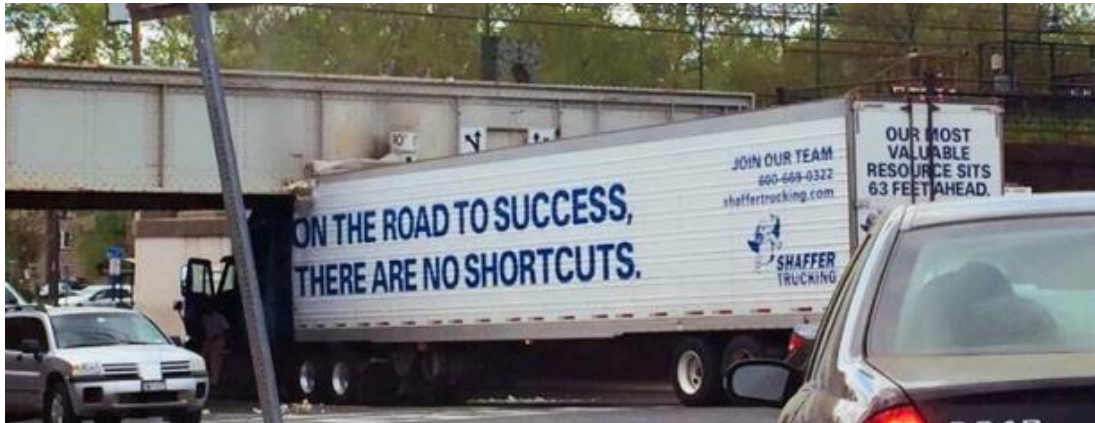
Brussels today

FACT :

90% of goods transported by truck

=

84.000 movements /day





The canal : a congestion-free alternative ?





The advantages of the port and waterways

Controlled costs related to mobility problems

Reliability 'just on time'

Reduction of the impacts and nuisances of the construction site on the neighborhood

Reduction of the environmental footprint of the construction site and its logistics

Positive impact in terms of image : use of a sustainable mode of transport



Urban distribution, circular economy and reverse logistics

DEVELOPMENT GUIDELINES FOR BRUSSELS :

- Potential in Brussels for the development of palletised traffic, specially for construction;
- Sustainable solutions for the organisation of the "last kilometer";
- Adaptations in terms of equipment for sustainable vehicles (network of recharging stations or even LNG stations);
- Construction Consolidation Centre (the London example);
- Intelligent urban distribution integrating a "return logistics" dynamic.



Transshipments points network project

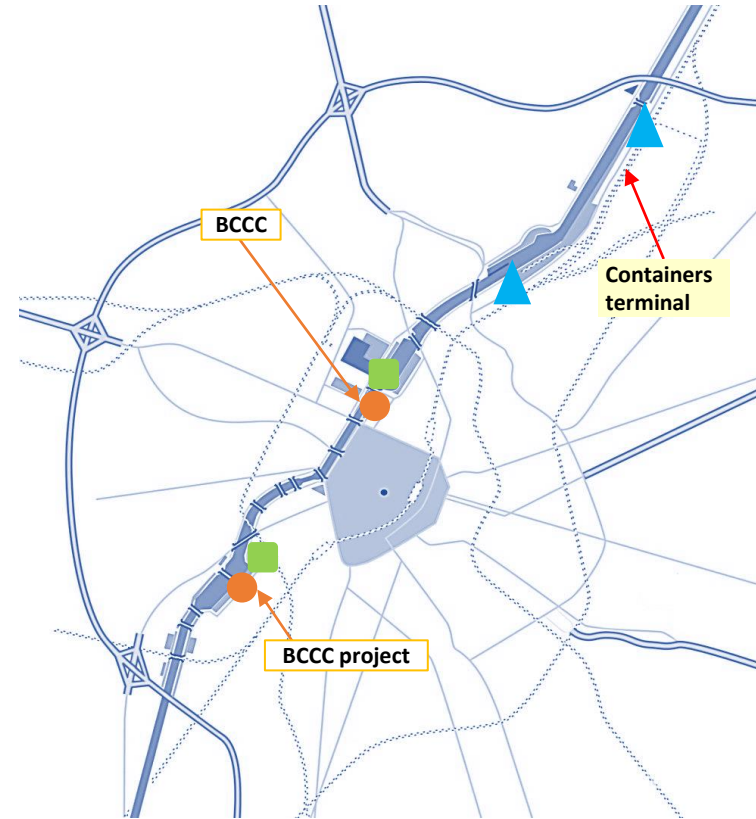
The aim is to create a network of platforms for goods transfer along the waterway in order to deliver within the Brussels in a sustainable manner while staying economically viable.

3 types of transshipment points:

■ HUBS – Platform

▲ SPOTS

● Brussels Construction Consolidation Centre (BCCC)





The construction sector in Brussels

50% of the volumes of goods transported

80% of light vehicles on the road

Leading port sector in terms of waterway traffic

Current poor logistics performance

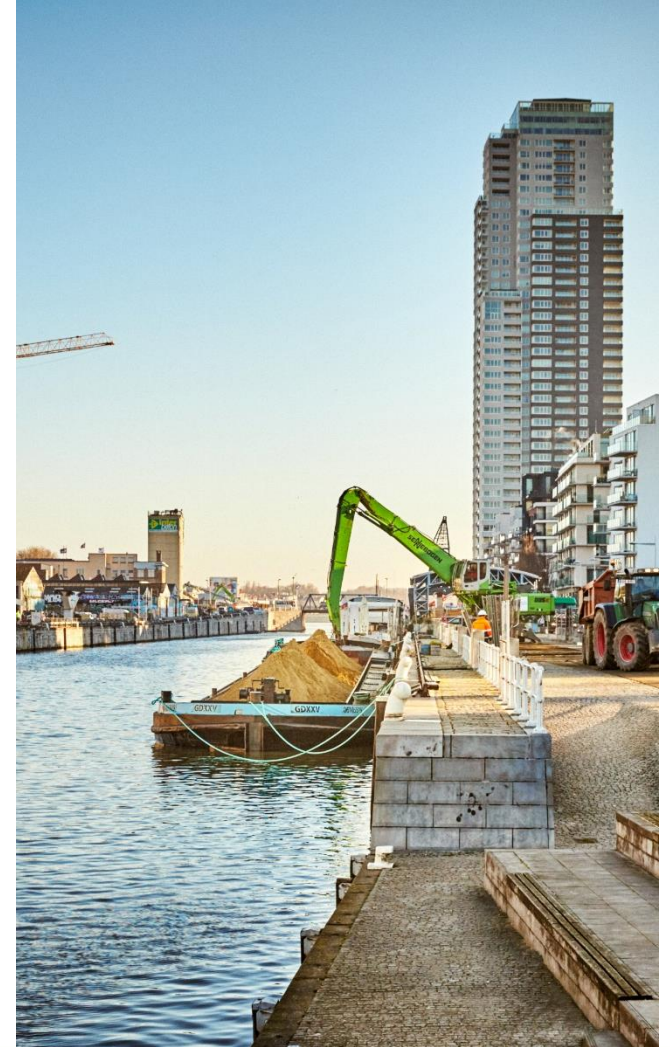
(inertia of the sector + specific characteristics of the construction sites)

Good Move Plan: Improvement of construction site logistics in Brussels –
implementation of efficient management tools (F.-A. D.9.)



Services offered by the Port of Brussels to real estate projects

- Evacuation of soil and demolition waste
- Delivery of building materials
 - Structural work:
 - UTC Vergote & Biestebroek
 - Supply of indivisible parts
 - Equipment :
Consolidation center for construction (BCCC – Innoviris project)
- Water as a resource
- Urban waterways distribution





Evacuation of soil and excavation waste



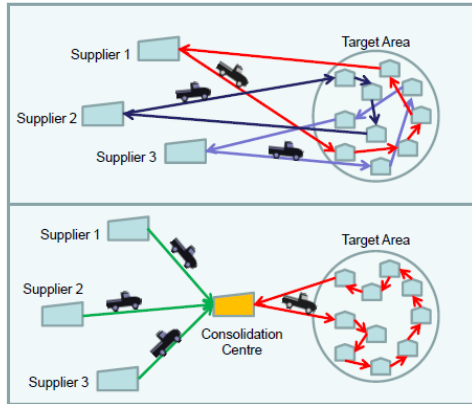
Year	Volumes of land and rubble	Truck equivalence	Main construction sites identified
2014	486.047 t	19.442	Outerport: Docks Brussel Vergote: parkings T&T (phase 1)
2015	216.320 t	8.653	Outerport: Docks Brussel Vergote: Meander, T&T, ...
2016	180.822 t	7.233	Outerport: Brussels Cruise Terminal Vergote: Tivoli, Village de la construction
2017	529.299 t	21.172	Outerport: bpost, Infrabel (Sch.-F.) Vergote: Studeopolis Béco: Riva, Canal Wharf
2018	907.241 t	36.290	Outerport: Infrabel (Sch.-V.) Vergote: parkings T&T (phase 2)
2019	924.954 t	36.998	Outerport: Erasmus Vergote : parkings T&T (phase 2)
2020	768.085 t	30.723	Outerport: Militar hospital, Renaturatie Zenne, Project Montea-DPD Anderlecht : Westland shopping Center
2021	902.911 t	36.116	Outerport: NMBS-depot (Sch.-V.) Anderlecht : Mobilis (D'Ieteren)
2022	542.079 t	21.683	Vergote : Metronord (Phase 1 – tunnel) Beco : Beco parc

Avoided trucks



The London Consolidation Centre

Consolidation centre model



Main benefits:

- Reduced emissions
- Reduced traffic congestion
- Improved safety

Other benefits:

- Maximising retail space
- Reducing the cost of the final mile
- Shows environmental awareness



Materials Consolidation Overview

Materials checked, recorded and Consolidated into Work Packs



Bulk Deliveries to off site Consolidation Unit



Work Packs taken to site and placed into holding stations or direct to work face



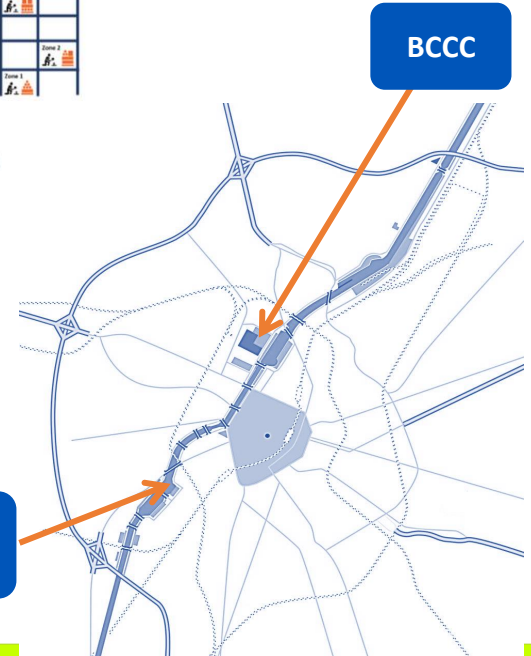
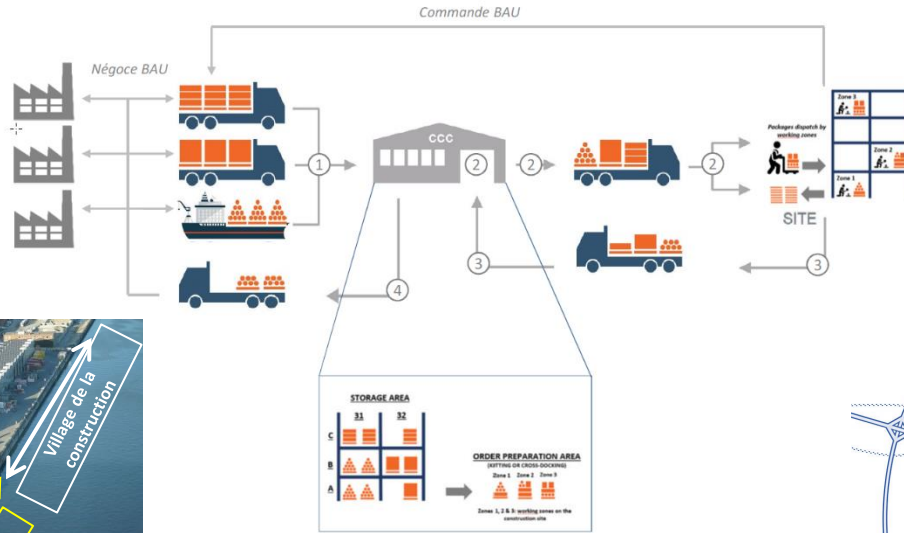
Every movement /element recorded and tracked





Supply – Structural work and equipment BCCC (Brussels Construction Consolidation Center)

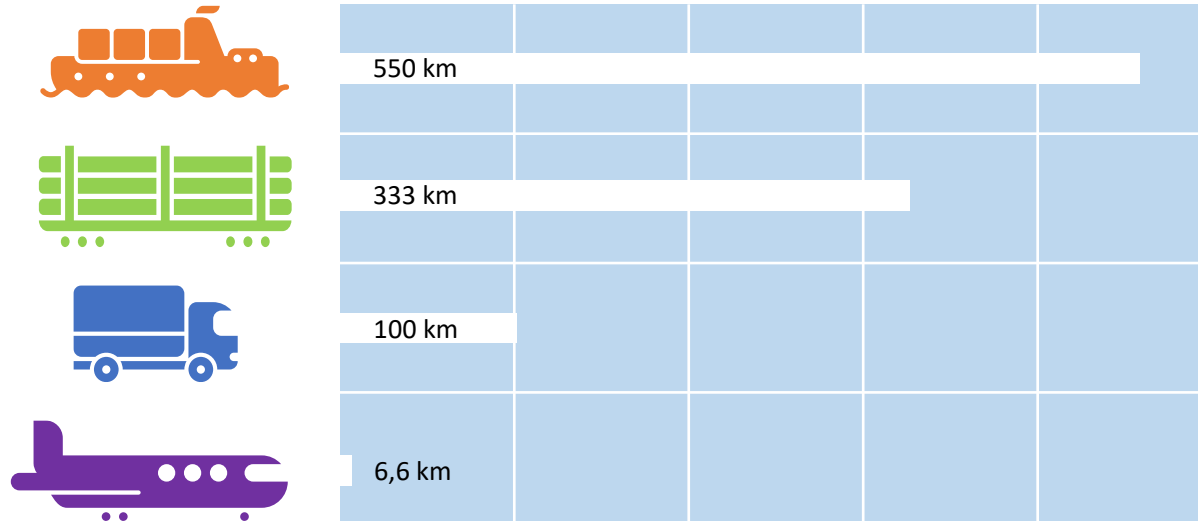
Innoviris project





Waterway transport : a tool for sustainable development

Distance travelled with 5 litres of fuel for 1 ton of goods





Port's role in the ecological transition of the Brussels Region

Strategic objectives

- Create new economic opportunities for entrepreneurs active in the Brussels Region and ensure the economic prosperity of the Region as well as job creation.
- Preserving natural capital, locally and globally.
- Preserve people, by promoting a fair and equitable distribution of economic gains, inclusion and participatory and democratic corporate governance.
- Contribute by creating or maintaining quality employment for Brussels residents.
- Respond to the vital functions of the territory and the material needs of its citizens by developing a local economy open to the world.



The action of the Port of Brussels in favour of the ecological transition

1. Selection criteria	2. Contractual obligation	3. Support	4. Pilot projects
<ul style="list-style-type: none">▪ Selection grid	<ul style="list-style-type: none">▪ TMG▪ Environnemental clause	<ul style="list-style-type: none">▪ Transport expert▪ Climate expert▪ Environnement department	<ul style="list-style-type: none">▪ Green rafts▪ Nest boxes plan▪ Photovoltaic film▪ Photovoltaic benches▪ Bonus for wind power

Thank you for your attention