

PHILIPPINE PORTS & LOGISTICS CONFERENCE

Infrastructure Development That Sets Ports Apart: *“How the Special Economic Zones and Business Parks Create Opportunities for Ports to be National Economic Contributor.”*



Corridor creation:

“Boost your resilience by improving your connectivity”



**Port of
Antwerp
Bruges**

Introduction



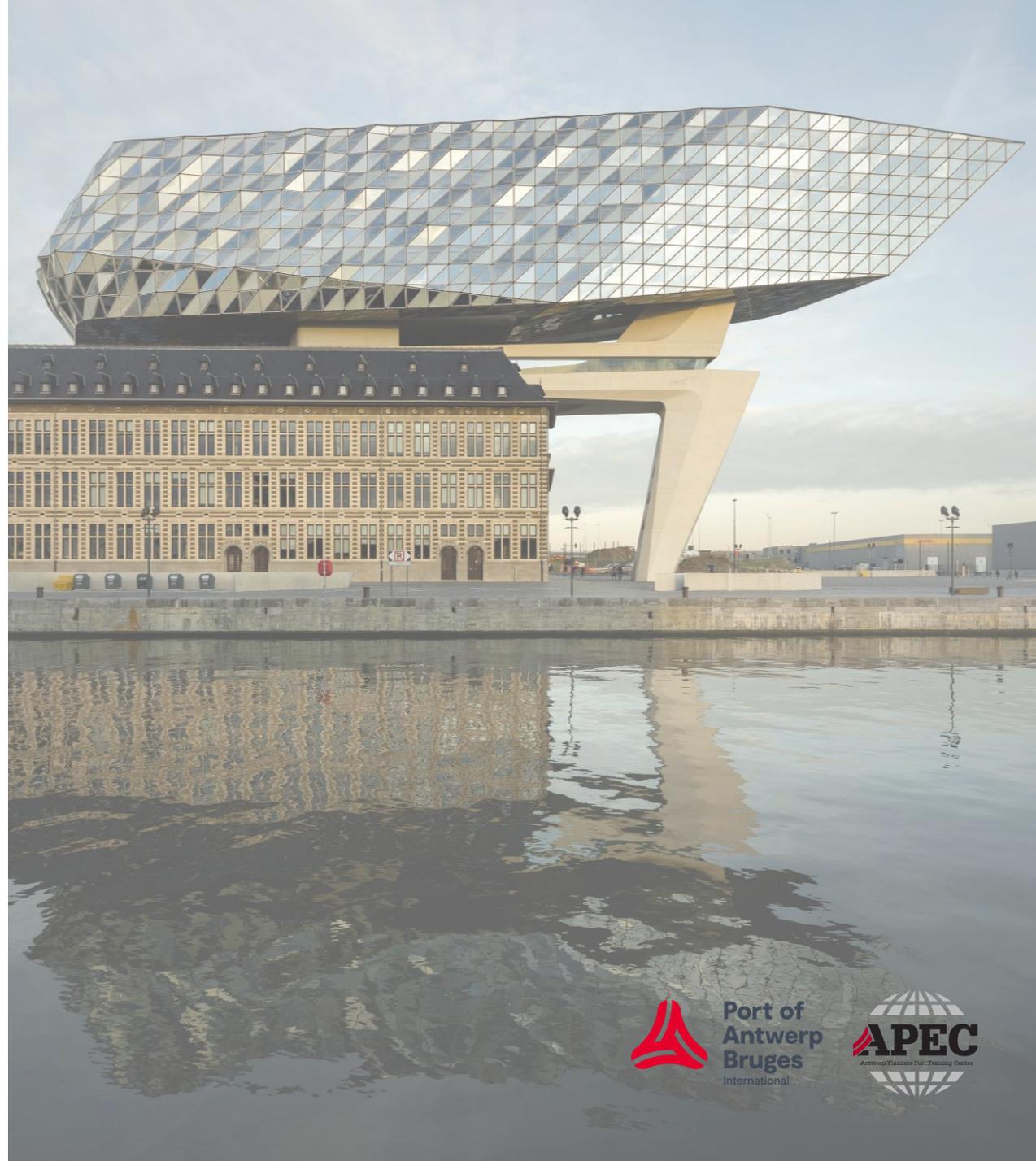
Maartje Driessens
Head of Business Development

Antwerp, Belgium



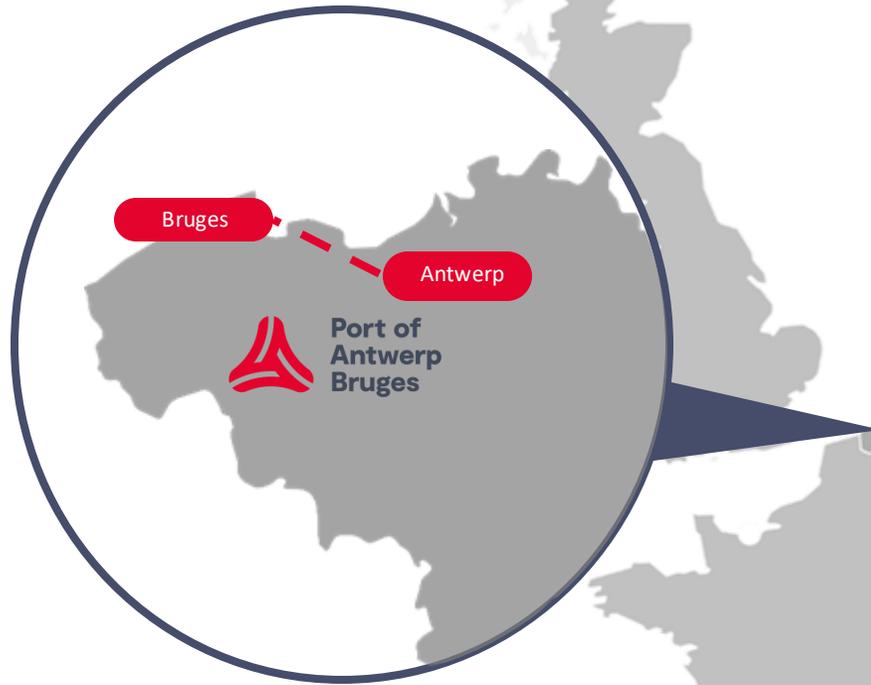
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Regional BD-Coordinator South-East Asia

Antwerp, Belgium



Port of
Antwerp
Bruges
International





A global port in the heart of Europe



One port
Two sites



Port of
Antwerp
Bruges

Port of Antwerp-Bruges

Main gateway to Europe



Total annual throughput of +- 300 million tonnes



Largest car handling port in Europe
> 3,000,000 cars/year



Largest petrochemical cluster in Europe



Frontrunner in the energy transition



Driver of Economic growth (4.5% GDP contribution)



IN THIS PICTURE

MPET, the largest container terminal in Europe, is located in Antwerp and has a capacity of 9 million TEUs, along with 3,700 meters of quay space.



2nd largest port in Europe

Transport



20,195
seagoing vessels/year



60k
barges/year



42k
loaded **cargo trains**/year



1,000 km
pipelines



187 **cruise** vessels
1 mio passenger movements

Cargo



Main **chemistry**
hub in Europe

15% of the EU **gas** market



Largest **car handling** port in Europe
3.2 mio new cars/year



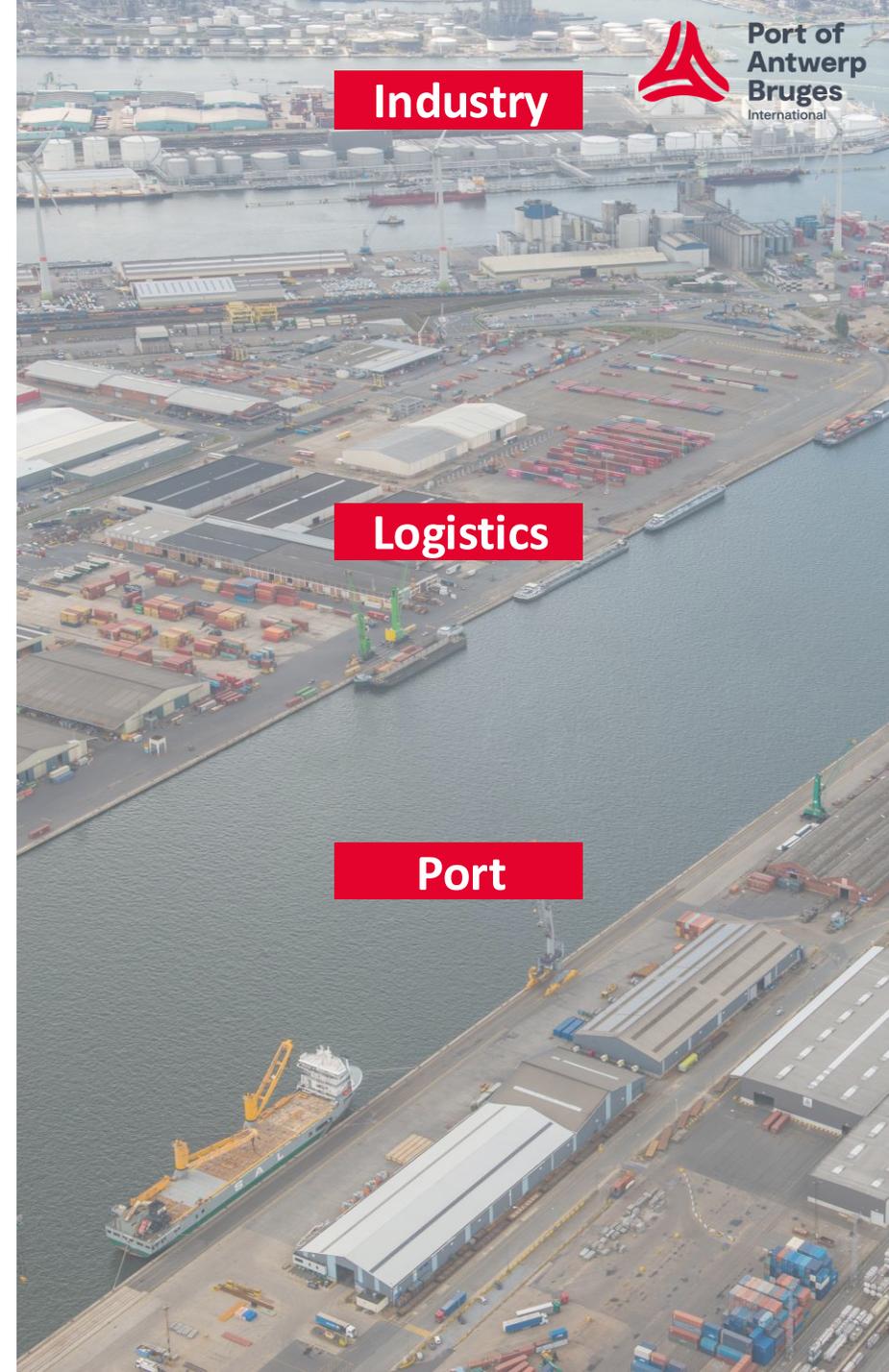
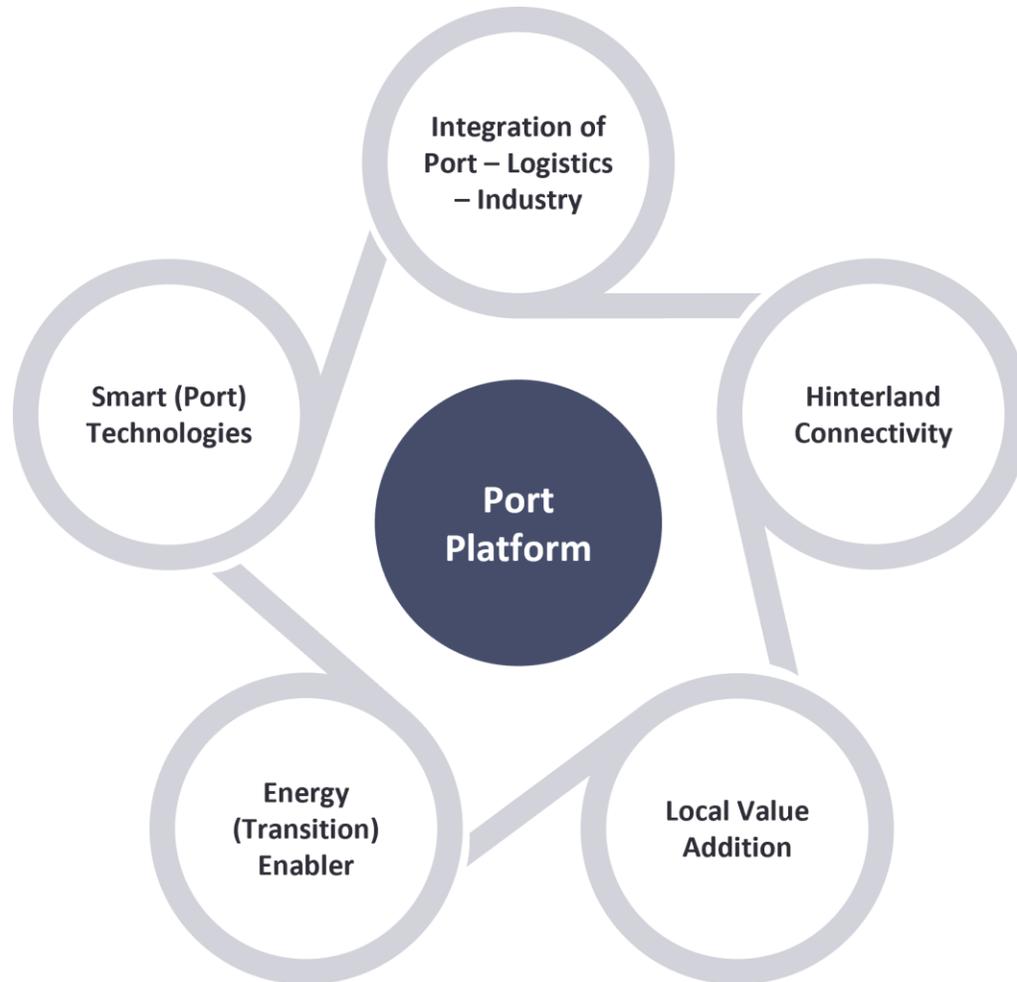
First **container** port
in Europe



Expertise in **breakbulk**

Global Port Developer

Fundamentals of a Future-proof Port



Connectivity

Multimodal gateway to the European hinterland

Rail



Inland navigation



Road



Shortsea

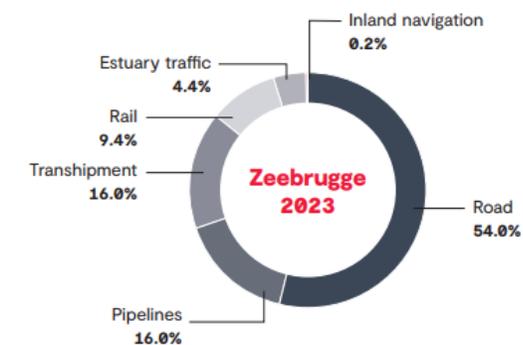


Pipeline



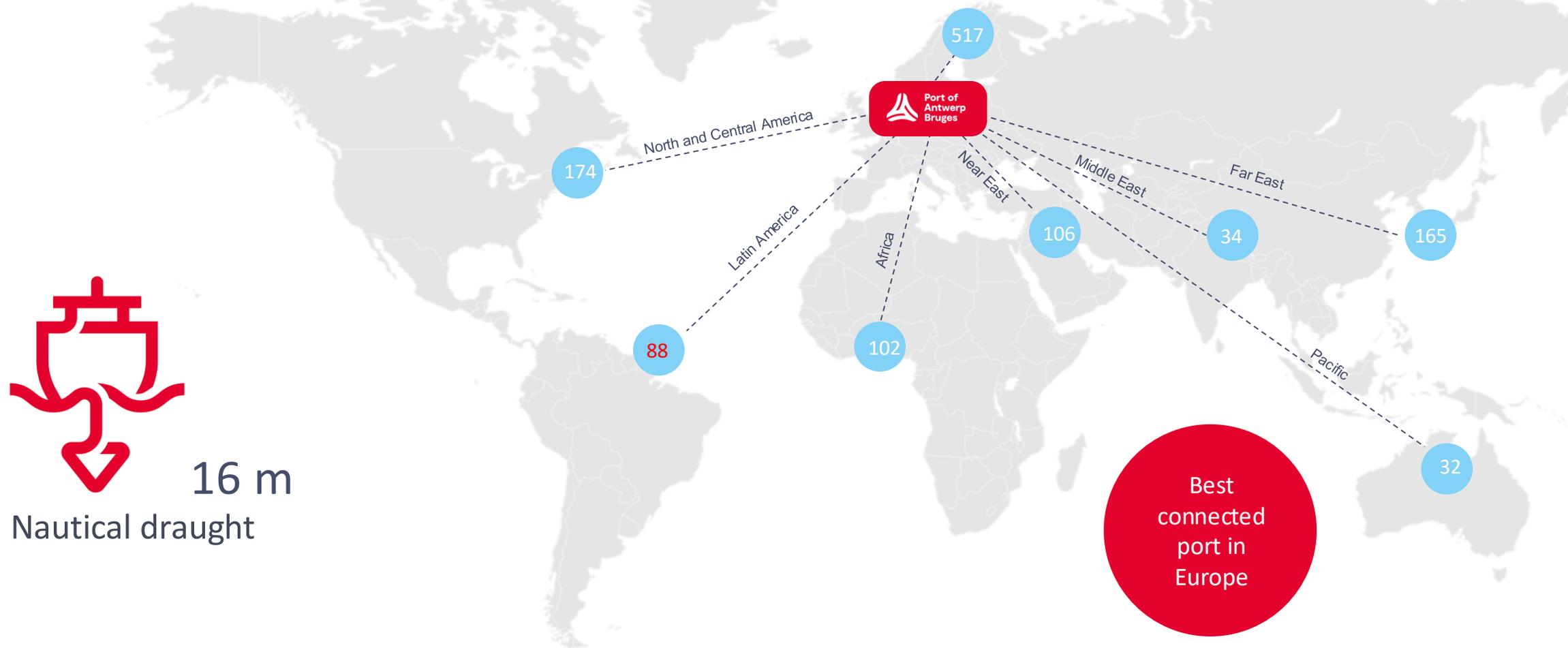

60% of European
consumer market
within range of 500 km

Hinterland (including industry)



Connectivity

Direct maritime connections to more than 1,200 destinations

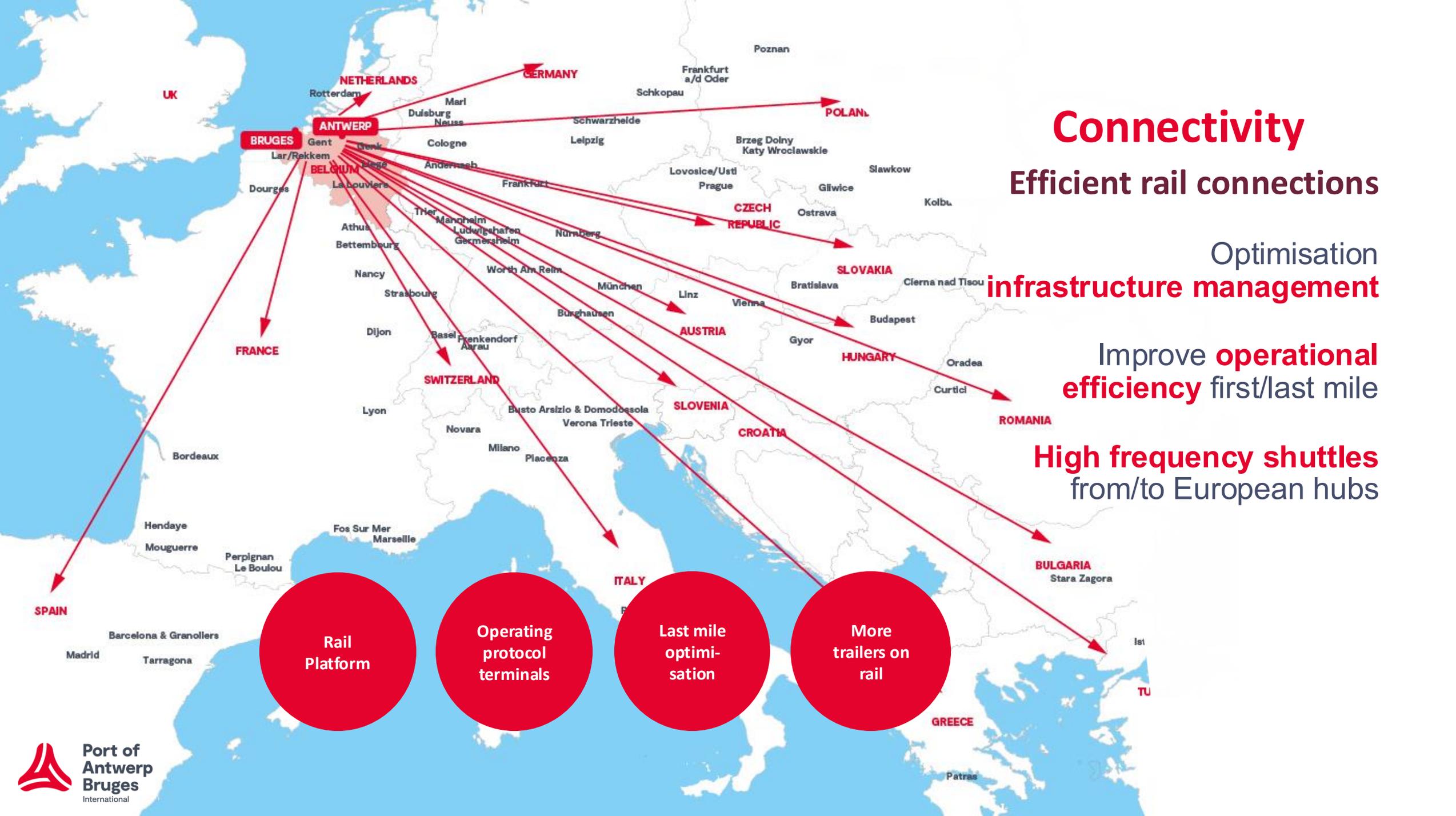


Connectivity

Shortsea as part of multimodal chain

- Fast transit times, reliable & **sustainable**
- Nice alternative for mid - & long distance
- Wide variety of services to and from **UK/Ireland**
- Market leader on the **Mediterranean Sea area**
- Focus on extension of the network





Connectivity

Efficient rail connections

Optimisation

infrastructure management

Improve operational

efficiency first/last mile

High frequency shuttles

from/to European hubs

Rail Platform

Operating protocol terminals

Last mile optimisation

More trailers on rail

Port of Antwerp-Bruges International

Joint Venture Shareholders' Agreement between Port of Antwerp-Bruges International (PoABI) & Perak State Development Corporation (PSKPNP)



Port of
Antwerp
Bruges
International



Port of Antwerp-Bruges

A global port in the heart of Europe



Belgian Port Authority

Port authority managing the Port of Antwerp-Bruges, the main gateway to Europe



Global Port Developer

Advisory and investment division of Port of Antwerp-Bruges, focusing on global port development



Global Port Training Centre

APEC is a global port training centre, transferring port knowledge and expertise since 1977



Major Port in the Heart of Europe

Port of Antwerp-Bruges, the **second-largest petrochemical cluster in the world**, achieved a **total cargo throughput of 278 million tonnes** in 2024 and handled **13.5 million TEUs**.

Port of Antwerp-Bruges International



Advisory and investment activities, focusing on global port development

Port management
Structural on-site support

Advisory
Strategy and implementation

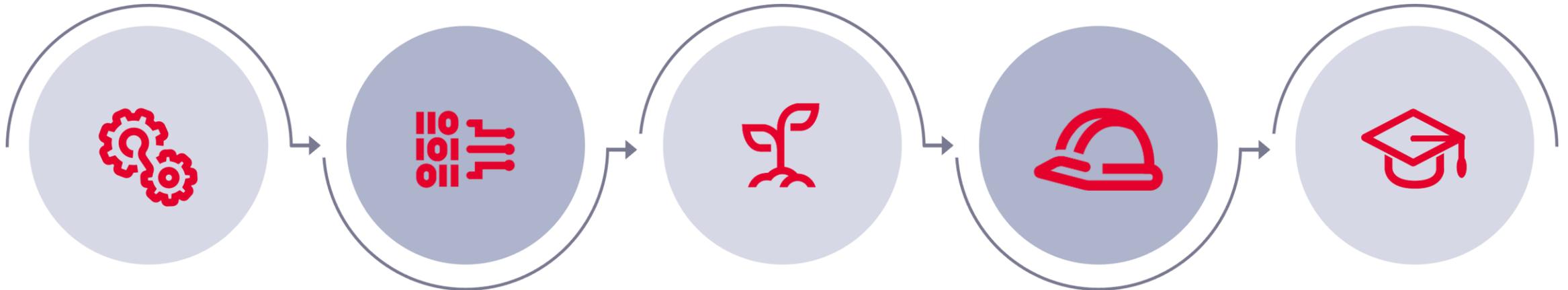
Investment
Co-investor and co-developer
of your port platform

Capacity building
Open enrolment and tailor-made
training programmes



Solutions

Working across the entire supply chain



1 Port Strategy
& Governance

2 Digital Business
Analysis

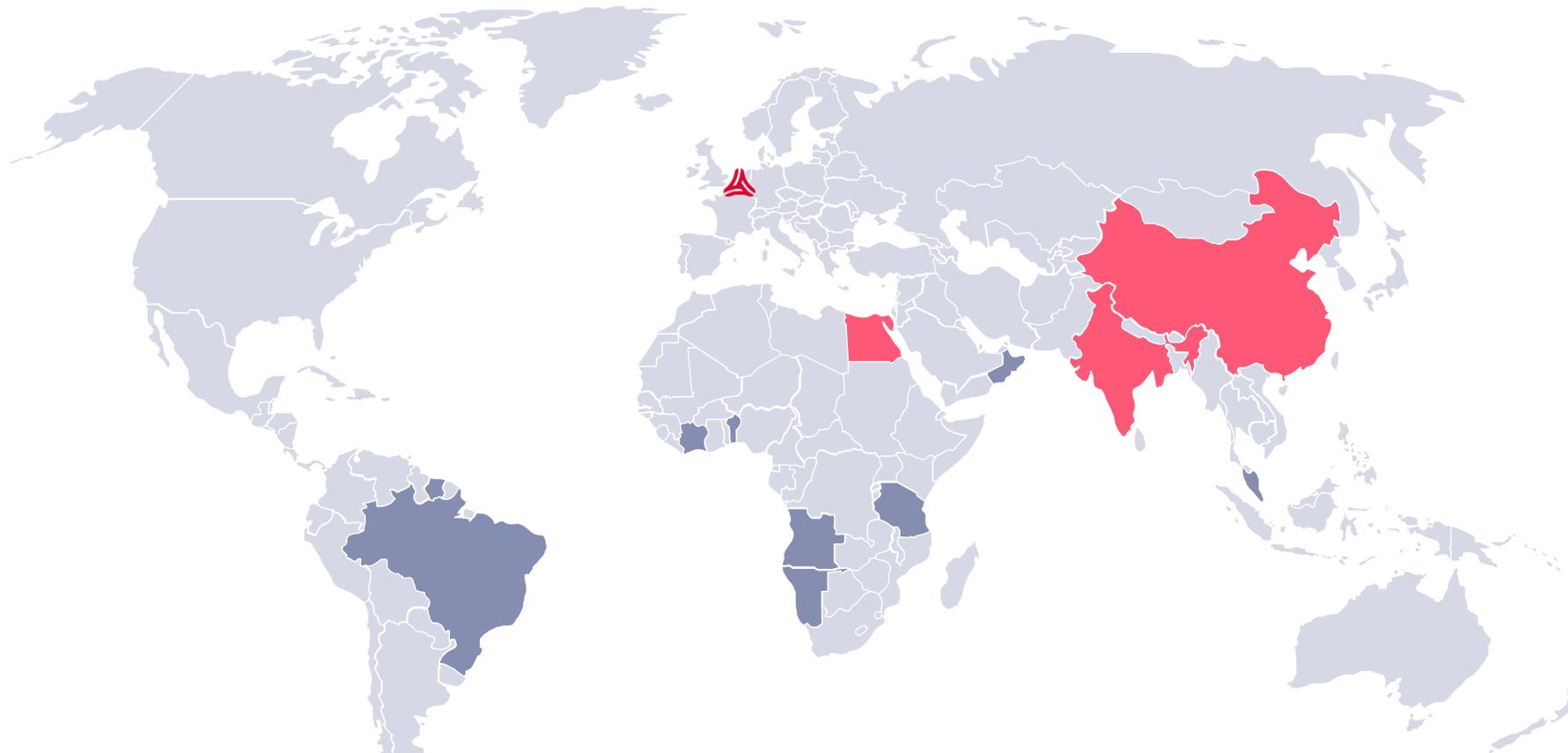
3 SHEQ and
Sustainability

4 Operations &
Blue collar

5 White Collar
Training (APEC)

Global Port Network

Structural partnerships



Port of Antwerp-Bruges International – global partnerships:

- Havenbeheer Suriname, **Suriname**
- Porto do Açú, **Brazil**
- Port Autonome de Cotonou, **Benin**
- Namport, **Namibia**
- Porto de Luanda, **Angola**
- Tanzania Ports Authority, **Tanzania**
- Port of Duqm, **Oman**
- Lumut Port, **Malaysia**



Corridor creation

Succes cases:

- hinterland connectivity
- business parks & dry ports
- digital connectivity
- capacitation



Importance of an intergrated corredor approach

Advantages:

- 1.Improvement of regional trade:** Transport corridors connect countries, streamlining trade & improving access to global markets.
- 2.Reduction of logistics costs:** Efficient corridors ensure shorter transit times and reduced transport costs.
- 3.Encourages foreign investment:** Well-functioning corridors attract foreign companies.
- 4.Regional integration:** They promote collaboration among countries, resulting in improved economic & diplomatic relationships.
- 5.Improvement of infrastructure quality:** It leads to joint investments in multi-modal connections and energy infrastructure.

Local benefits:

- 6.Economic driver:** By improving transport, local industries grow due to quicker access to inputs and markets.
- 7.Job creation:** Developing infrastructure and logistical systems provides employment in both construction and LT management.
- 8.Inclusive growth:** Rural and remote areas gain access to national and international markets, reducing inequality.
- 9.Capital inflow:** More & safer transport options attract trade & investments, particularly in exports and trade-oriented industries.
- 10.Sustainability and economies of scale:** Well-organized corridors can enable more sustainable & eco-friendly transport solutions.

Corridor creation

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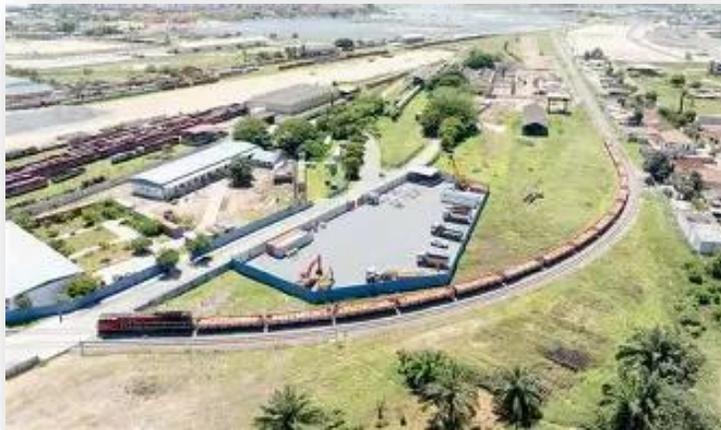


Angola: Port Hinterland Connectivity



Scope

- Design of a **National Port Strategy** where Port Hinterland Connectivity is one of the strategic pillars.
- Based on demand forecasts for each ports, generate a **nationwide connectivity plan**.
- Plan for **ALL** modes of transport: road, rail, inland waterway transport and pipelines.
- **Governance strategy** of overarching agencies, inland logistic terminals and platforms.



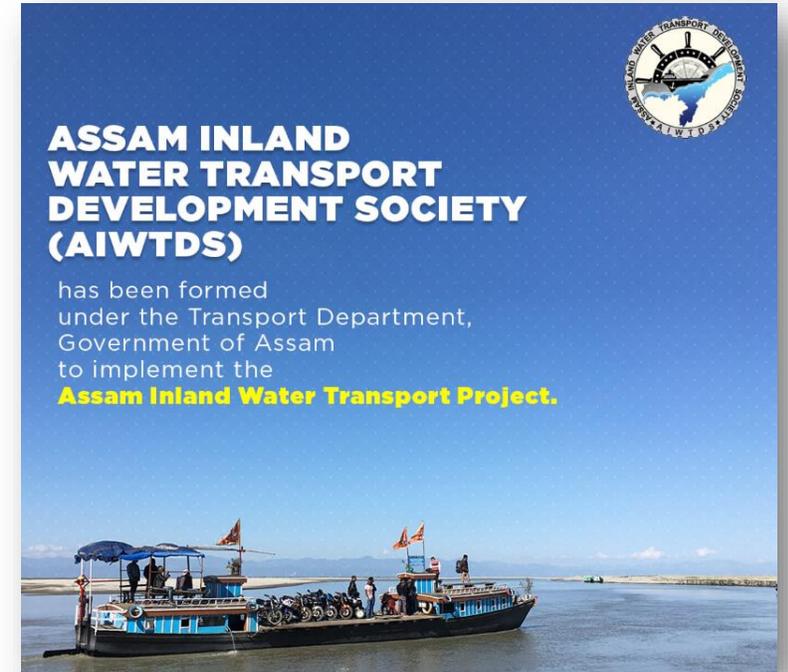
Objectives

- Connect Angolan inland and neighbouring countries like DRC & Zambia with Angolan Ports.
- Improve flow of goods.
- Create access to markets for remote areas.
- Accelerate national and regional economic growth.

India, Assam: Inland Waterway Transport

Scope

- Design an integrated strategy to attract **more passenger and cargo transport** along the Brahmaputra (NW-2).
- Aimed at elevating service quality, ensuring the waterways meet International Standards.
- The project seeks to **modernise and streamline the transportation system** for passenger and goods movement by integrating advanced passenger and vehicle ferry services into Assam's transport network.
- Additionally, AIWTDS promises to **promote environmentally sustainable modes of transportation**. By encouraging the adoption of eco-friendly practices, the project aligns with global efforts to mitigate the impacts of climate change.



Objectives

- Develop a safe, inclusive, climate resilient and green waterways transport network
- Help develop green transit modes as the backbone of connecting Assam with mainland India and regional markets.

Corridor creation

Succes cases:

- hinterland connectivity
- **business parks & dry ports**
- digital connectivity
- capacitation



Project description

- The logistics zone in the Port of Cotonou is located within the port boundaries and as part of our masterplan dedicated to centralise and **attract logistics activities** to strengthen the position of the Port of Cotonou as a **gateway for the subregion**.
- POABI will develop this logistics zone together as a majority shareholder with the Port Authority of Cotonou in a **60/40 joint venture**.
- Strong link with the further development of the **Cotonou-Niamey Corridor**, and the further strengthening of the port as the major economic driver of Benin.



Tanzania: Kwala Dry port

Objectives:

- Decongestion of Dar es Salaam Port
- Logistical excellence
- Local economic development

Characteristics:

- Multimodal (road and rail)
- Logistics hub (60 ha) and SEZ (502 ha)
- Crossroads central, N and S corridor at 100 km north of DSM

Key to success:

- Multi modal connectivity excellence
- Full-service customs



Under development

- Basic infrastructure available
- Dry port management framework
- SEZ: identify industrial clusters and “*go-to-market strategy*”
- SGR connectivity (high-speed & efficient cargo transport.)

Ivory coast: Ferkessédougou dry port

Objectives:

- Decongestion of Abidjan Port
- Local economic development
- Expansion of Abidjan Port hinterland

Characteristics:

- Multimodal (road and rail)
- Logistics hub and SEZ (700 ha)
- Half-way Abidjan – Ouagadougou corridor

Key to success:

- Multi modal connectivity excellence
- Full-service customs
- Level playing field by corridor and dry port management framework
- Integration in local industrial clusters



Under development

- Construction of basic infrastructure
- Dry port management framework
- Corridor management framework

Corridor creation

Succes cases:

- hinterland connectivity
- business parks & dry ports
- **digital connectivity**
- capacitation





Maritime Single Window System

Port Autonome de Cotonou



Challenges

With the IMO obligation towards all member states of **using a Maritime Single Window system for the electronic declaration** of vessel call announcements and associated information, Benin is required to modernize its systems.



Approach

Port of Antwerp-Bruges International assisted the Port Autonome de Cotonou in understanding the need for a Maritime Single Window system and how to undertake this project.

The Port Autonome de Cotonou, with the support of Port of Antwerp-Bruges International, has taken the initiative to determine the requirements of the port and maritime authority related to a Maritime Single Window through consultations with all involved stakeholders.

Representatives from the port were also invited to participate in the MSW seminar organised by APEC.



Result

PAC and PoABI jointly developed a functional and non-functional requirements document, which forms the basis of a Terms of Reference document for public procurement.

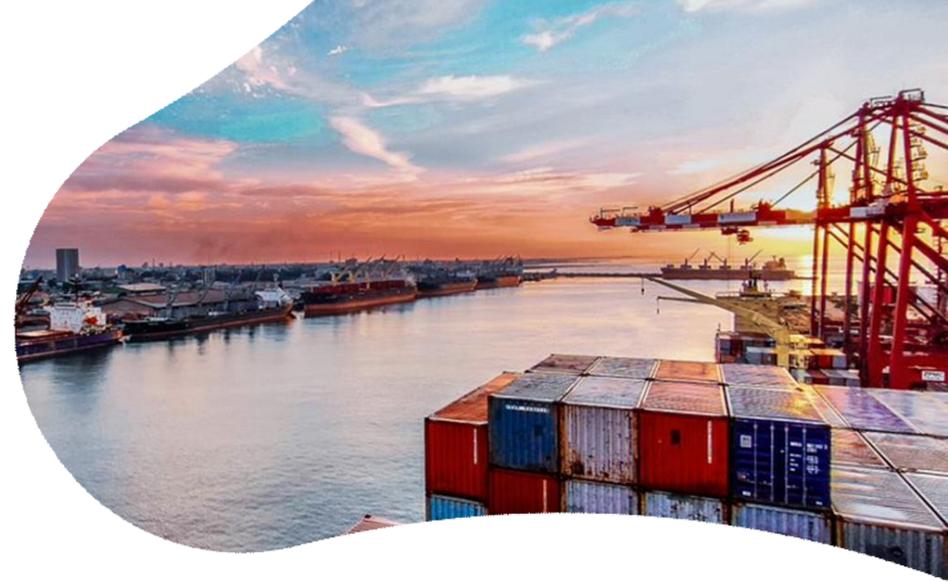
PoABI is further assisting PAC in the analysis of the received responses.

Location: Cotonou, Benin

Financed by: PAC

Client: Port Autonome de Cotonou

Duration: 06/2023-ongoing



Project: Tanzania Ports Authority – operational excellence

Digital scope



Update digital strategy in line with 5th CSP

- Digital maturity scan & review current strategy
- Development new strategy & digital roadmap

Information Security Management System (ISO27001)

- Risk assessment
- Statement of applicability
- Policies

Various IT improvement projects

- Port performance monitoring
- SAP migration (PMIS)
- Asset Management System





Digitalisation & Strategy

ICT Strategy & Governance for Namport



Challenges

Namport is gradually transforming into a landlord port and had a need to review its **ICT strategy and governance model**.

PoABI was tasked to review the existing strategy and assist Namport in co-creating a new ICT strategy and governance.



Approach

The project was conducted in two distinct phases.

In the first phase the “As-Is” situation of the ICT strategy was evaluated, through the review of existing documents and extensive discussion with various involved parties, from the CEO and other executives to the individual members of the ICT department.

The second phase consisted of co-creating a digital strategy, whereby we focussed on aligning the corporate strategy and ICT strategy, defining processes for improving innovations, selecting new systems and implementing projects, to the identification of the need for new technologies and systems, as well as the governance of the ICT department and its various projects.



Result

The initial “As-Is” report helped Namport in identifying and assessing its current ICT strategy as well as the areas where improvement were desirable.

As a result of the second phase, Namport received valuable input for the future ICT strategy which was to be further developed.

Location: Walvis Bay, Namibia

Financed by: Namport & EU

Client: Namport

Duration: 06/2023-02/2024

Corridor creation

Succes cases:

- hinterland connectivity
- business parks & dry ports
- digital connectivity
- **capacitation**





1977

More than 45 years
of experience

+150

Countries

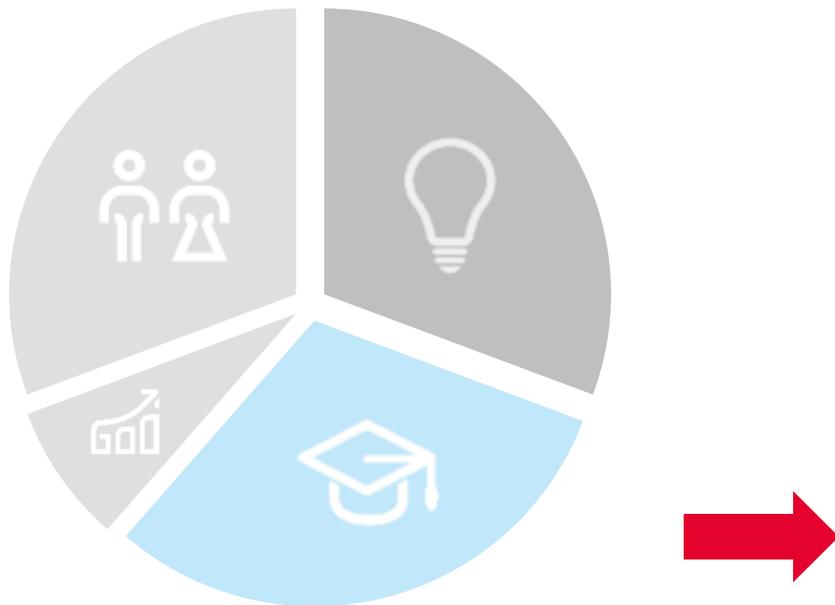
+22.000

Alumni



Local training institutes in China & India
And more coming in Africa, Latam, etc.

APEC programme offering



Training

Open programmes & tailor-made solutions

2025 Open-enrollment programme

- Port management & strategic masterplanning
- Smart Port Technologies
- International Port Strategy
- Dredging technologies
- **Supply Chain Management & Hinterland Connectivity**
- Energy Transition – A port's perspective
- Port Logistics
- Business Development
- Health, Safety, Security
- Container Terminal Management

Full information on apecporttraining.com

Strategic Partnership: NV Havenbeheer Suriname



Port of
Antwerp
Bruges
International



HAVENBEHEER
SURINAME
Port Management Company

Suriname Port Training Institute

- Combining regional knowledge and APEC's global training standards and experience into a **unique formula**.
- Strengthening Suriname's position as a logistics and maritime **training hub** in the CARICOM region.
- Providing blue and white collar **high-quality capacity building** programs improving workforce capabilities.
- Facilitating transfer of best practices and advanced technologies from a **world class port**.
- Accredited training programs with the **ability to customize** to meet regional challenges.
- Opening **international collaboration** opportunities with ports and logistical institutions.



Opportunities for the Philippines!

Advantages:

- 1.Improvement of regional trade:** The Philippines is strategically located in Southeast Asia, making it a potential hub for regional trade.
- 2.Reducing logistics costs:** They can overcome the logistical challenges posed by its fragmented geography → minimizing transportation costs for goods and passengers over 7000 islands.
- 3.Stimulating economic integration:** Corridors connecting key economic zones like Metro Manila, Cebu, and Davao can promote inter-regional economic integration → connect supplier & consumers
- 4.Enhancing rural development:** Many rural areas in the Philippines still suffer from poor access to markets. Corridors could boost agriculture and local industries.

Inspiring initiatives:

- Philippine Nautical Highway System:** This system links major islands through roll-on roll-off ferries and improved roads.
- Build, Build, Build Program:** This government initiative aligns with the corridor philosophy, focusing on infrastructure development such as expressways, airports, and railways that connect Luzon, Visayas, and Mindanao.
- Mindanao Railway Project:** Set-up a railway network across Mindanao, potentially boosting southern region of the country.
- Regional Development Plans:** The National Economic and Development Authority (NEDA) of the Philippines has prioritized region-specific corridors to enhance economic connectivity, such as the Luzon Spine Expressway Network.

Thank you!

Let's connect and co-
create your future!

For questions: Email Kamiel & Maartje!

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