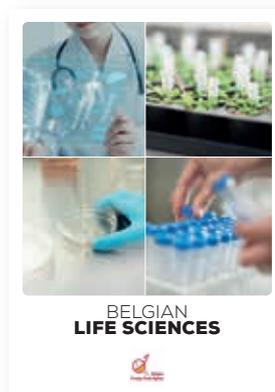
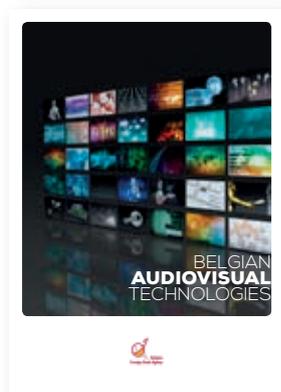
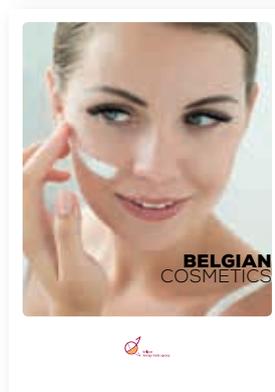
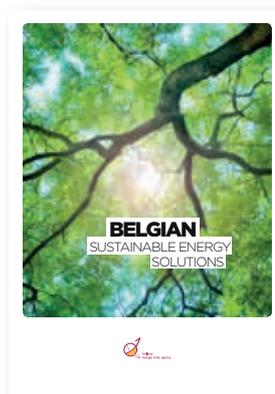
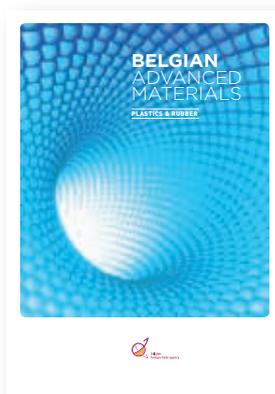




BELGIAN **TRANSPORT & LOGISTICS**



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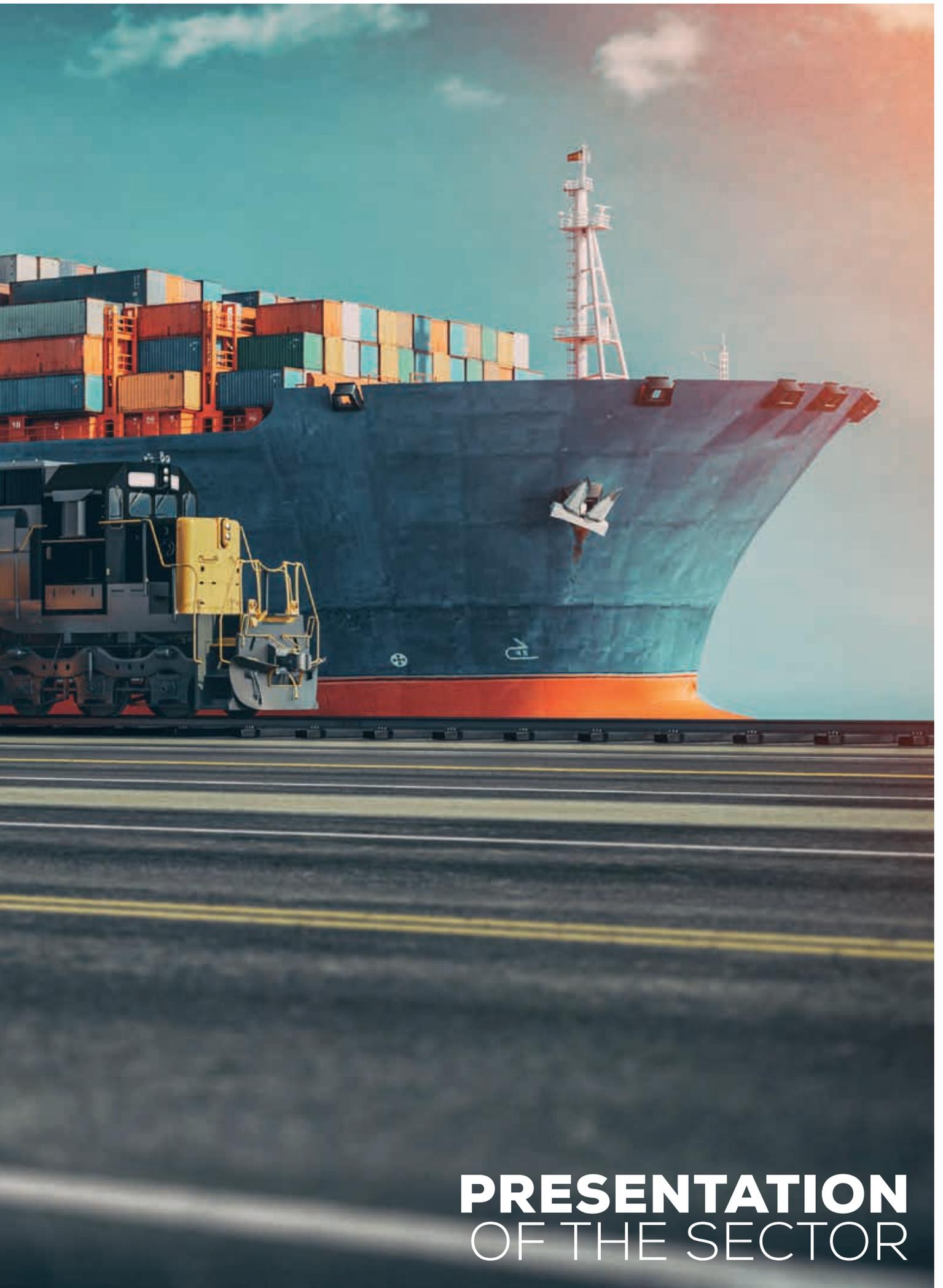
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PRESENTATION OF THE SECTOR

SECTION 1

INTRODUCTION TO BELGIAN TRANSPORT AND LOGISTICS

1.1 Transport and logistics: heavyweight of an open Belgian economy

As a small and open country, Belgium has a great degree of interdependence with its neighbouring countries, the EU and the world. This is why, because of its vital facilitating role as a link between economic sectors stimulating business activity and international trade, the transport and logistics sector is a cornerstone of the Belgian economy. As a matter of fact, regardless of the economic sector, transport and logistics activities can be found transversally across all types of businesses. In other words, in an open economy like that of Belgium, transport and logistics are heavily dependent on the free movement of goods within a globalized market.

Belgium's state-of-the-art infrastructure, its geographical location at the heart of Europe and its significant position in global value chains has resulted in the country's leading position in international trade and therefore in transport and logistics. In this way, according to figures released by the World Trade Organization, Belgium was the 13th largest exporter of goods worldwide in 2019 with EUR 397 billion worth of goods exported and the 14th major importer of goods worldwide with EUR 380.6 billion worth of goods imported. This means that Belgium's trade balance displayed a surplus of EUR 16.4 billion in 2019. Within the EU that same year, Belgium was the 6th largest exporter of

goods with a share of 7.1% and the 6th largest importer of goods with a share of 6.9%.

The free international flow of goods and foreign trade have always been of crucial importance to the Belgian economy. By way of illustration, in 2019, exports and imports of goods combined accounted for just over 160% of the Belgian GDP, with Europe remaining by far our country's main export and import destination, followed by Asia. As a result of its economic openness and its dependence on international trade, Belgium ranked 3rd on the 2019 KOF Globalization Index, which measures the economic, social and political dimensions of globalisation.

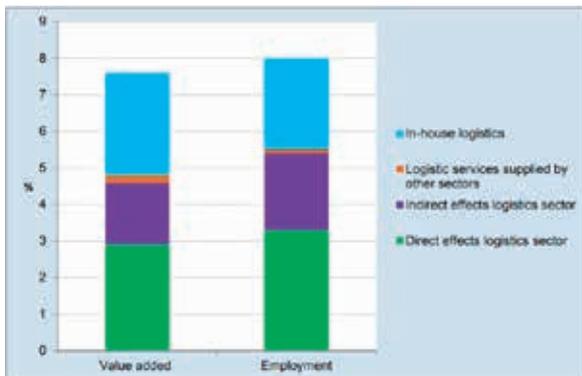
This sector study will focus exclusively on the national and international transport of goods – not people – from a point of departure to a point of destination by sea, air, road, rail or inland waterway. Focus will also be on logistics, which, according to the European Commission, is “a set of services including planning, organisation, management, execution and monitoring of a company's entire material, goods and information flows (from purchasing, production and warehousing to added value services, distribution and reverse logistics)”.



1.2 Transport and logistics: an economic driving force

As a consequence of its openness to the world economy and its dependence on international trade, Belgium heavily relies on the transport and logistics sector. As a matter of fact, according to the National Bank of Belgium in a 2017 study, the transport and logistics sector is unquestionably an economic driving force of the Belgian economy with its services generating 7.6% of its GDP and 8% of jobs in the country.

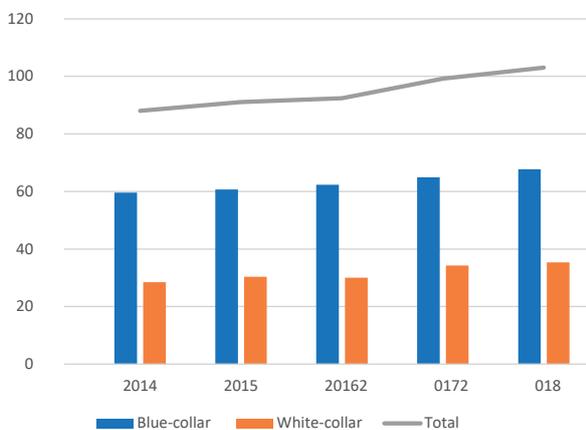
Relative importance of logistic activities inside and outside the logistics sector, 2017 (in % of GDP)



Source: National Bank of Belgium

Data from FEBETRA, the Royal Federation of Belgian Carriers and Logistic Service Providers, confirm this analysis. According to FEBETRA, the transport and logistics

Evolution of third-party transport employment, 2014 - 2018 (in jobs)



Source: National Social Security Office

sector comprises some 186,290 full-time equivalent positions as of November 25, 2019, accounting for a little more than 8% of Belgian domestic employment. Furthermore, the number of third-party transport jobs has also seen a marked increase, which attests once again to the expertise of Belgian businesses in leading many transport and logistics operations.

1.3 Key assets

The significant contribution of the transport and logistics sector to the Belgian GDP and its positive effects on domestic employment are the result of a great number of key competitive advantages that Belgium has to offer, such as geographical location, infrastructure and accessibility.

1.3.1 A Gateway to Europe

Thanks to its central geographical position at the heart of world trade flows and the main European markets, Belgium possesses a major asset to conduct logistics activities. A staggering 80% of Europe's purchasing power lies within a 800 km radius (+/- 500 miles) from Brussels. Consequently, Belgium is a gateway to 500 million European consumers.

Belgium's location at the heart of the European Megalopolis or Blue Banana, a term coined by the French geographer Roger Brunet to designate the densely populated and highly urbanized space which stretches approximately from London to Milan, is the main reason why many multinationals have chosen to establish European distribution centers in Belgium in order to reach these consumers.

The European Megalopolis or Blue Banana



Source: Roger Brunet



1.3.2 The quality of its multimodal infrastructure

In addition to this ease of reaching major destinations within the intra-European market, Belgium's excellent performance in terms of transport and logistics is undoubtedly linked to yet another precious asset: the abundant transport infrastructures it has, offering endless logistics and distribution options at the center of Europe by road, rail, waterways or multimodal transport. In fact, according to the Belgian Federal Planning Bureau, the densities of Belgian transportation infrastructures by land, rail, and water are among the highest in Europe and greatly contribute to the attractiveness of Belgium as a logistics gateway to Europe.



Belgium's motorway network is the third most dense in Europe after the Netherlands and Luxembourg. When comparing the number of kilometers of motorway in Belgium (1,763 km) with the country's total area (30,689 km²), the extensive coverage of the Belgian automotive network really becomes apparent. Especially in view of the fact that the longest distance between two points on Belgian territory as the crow flies is around 280 km.



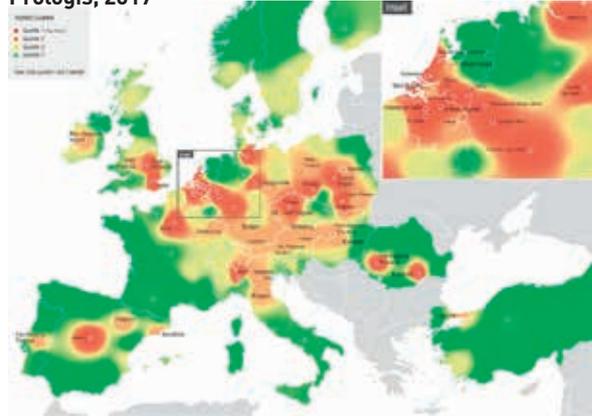
Historically, Belgium has been a pioneer in the development of railway transportation networks in continental Europe. It was the second country after Great Britain and the first in continental Europe to open a railway line (between Brussels and Mechelen in 1835) and produce locomotives. The Belgian railway traffic and infrastructure then expanded rapidly during the industrialization period and, with a total rail network extending over 3,605 km today, is the second most dense in Europe after the Czech Republic. Belgium's strong position is also reflected in the fact that it is a major player in the production of railway equipment.



Thanks to the two major European rivers with their sources in France – the Scheldt and the Meuse – that cross Belgium from South to North and flow into the North Sea in the Netherlands, the density of the Belgian inland waterway network follows the same pattern. As a matter of fact, with its four seaports (the ports of Antwerp – the second largest port in Europe and the 14th largest container port in the world –, Zeebrugge, Ostend, and the North Sea Port) and its 1,532 kilometers of waterways, Belgium has the second densest network in Europe after the Netherlands.

1.3.3 Warehousing and distribution hotspot

Europe's most desirable logistics locations according to ProLogis, 2017



Source: ProLogis

Belgium continues to attract many distribution centers. According to the logistics real estate investment trust ProLogis Europe's most desirable logistics hotspots are located in the Benelux region due to its proximity to major consumption centers and its access to the gateways of global trade, its transportation infrastructure, the availability of a qualified workforce and its regulatory and multimodal environment. The Belgian locations Antwerp-Brussels and Liège consistently appeared in the top 10 of most attractive logistical areas.



1.4 Topping the rankings

The geographical and infrastructural assets stated above have allowed Belgium to rank among the best performing countries in the world in terms of logistics by reaching third place on the 2018 Logistics Performance Index, a survey carried out biennially by the World Bank across 160 countries. In practical terms, the Logistics Performance Index is the weighted average of a given country's score on six key dimensions:

- 1 The efficiency of customs and border management clearance ("Customs").
- 2 The quality of trade and transport infrastructure ("Infrastructure").
- 3 The ease of arranging competitively priced shipments ("International shipments").
- 4 The competence and quality of logistics services — trucking, forwarding and customs brokerage ("Logistics competence").
- 5 The ability to track and trace consignments ("Tracking and tracing").
- 6 The frequency with which shipments reach consignees within scheduled or expected delivery times ("Timeliness").

As can be seen on the chart below, Belgium is particularly successful in arranging efficient international shipments at competitive prices and repeatedly delivering these on time. Belgium ranks first in the world for both indicators. Moreover, Belgium comes second only after Germany – the world's leading logistics performer – in terms of the quality and competence of logistics services provided.

1.5 Foreign transport and logistics investments in Belgium

As a result of its central geographical position and the high quality of its multimodal infrastructure, Belgium attracts an increasing number of foreign companies willing to invest in transport and logistics. In fact, according to EY's latest attractiveness survey, transport and logistics infrastructure quality was the decisive factor for 32% of foreign businesses undertaking new investment projects in Belgium in 2019.

Moreover, almost 22% of new business investments in Belgium were made in the transport and logistics sector with these new projects generating 41% of new jobs linked to foreign investments in Belgium in 2019. As a result, out of a total of 267 business projects in Belgium in 2019, 42 were in transport and logistics, (generating 1,633 new jobs) and 16 other projects in transportation manufacturers and suppliers (generating 594 new jobs). Foreign businesses that have decided to set up in Belgium in this way or to increase their transport and logistics investments in our country come mainly from North America, (44%), Europe (30%) and Asia (11%).

Top 10 countries in the Logistics Performance Index per key dimension, 2018 (in place on the ranking)

Country	Year	LPI Rank	LPI Score	Customs	Infrastructure	International shipments	Logistics competence	Tracking & tracing	Timeliness
Germany	2018	1	4.20	1	1	4	1	2	3
Sweden	2018	2	4.05	2	3	3	10	17	7
Belgium	2018	3	4.04	14	14	1	2	9	1
Austria	2018	4	4.03	12	5	3	6	7	12
Japan	2018	5	4.03	3	2	14	4	10	10
Netherlands	2018	6	4.02	5	4	11	5	11	11
Singapore	2018	7	4.00	6	6	15	3	8	6
Denmark	2018	8	3.99	4	17	10	9	3	2
United Kingdom	2018	9	3.99	11	8	13	7	4	5
Finland	2018	10	3.97	8	11	16	15	1	8

Source: World Bank

2. MODES OF TRANSPORT

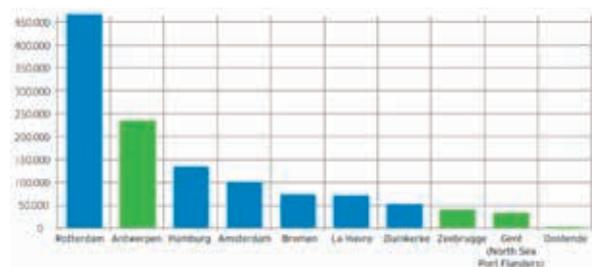
2.1 Maritime transport

The Belgian maritime ports enjoy an ideal geographical position as well as innovative and sustainable multimodal infrastructure, perfectly integrated into the Trans-European Transport Network (TEN-T) and included in the North Sea-Baltic, North Sea-Mediterranean, and Rhine-Alpine Transportation Corridors.

This central location intermodally connects Belgian ports with the European hinterland and contributes to its presence at the European crossroads of international supply chains. An extensive network of deep-sea, road, rail, inland shipping, pipelines and shortsea guarantees that all types of goods transport (container cargo, liquid bulk, dry bulk, breakbulk and roll-on-roll-off) are seamlessly connected with the rest of Europe and the world.

In 2019, Belgian ports continued to return excellent figures. Every year, over 25,000 sea-going vessels arrive in our country, with slightly more departing. The total quantity of unloaded goods increased to almost 152 million tons, and the quantity of loaded goods increased to almost 126 million tons. Despite the increase in goods loaded and unloaded, there was a very slight decrease in the number of ships arriving and departing as the average size of these ships continues to increase and cargo transported is heavier.

Maritime traffic in the Le Havre-Hamburg range, 2018 (in 1,000 ton)



Source: MORA

As indicated by the Le Havre-Hamburg range, which consists of the main seaports between Le Havre and Hamburg, in particular Le Havre, Dunkirk, Zeebrugge, North Sea Port (Ghent), Antwerp, Ostend, Rotterdam, Amsterdam, Bremen and Hamburg, the Belgian seaports are located on some of the busiest shipping routes in the world. In this range, total transshipment amounted to 1,211 million tons (+ 1.4%) in 2018. The four Belgian seaports' share of this total amounted to 309.3 million tons (25.5%). The port of Antwerp's share rose from 18.7 to 19.4% (235.2 million tons) while the North Sea Port market share remained stable at 2.7% (32.6 million tons). Zeebrugge's market share increased from 3.1 to 3.3% (40.1 million tons), while Ostend's share remained stable at about 0.1% (1.5 million tons) ¹.

Sea transport in Belgium, 1997 - 2019

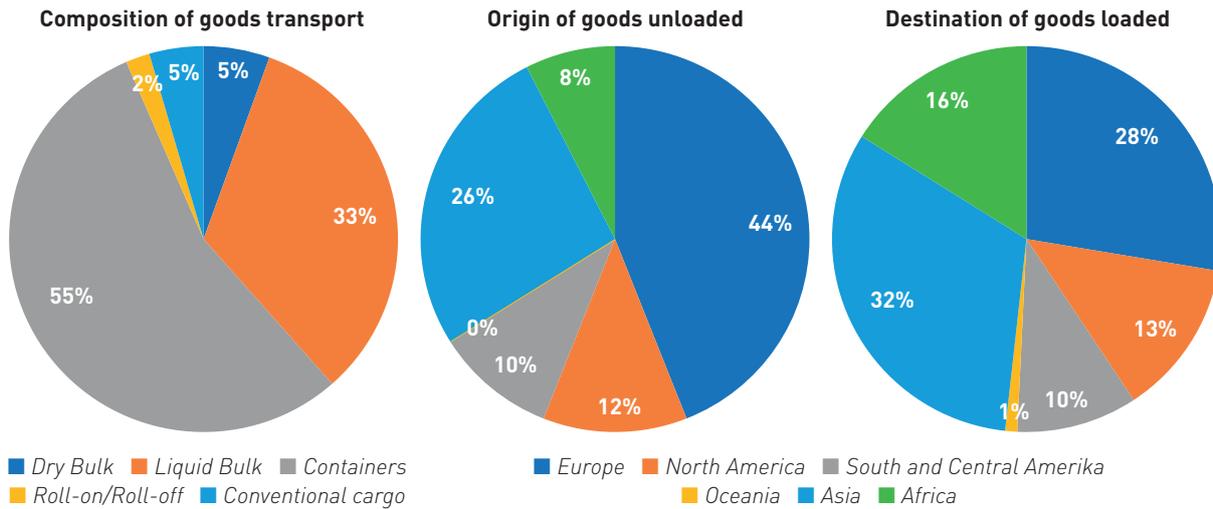
Sea transport (1997-2019)	1997	2007	2012	2017	2018	2019
Arriving ships	32,248	34,043	26,795	25,172	25,758	25,726
Departing ships	30,291	35,080	27,649	26,138	26,737	26,484
Cargo loaded (x 1,000 t)	61,856	102,365	101,789	117,801	122,303	125,914
Cargo unloaded (x 1,000 t)	100,208	134,327	120,705	140,027	147,911	151,868

Source: Statbel



2.1.1 Port of Antwerp (Full profile further on)

The Port of Antwerp is the second largest port in Europe after the Port of Rotterdam and the 14th largest container port in the world. The Port is located 80 kilometers inland within Europe and enjoys a great number of maritime connections to ports all over the world as well as efficient rail connections with all the major European rail hubs in the hinterland. Moreover, the Port of Antwerp is also the most important hub in the Western European pipeline network, offering a safe and reliable means of transport for the supply and distribution of petrochemical products in Belgium and neighbouring countries. Over the past 20 years, the volume of freight loaded or unloaded in the Port of Antwerp has doubled to reach 235 million tonnes.

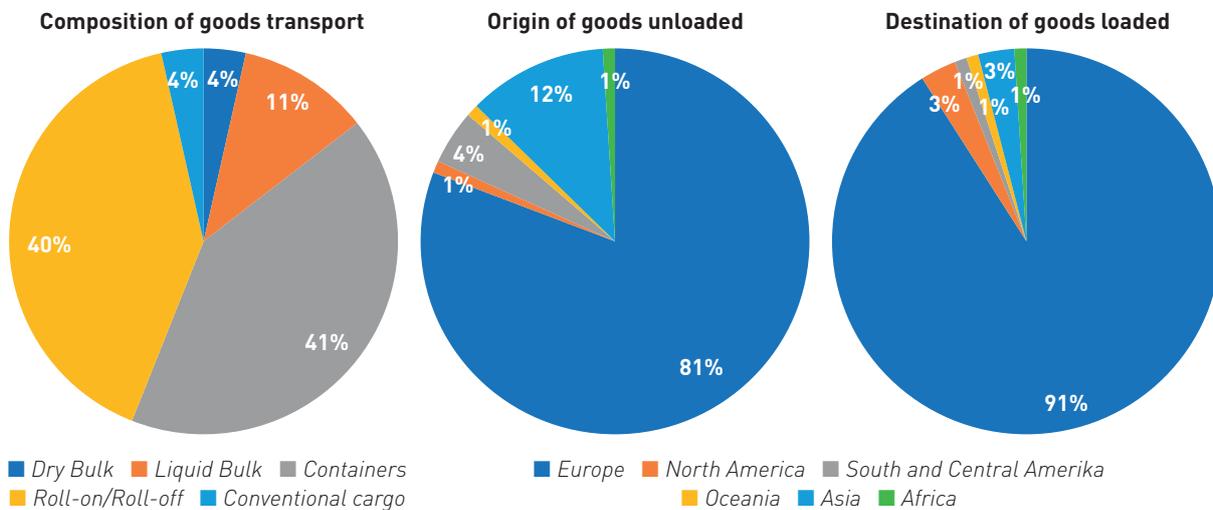


Sources: The Port of Antwerp (2019) – 2019 Facts & Figures
Flemish Government (2018) – The ports of Flanders. Key facts & figures.

2.1.2 Port of Zeebrugge (Full profile further on)

Coastal port with a remarkable maritime access, the Port of Zeebrugge can accommodate the largest container ships. Offering both intra-European and intercontinental services, the Port of Zeebrugge is in fact one of the most important ports with access to the European markets.

The Port of Zeebrugge is also one of the main car-handling ports in the world, handling 2,960,339 million units on an annual basis (1,460,820 imported cars; 1,499,419 exported cars). The Port of Zeebrugge is therefore one of the world’s foremost roll-on/roll-off ports while doubling as a container port.

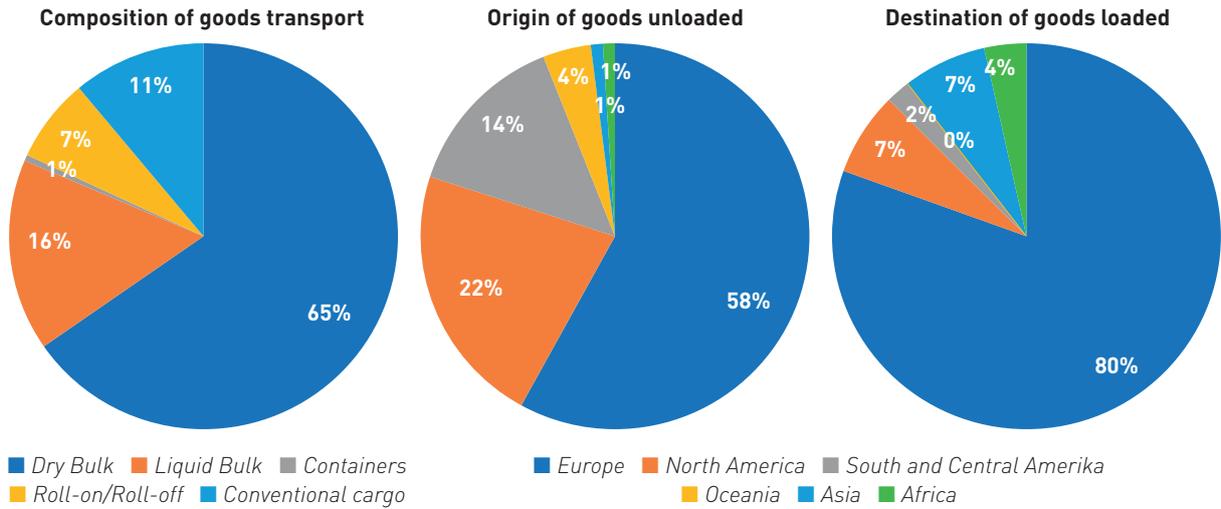


Sources: The Port of Zeebrugge (2019) – 2019 Facts & Figures
Flemish Government (2018) – The ports of Flanders. Key facts & figures.



2.1.3 North Sea Port (Ghent) (Full profile further on)

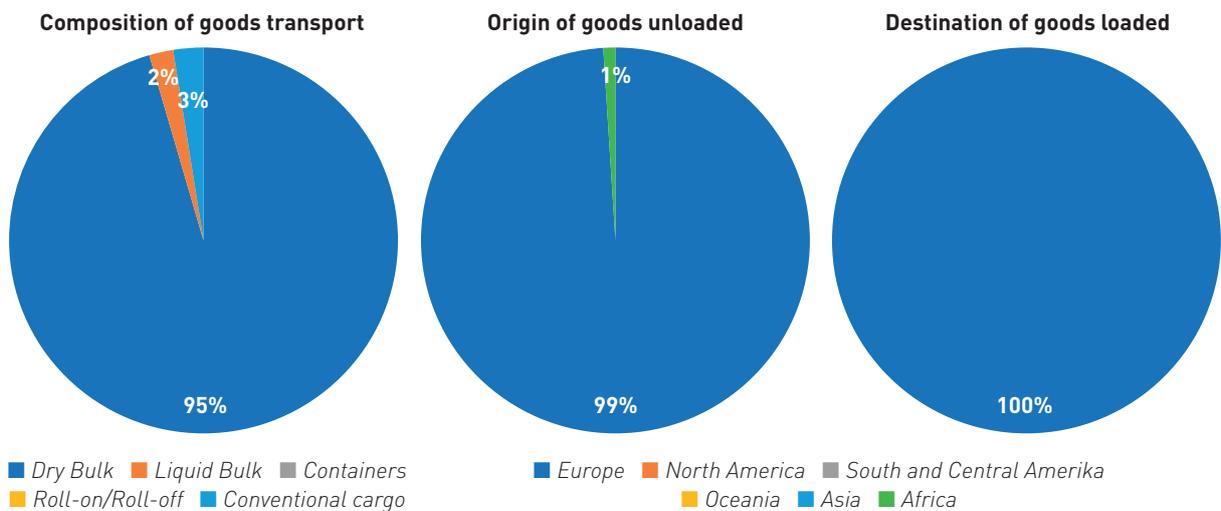
Multimodal deep-sea port and logistical hub, the North Sea Port plays an important role in the logistical chain of many raw materials and additives, semi-finished and final products. The port's strategic location near the North Sea makes it especially accessible to seagoing vessels arriving at the port from all over the world.



Sources: North Sea Port (2020)
Flemish Government (2018) – The ports of Flanders. Key facts & figures.

2.1.4 Port of Ostend (Full profile further on)

Situated in one of Europe's busiest maritime areas, the Port of Ostend is a versatile short-sea port, accommodating all types of coastal maritime traffic.



Sources: The Port of Ostend (2020)
Flemish Government (2018) – The ports of Flanders. Key facts & figures.



2.2 Air transport

Located in the heart of the “golden triangle” (Amsterdam, Paris, Frankfurt), a region with a vast number of industries and through which 66% of European cargo passes, Belgian airports are ideally located for carrying out air transport operations. In addition, easy access to European interstate and railroad networks, as well as quick access to Belgian maritime ports, enables Belgian cargo airports to take full advantage of their geographical position.

Belgium has a total of six international airports: Antwerp, Brussels Airport, Brussels South Charleroi, Kortrijk-Wevelgem, Liege, Ostend-Bruges. Of these, Liege Airport is the premier Belgian cargo airport, ahead of Brussels Airport and, to a lesser extent, Ostend-Bruges. In 2019, a total of 1,430,502.31 tons of merchandise were routed through Belgian airports.

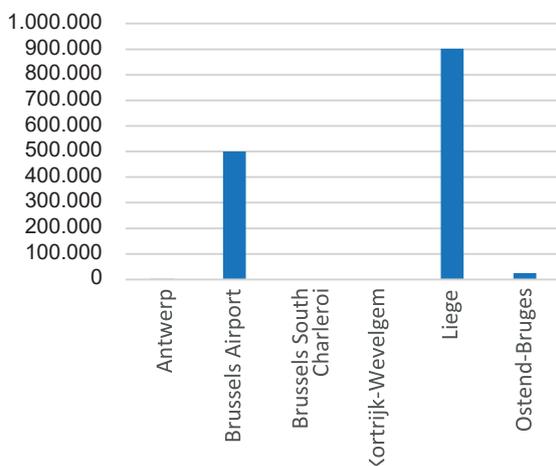
In fact, 2019 was another record year for Liege airport, with 902,047.401 tons of cargo passing through its facilities, compared with 871,595.979 tons in 2018 (+3.6%). This increase confirms its status as the premier cargo airport in Belgium, accounting for 63% of total goods flows by air, as well as its standing as the 6th largest European cargo airport. For its part, Brussels Airport handled 500,702.96 tons of goods in 2019, comprising 35% of the total goods passing through Belgium, with Ostend-Bruges processing 24,754 tons, i.e. 1.7% of the total. The airports of Antwerp, Brussels South Charleroi and Kortrijk-Wevelgem, together, account for 0.3% of overall cargo transport on Belgian soil.

In recent years, e-commerce has become an increasingly important area of interest for the development of Belgian freight airports. In 2018, the Chinese logistics group Cainiao Smart Logistics Network Ltd. (“Cainiao Network”), the logistics arm of Alibaba Group, announced that it had chosen Liège Airport as its European hub for e-commerce-related goods and as its bridgehead in Europe. That same year, Cainiao launched an intercontinental cargo flight between Hangzhou and Liège to ensure fast delivery of goods. This decision once more underlines Belgium’s attractiveness in the logistics sector, its strategic location at the center of Europe, and its state-of-the-art logistics infrastructures. In fact, when transporting cargo from Asia to Europe, Liège is most often not the final destination of the goods but, rather, a convenient location offering the possibility to distribute the cargo further to the European hinterland.

Cainiao Network and Liege Airport also signed a contract to lease a total area of 220,000 square meters to build a world-class smart logistics hub at Liege Airport, expected to open in early 2021. The Liege smart logistics hub will facilitate cross-border trade and enhance overall logistics efficiency to help Belgian SMEs better manage their exports, especially with the surge in global e-commerce.

Finally, Cainiao Network also launched a Sino-Europe freight train connecting the central Chinese city of Zhengzhou (province of Henan) with Liège to provide SMEs with a more efficient and cost-effective cross-border logistics solution. New connections between other cities in China (such as Chengdu, province of Sichuan, and Zhengzhou, province of Henan) and Liège have recently been established.

Cargo handled in Belgian airports, 2019 (in ton)



Source: FPS Mobility and Transport

2.3 Multimodal transport

According to Eurostat, the modal split of Belgian cargo transport still very much favoured road transportation in 2018. The shipping of goods via road accounted for 72.1% of cargo transport, as opposed to 16.2% by inland waterways and 11.7% by rail. As indicated by the Federal Planning Bureau's "Perspectives de la demande de transport en Belgique à l'horizon 2040" (Perspectives on Belgian Transport Demand on the 2040 Horizon), the modal share of cargo transport by inland waterways and rail is expected to grow significantly in the near future. The following points will take a closer look at complementary and interconnected modes of transportation and their future.

2.3.1 Road transport

According to Statbel, the Belgian statistical office, in 2018, 285 million tons of goods were transported by road by vehicles registered in Belgium, of which 208 million tons (72.86%) were carried for third parties and 77 million (27.14%) as own-account transport. Goods conveyed for third parties and own-account transport amounted to 233 million tons nationally (i.e. 81.68%), whereas those transported internationally reached a total of 52 million tons (i.e. 18.32%) in 2018. An analysis of road transportation of goods in terms of quantities transported, expressed in tons, thus indicates that transport service providers mainly conduct their activities on national territory and for the account of third parties.

However, an analysis of road transport ton-km reveals a reality that is somewhat different. In 2018, 32,684 million ton-kilometers of goods were transported by vehicles registered in Belgium, of which 26,695 million tons (81.7%) were carried for third parties and 5,989 million (18.3%) as own-account transport. On the other hand, international goods transport expressed in ton-km amounted to 12.093 million, i.e. 37%, while national transport of goods reached 20.590 million ton-km, i.e. 63%. In terms of tonnage per kilometer, road transportation of goods on national territory and for the account of third parties therefore continues to be predominant. However, on account of the distances being greater and the tonnages higher, the volume of international transport expressed in ton-kilometers is also considerable.

Unsurprisingly, imports and exports of goods by road are more important for our neighbouring countries, which are very easily to access via the highway network. This demonstrates once again that a large number of goods can be easily transported to most important European economies thanks to Belgium's central geographical position at the heart of Europe. Furthermore, Belgium also plays a pivotal role as a transporter of goods and a logistics hub on the European scene by importing goods coming from its economically-strong neighbours, often prior to re-exporting them.

Road transport carried out by Belgian vehicles with a payload of one ton or more (2018)

Chart I.2 - Interior and international transport consignments on an own-account basis and for third parties									
Year	Own-account			Third-party			Total		
	Interior Transport	Internat. Transport	Total	Interior Transport	Internat. Transport	Total	Interior Transport	Internat. Transport	Total
a. Quantities transported (x 1,000 tons)									
2018	70,533	6,943	77,476	162,630	45,378	208,008	233,163	52,321	285,484
b. Relative importance of quantities transported (in %)									
2018	24.71%	2.43%	27.14%	56.97%	15.89%	72.86%	81.67%	18.33%	100.00%
c. Ton-km (x 1,000 TKM*)									
2018	4,917,285	1,072,084	5,989,369	15,673,361	11,021,750	26,695,111	20,590,646	12,093,834	32,684,479
d. Relative importance of ton-km (in %)									
2018	15.0%	3.3%	18.3%	48.0%	33.7%	81.7%	63.0%	37.0%	100.0%

Source: Statbel

* A tonne-kilometre, abbreviated as tkm, is a unit of measure of freight transport which represents the transport of one tonne of goods by a given transport mode over a distance of one kilometre. Only the distance on the national territory of the reporting country is taken into account for national, international and transit transport.



In 2018, Belgium imported 9.184 million tons of goods originating in France (1,889.349 million ton-km) and exported 12.516 million tons to the second-largest European economy (3,238.417 million ton-km). France thus remains the major country of origin and destination of goods transported by road for Belgium.

Goods shipped by road to Belgium from the Netherlands, on the other hand, amounted to 5.76 million tons (779.935 million ton-km) in 2018. On the other hand, exports via road to the fifth-largest European economy reached 6.495 million tons (1,070.471 million ton-km). The road traffic

flows coming from and going to the Netherlands thus remain the second most important for Belgium, due mainly to the logistical importance of the Port of Rotterdam.

Finally, also in 2018, imports of goods coming from Germany transported by road amounted to 2.589 million tons (707.360 million ton-km), while exports by road to the largest European economy amounted to 3.208 million tons (986.21 ton-km). Germany thus remains the third most important country for Belgium in terms of inward and outward transport of goods via the highway network.

Road transport of goods carried out by Belgian vehicles with a payload of one tonne or more in 2018

Chart: Imports by Country of Origin - Year 2018

Country of Origin	Transport Type				Total	
	Own-account		Third-party		1,000 t	1,000 tkm
	1,000 t	1,000 tkm	1,000 t	1,000 tkm		
Germany	259	76,855	2,330	630,506	2,589	707,360
Austria	11	7,003	46	35,283	57	42,286
Bulgaria	17	747	0	0	17	747
Denmark	47	1,282	27	3,095	74	4,378
Spain	7	9,336	173	161,245	180	170,581
France	1,562	155,425	7,622	1,733,924	9,184	1,889,349
Greece	0	0	11	5,056	11	5,056
Hungary	0	0	305	28,515	305	28,515
Italy	0	0	89	40,524	89	40,524
Luxembourg	0	0	327	106,476	327	106,476
The Netherlands	1,394	131,636	4,366	648,299	5,760	779,935
Poland	0	0	3	4,164	3	4,164
Portugal	0	0	4	22	4	22
Romania	0	0	3	325	3	325
The United Kingdom	32	20,484	215	74,044	248	94,528
Slovenia	0	0	11	781	11	781
Switzerland	15	6,082	44	14,502	59	20,584
The Czech Republic	1	44	237	8,877	238	8,921
Other Countries	0	0	10	1,741	10	1,741
Total	3,345	408,894	15,823	3,497,379	19,168	3,906,273

Source: Statbel

Road transport of goods carried out by Belgian vehicles with a payload of one tonne or more in 2018

Chart: Export by Destination Country - Year 2018

Destination Country	Transport Type				Total	
	Own-account		Third-party		1,000 t	1,000 tkm
	1,000 t	1,000 tkm	1,000 t	1,000 tkm		
Germany	328	72,071	2,880	914,139	3,208	986,210
Austria	17	13,080	238	85,372	255	98,452
Bulgaria	0	0	1	39	1	39
Croatia	4	317	11	2,737	15	3,055
Denmark	63	2,051	33	21,574	96	23,625
Spain	28	17,263	116	122,766	144	140,028
France	1,198	223,468	11,319	3,014,949	12,516	3,238,417
Hungary	0	0	14	903	14	903
Ireland	0	0	12	11,300	12	11,300
Italy	0	0	93	131,226	93	131,226
Luxembourg	302	48,659	725	146,523	1,027	195,182
The Netherlands	973	137,361	5,523	933,110	6,495	1,070,471
Poland	0	0	9	11,896	9	11,896
The United Kingdom	59	37,661	329	127,632	389	165,294
Slovenia	18	441	3	317	21	758
Sweden	0	0	9	1,646	9	1,646
Switzerland	15	6,202	181	78,629	196	84,831
The Czech Republic	19	3,015	144	2,046	163	5,061
Other Countries	0	0	0	0	0	0
Total	3,023	561,590	21,639	5,606,805	24,662	6,168,395

Source: Statbel

Additionally, the national and international road transport of goods carried out by Belgian vehicles, studied according to Standard Goods Classification for Transport Statistics, indicates that the largest transported quantities were in the following categories: metallic minerals and other extractives (49.5 million tons, 17.3%); food products and beverages (47.8 million tons, 16.7%); non-metallic mineral products (43 million tons, 15.1%); chemical products and man-made fibers; rubber and plastic products; nuclear fuel (23.3 million tons, 8.2%).

This categorization of goods most transported by road according to type does not entirely correspond with the predominant sectors of activity for Belgium in terms of imports and exports. In fact, chemical products, followed by transport equipment and then by machinery and equipment, are the three categories of goods most imported and exported by Belgium. Mineral products are ranked only 4th and foodstuffs only 7th in the product category flows most important for Belgium. This therefore shows that the flow of certain products, such as



foodstuffs, is more intense by road than by other means of transport.

This implies that the countries close to Belgium and the intra-European market are more often the origin and destination of food items conveyed by road transport.

Road transport of goods carried out by Belgian vehicles with a payload of one tonne or more in 2018

Chart: Division of the units of transport (interior and international) by category based on the Standard Goods Classification for Transport Statistics (NST 2010) - Year 2018			
a. Quantities transported (x 1,000 tons)		(x 1,000 tons)	(in %)
01	Agriculture, hunting, and forestry products; fish and other fishery products.	20,389	7.1%
02	Coal and lignite; crude oil and natural gas.	687	0.2%
03	Metallic minerals and other extractives; peat; uranium and thorium.	49,502	17.3%
04	Food products, beverages, and tobacco.	47,802	16.7%
05	Textiles and textile products, leather and leather goods.	2,249	0.8%
06	Wood and wood and cork products (except furniture); basketware and wickerware; wood pulp, paper and paper products; printed matter and recorded media.	9,727	3.4%
07	Coke and refined petroleum products.	10,918	3.8%
08	Chemical products and synthetic fibers; rubber and plastic products; nuclear fuel.	23,338	8.2%
09	Other non-metallic mineral products.	43,075	15.1%
10	Basic metals; fabricated metal products, except machinery and equipment.	10,884	3.8%
11	Machinery and equipment n.e.c.(*); office machines and computers; electrical machines and appliances n.e.c.(*); radio, television and communication equipment; medical, precision and optical instruments; watches and clocks.	10,715	3.8%
12	Transport equipment.	3,633	1.3%
13	Furniture; other manufactured goods n.e.c. (*).	11,931	4.2%
14	Secondary raw materials; street cleaning waste and other waste.	15,518	5.4%
15	Mail, parcels.	820	0.3%
16	Equipment and material used in the transport of goods.	7,083	2.5%
17	Goods transported in the course of removals (household goods and office furniture and equipment); baggage transported separately from travelers; motor vehicles being moved for repair; other non-market goods n.e.c.(*).	857	0.3%
18	Grouped goods: a mixture of types of goods that are transported together.	9,945	3.5%
19	Unidentifiable goods: goods which, for whatever reason, cannot be identified and therefore cannot be categorized into groups 1-16.	6,040	2.1%
20	Other goods	372	0.1%
TOTAL		285,484	100.0%

b. Ton-km (x 1,000 TKM)		(x 1,000 tkm)	(in %)
01	Agriculture, hunting, and forestry products; fish and other fishery products.	2,653,742	8.1%
02	Coal and lignite; crude oil and natural gas.	106,392	0.3%
03	Metallic minerals and other extractives; peat; uranium and thorium.	4,585,390	14.0%
04	Food, drink, and tobacco products.	6,066,443	18.6%
05	Textiles and textile products, leather and leather goods.	252,277	0.8%
06	Wood and wood and cork products (except furniture); basketware and wick-erware; wood pulp, paper and paper products; printed matter and recorded media.	1,260,851	3.9%
07	Coke and refined petroleum products.	1,052,671	3.2%
08	Chemical products and man-made fibers; rubber and plastic products; nuclear fuel.	3,855,798	11.8%
09	Other non-metallic mineral products.	3,666,871	11.2%
10	Basic metals; fabricated metal products, except machinery and equipment.	1,448,895	4.4%
11	Machinery and equipment n.e.c.(*); office machines and computers; electrical machines and appliances n.e.c.(*); radio, television and communication equipment; medical, precision and optical instruments; watches and clocks.	1,141,040	3.5%
12	Transport equipment.	586,977	1.8%
13	Furniture; other manufactured goods n.e.c. (*).	1,508,062	4.6%
14	Secondary raw materials; street cleaning waste and other waste.	1,465,559	4.5%
15	Mail, parcels.	147,481	0.5%
16	Equipment and material used in the transport of goods.	861,218	2.6%
17	Goods transported in the course of removals (household goods and office furniture and equipment); baggage transported separately from travelers; motor vehicles being moved for repair; other non-market goods n.e.c.(*).	75,802	0.2%
18	Grouped goods: a mixture of types of goods that are transported together.	1,018,573	3.1%
19	Unidentifiable goods: goods which, for whatever reason, cannot be identified and therefore cannot be categorized into groups 1-16.	863,155	2.6%
20	Other goods	67,284	0.2%
TOTAL		32,684,479	100.0%

Source: Statbel

Lean and Green

In order to reduce the environmental impact while also optimizing the economic performance of the transport and logistics sector, certain programs rooted in a sustainable development approach seek to promote a green image of supply chain activities. Lean and Green is such a stimulation programme for businesses and authorities, designed by Connekt, a Dutch non-profit network for sustainable mobility, and implemented in Belgium by VIL in Flanders and Logistics in Wallonia in Wallonia. Its aim is to encourage businesses and government bodies to move to a higher level of sustainability by taking measures that not only yield

cost savings, but at the same time reduce GHG emissions and the burden on the environment. If an organisation can demonstrate through a plan of action that it will be able to reduce the CO2 emissions of 50% of its supply chain activities by at least 20% in five years' time, it becomes eligible for the Lean and Green Award. If the objective in the plan of action is actually achieved, the organisation is awarded its first Lean and Green Star. An increasing number of Belgian transport and logistics companies have joined the Lean and Green initiative in order to reduce GHG emissions while increasing profitability.

More info: www.leanandgreen.be



2.3.2 Rail transport

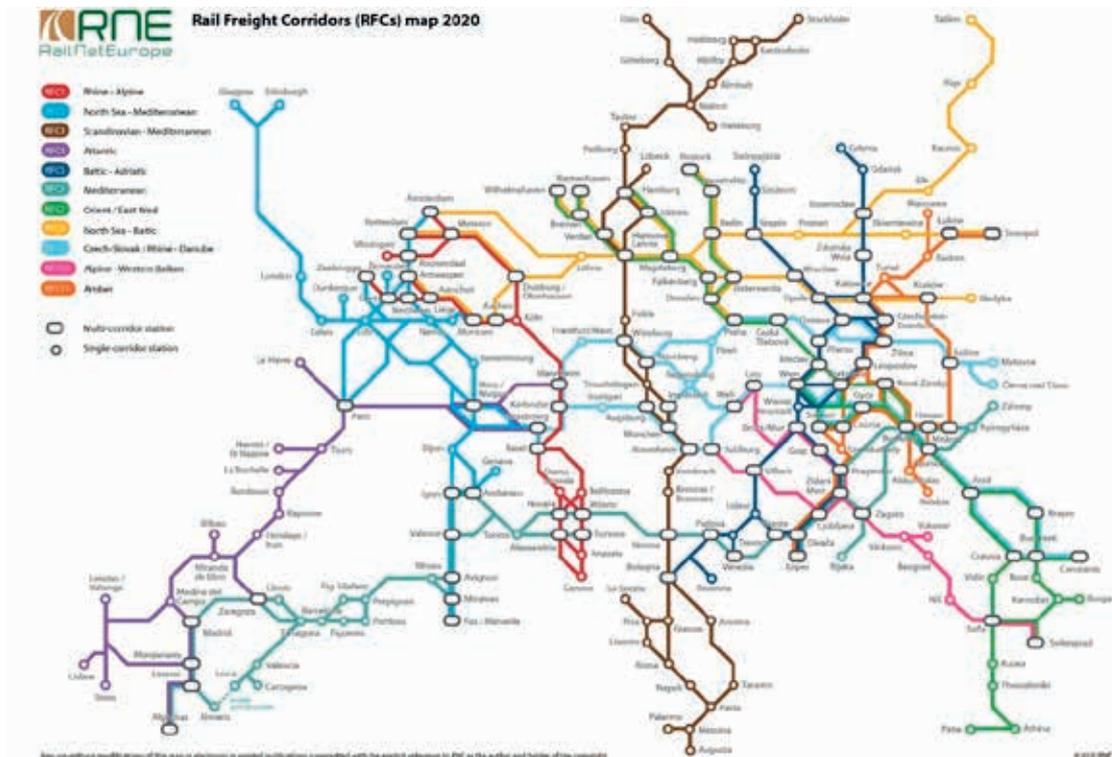
Strengthening the Belgian railroad network, which enables the movement of goods by modes of transport other than the road network, is a major economic and environmental challenge for Belgium. In order to facilitate the modal shift from road to rail transport within the European Union, regulation (EU) 913/2010, which relates to the European railroad network for competitive freight, was therefore adopted in 2010. The regulation's objectives are to promote the coordination and simplification of rail operations on strategic economic lines and establish European rail freight corridors. These guarantee the continuity of international freight train traffic on strategic rail lines at the European level.

At present, eleven rail freight corridors have been established by EU Regulation 913/2010 in order to encourage the modal shift from road to rail and to facilitate cross-border rail freight transport. Three of these corridors cross Belgium:

- The RFC Rhine-Alpine, which has 3,900 kilometers of corridor lines and more than 100 terminals, transversally crosses Belgium from the ports of Antwerp and

Zeebrugge to the German border, via Liège and Ghent. In 2019, more than 105,000 freight trains ran along this corridor, which can reach three Belgian seaports (Antwerp, Zeebrugge and North Sea Port).

- The RFC North Sea-Mediterranean, which has more than 6,000 kilometers of corridor lines, links main European ports (Amsterdam, Rotterdam, Antwerp, North Sea Port, Zeebrugge, Dunkirk and Marseille) to the industrial zones of Western Europe and the gateways of Southern Europe. In 2019, more than 40,000 international trains traveled the RFC North Sea-Mediterranean, which crosses Belgium from the French and Dutch border to Luxembourg, via Ghent and Brussels.
- The RFC North Sea – Baltic, which has more than 6,300 kilometers of corridor lines, crosses Belgium from the port of Zeebrugge to the Dutch and German borders via Ghent, Antwerp and Liège. It connects the most important North Sea ports in Western Europe (Antwerp, Rotterdam, Amsterdam, Wilhelmshaven, Bremerhaven, Hamburg) with Central and Eastern Europe. In 2019, the overall number of international trains running on the RFC stood at over 95,000.

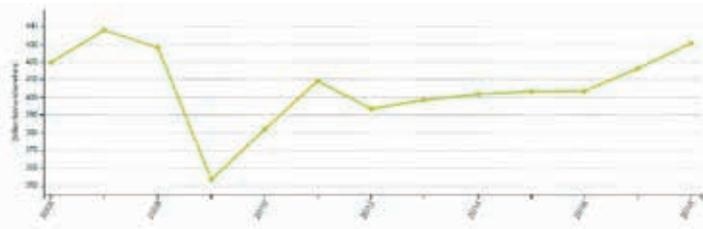


Source: Rail Net Europe (2020) – Rail Freight Corridors (RFCs) map.

Due to the establishment of these rail freight corridors (RFCs), the transportation of goods by rail has developed significantly at European level since 2010. In fact, rail freight transport within the EU amounted to 430 billion ton-km in 2018, and has regained the same volume as before the economic crisis of 2008.

The share of international transportation of goods by rail in the various EU-countries is strongly linked to their geographical position within Europe. In fact, whereas the

Evolution of EU-28 rail freight transport performance, 2006 - 2018 (in billions of ton-kilometers)



Source: Eurostat

share of international loadings was estimated at 16%, international unloadings at 23%, transit at 10% and national rail transport at 51% for the EU-28 as a whole in 2018, the share of international loadings was estimated at 36% and international unloadings at 30% for Belgium due to its strategic geographic location in key corridors within the European market, which put together were double the national rail transportation share of goods (33%) in 2018.

This once more illustrates that geographical location plays a key role in the share of international goods flows.

This means that the international unloading of goods transported by rail to Belgium originated mainly from France, followed by Germany and Italy, whereas the international loading of goods transported by rail from Belgium to a given reporting country concerned mainly those destined for Germany, followed by France and Italy.

International transport of goods by rail from the reporting country to Belgium, 2018 (in millions of ton-kilometers)

France	1,209
Germany	1,056
Italy	357
Sweden	131
The Netherlands	91

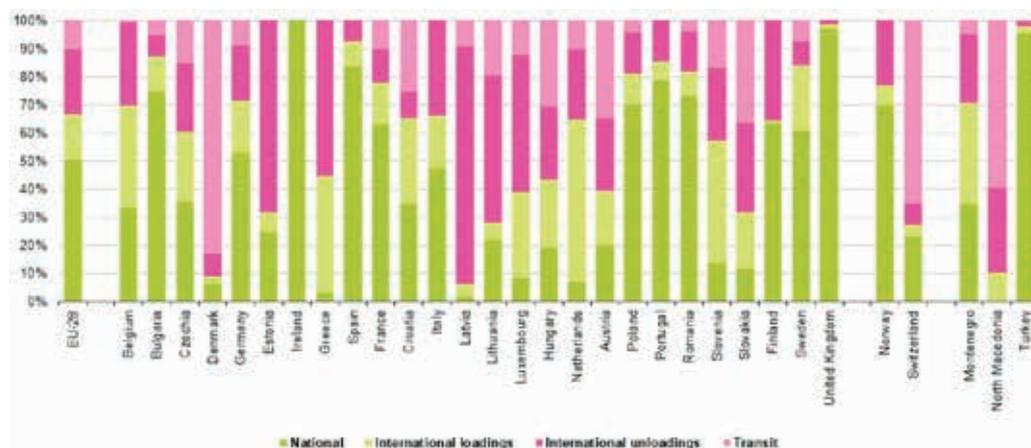
Source: Eurostat

International transport of goods from Belgium to the reporting country, 2018 (in millions of ton-kilometers)

Germany	1,408
France	745
Italy	443
The Netherlands	146
Spain	125

Source: Eurostat

Rail freight transport by type of transport for main undertakings, 2018 (% based on ton-kilometers)



Source: Eurostat



2.3.3 Inland waterways

A. National inland waterway transport

The Belgian waterway network, with a total length of 1,532 kilometers (\pm 952 miles), offers ample possibility for the development of waterway transport. The different Belgian Regions have high level of competence in the area of waterway management: the Flemish Region (Flanders) in the north of the country and the Walloon Region (Wallonia) in the south. The Brussels-Capital Region, for its part, manages 14 kilometers (\pm 8.7 miles) of waterways, from the sluice of Anderlecht on the Brussels-Charleroi Canal to the Vilvoorde bridge on the Brussels-Scheldt Canal. The transport statistics for Flemish waterways are available for the network as a whole according to goods categories, whereas the corresponding data for Wallonia is available for each waterway individually (see graphics below).

Three ample river corridors connect the industrial regions in the south and east of the country to the seaports situated in the north:

- The Antwerp-Liège waterway, via the Albert Canal;
- The Antwerp-Brussels-Charleroi waterway, via the Scheldt-Maritime, the maritime canal, and the Brussels-Charleroi Canal;
- The Antwerp-Ghent-Borinage waterway, via the Scheldt and the Nimy-Blaton-Péronnes Canal.

Transversely, two waterway routes run from west to east:

- The first, in the north of the country, connects the ports on the coast to the seaports of Ghent and Antwerp, ending at the port of Liège;
- The second provided for navigation between Dunkirk and Liège, passing through Mons, Charleroi, and Namur. In Belgium, this second corridor is formed by the Nimy-Blaton-Péronnes Canal, the Canal du Centre (Historical Central Canal), the Brussels-Charleroi Canal, the Basse-Sambre and the Meuse.

The inland waterways of Belgium



Source: *European Inland Navigation Market Observation report*

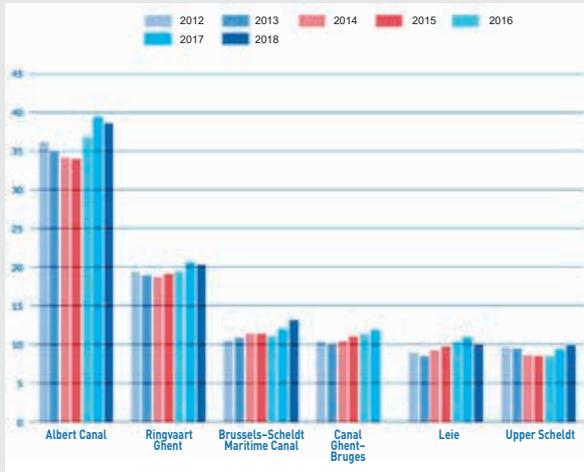
In Flanders, the Albert Canal is the most important inland waterway, with close to 40 million tons of goods transported. The Brussels-Scheldt Maritime Canal is also of key importance in forming the northern segment of a central north-south waterway route, known as the ABC corridor, which links Antwerp to Brussels and Charleroi. The southern segment of this corridor appears as the Brussels-Charleroi Canal in the Walloon data.

In Wallonia, the Meuse accounted for a volume of nearly 12 million tons of goods in 2018. On the Scheldt, the transport of goods is slightly less in Wallonia (8.1 million tons) compared to Flanders (where it is called Boven Schelde and accounts for a volume of 10 million tons). Nevertheless, the general trend for both sections of this waterway is very similar.

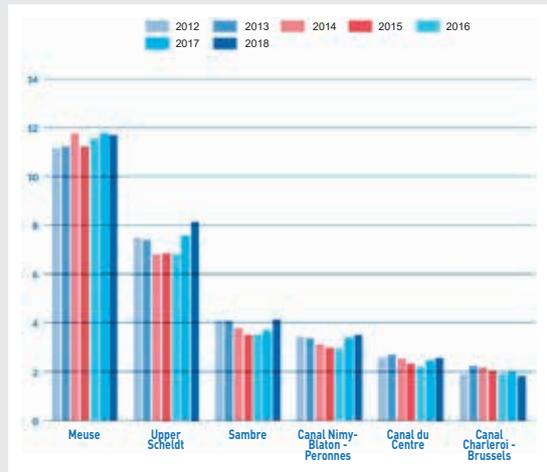
A typical characteristic of the transport of goods on Belgium's inland waterways is the higher proportion of aggregate like sand, stone, and construction materials. In the South of the country, more than six million tons of these raw materials are transported each year on the Meuse whereas on the Scheldt (called the Haut Escaut or, in Flanders, the Boven Schelde), which extends from south to north, the volume of sand, stone and construction materials is about three million tons per year. Sand, stone and construction materials also easily are the main goods segments in Flanders with between 25 and 30 million tons transported each year.

The graphs on page 22 show that the majority of goods segments displayed a positive trend in both Flanders and Wallonia. Sand, stone and construction materials are the main goods categories in Flanders, while sand, steel and agribulk products are commodities most transported on Wallonia's various inland waterways.

Total waterway transport of goods by river and canal in Flanders (left) and Wallonia (right), 2012 - 2018 (in millions of tons)

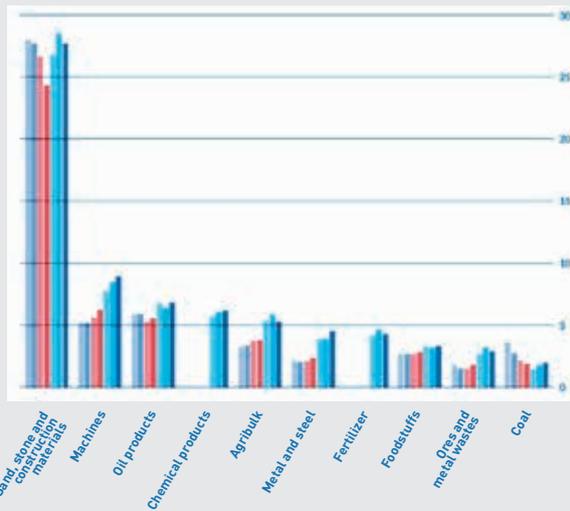


Source: De Vlaamse Waterweg (2019)

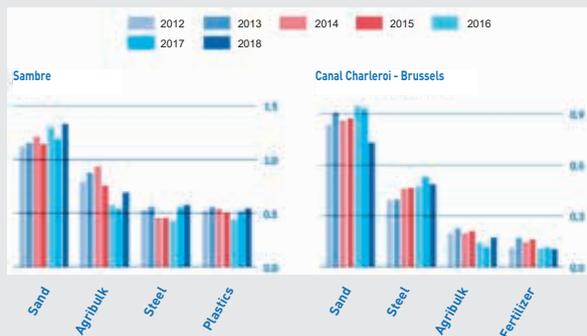


Source: Directorate-General for Waterways (2019)

Inland waterways according to goods segment, in Flanders (left) from 2012 - 2018 and Wallonia (right) from 2014 - 2018 (in millions of tons)



Source: De Vlaamse Waterweg (2019)



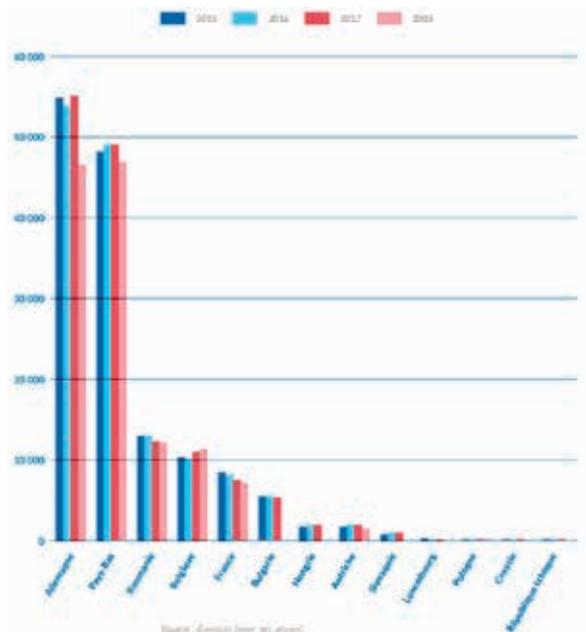
Source: Directorate-General for Waterways (2019)



B. European inland waterways transport

The Rhine countries (Germany, Belgium, France, Luxembourg, The Netherlands, Switzerland) make up 84% of total transports on the EU's inland waterways, whereas the Danube countries account for 16%.

Inland navigation transport service in the main EU countries concerned with inland navigation, 2015-2018 (in millions of tkm)



Source: Eurostat

In addition, according to Eurostat figures, minerals, sand, stone and construction materials comprise 26% of the total transport service on inland EU waterways, while the energy sector (petroleum products and coal) accounts for 25%. Agricultural products and foodstuffs account for 15%, while containerized goods and chemical products make up 11% respectively. Finally, metals amount to 6%, with waste and secondary raw materials (including steel scrap) accounting for 3%.

In 2018, thanks to Belgium's ample river accessibility and connectivity, transport activities on Belgium's inland waterways were mainly cross-border. Imports and exports via inland navigation also reached 5,732 million tkm, as opposed to 4,490 million tkm via national transport. For their part, transport consignments by inland waterway transit reached 1,135 million tkm.

Inland navigation transport service in the Rhine countries according to type of transport, 2018 (in millions of tkm).

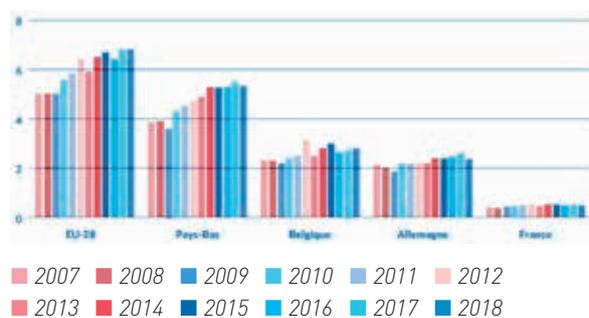


Source: Eurostat

Within the EU, cross-border transportation represents 53% of the total transport consignments enabled by inland navigation. This type of transportation also accounts for 57% of the total river transport in the Rhine basin, and 35% in the Danube basin.

Furthermore, and finally, the modal share of the waterway transport of containers in Belgium is very high and continues to rise. Thanks to a dense network of intermodal container terminals, an extended network of rivers and canals, and densely-populated urban zones offering great commercial potential, Belgium was the only Rhine country to show a positive rate of change in 2018 (+3%, 2.81 million TEUs). It is important to emphasize that almost the entire container transport service on Europe's inland waterways takes place in only four European countries: the Netherlands, Belgium, Germany and France.

River transport of containers in Europe, 2007 - 2018 (in millions of TEU)



Source: Eurostat

In Flanders, river transport of containers has also maintained its upward trend. The main reasons for this are the resilience to lower waters (due to natural causes) and the upward trend of container transport in inland seaports such as that in Antwerp (which wants to increase the modal share of inland navigation in container transport in its inland region). The number of containers transported on the Albert Canal passed the 500,000 TEU mark in 2018 for the second year in a row.

In Wallonia, the Directorate General for Waterways collects data on the transport of containers, based on several container terminals (Liège Trilogiport; Liège Container Terminal; Euroports Inland Terminals at Monsin (EIT); the terminals of Ghlin and Garocentre – La Louvière). The administration estimates the level of container transport in Wallonia to be more than 100,000 TEUs.

2.3.4 What the future holds for multimodal transport

According to a forecast for the transportation of goods on the 2040 horizon conducted by the Belgian Federal Planning Bureau, the intensity of good flows is expected to increase continuously in Belgium thanks to its vast and dense intermodal transport networks. In fact, it estimates that the transportation of goods in millions of tons per year for all types of goods flows (national transport, input tonnage, output tonnage and transit without transshipment) should increase by 27% in 2040 compared to 2015.

In addition, it is also interesting to note that, in overall terms, the transport of goods by road is still likely to be predominant in 2040 with a share of 52%, followed by inland waterways (25%). The mode of transport expected to experience the most significant percentage increase by 2040 is rail (+62% of transported tonnage per year), although its total modal share will remain modest at only 9%, up just 2 percentage points against 2015.

Transport demand outlook (2019 edition)

	2015	Share	2040	Share	Variation 2040/2015
Transported tonnage per year (millions of tons)					
Total (including transit)	815.3	100%	1035.3	100%	+27%
Truck	466.9	57%	543.3	52%	+16%
Van	900	1%	10.28	1%	+14%
Rail	60.2	7%	97.6	9%	+62%
Inland waterways	151.7	23%	200.9	25%	+32%
Short Sea Shipping (SSS)	94.6	12%	128.9	12%	+36%

Source: Belgian Federal Planning Bureau

National transport, outputs and inputs

Transport activities can be divided into three main types of goods flows. First, the goods can be imported (inputs) or produced locally. These products and imports are then distributed on the national territory to meet the needs of businesses and end consumers (national transport) or exported to other user countries (outputs).

In addition, certain goods merely cross the national territory from a third country to another third country, generating additional transport flows that are not directly linked to Belgian economic activity. In this way, when these incoming goods are transhipped across Belgian territory, they are counted in the inputs, then in the outputs. When no transshipment takes place, these goods are recorded in a fourth type of flow (transit without transshipment, not to be studied here).



A. National transport

The tonnage per year transported on national territory concerns goods, the places of origin and destination of which are both located in Belgium. As shown in the two tables below, the volume of goods transported across Belgium's national territory according to the mode of transport is expected to experience a steady increase (+5% by 2040 compared to 2015) in overall terms. Although national transport of goods by rail should experience a slightly sharper rise, transportation activities by truck will remain predominant in Belgium.

B. International transport

International transport represents a large majority of loaded and unloaded tonnage on Belgian territory. By 2040,

transport activities in Belgium or abroad for which only the place of origin of the goods is located in Belgium, i.e. the outputs, should increase by 32% in terms of transported tonnage per year.

For outputs, road transport will also remain the most important means of transportation, while rail transport of goods is expected to experience the largest percentage increase by 2040 (+46%). However, although most tonnages loaded for international destinations are subsequently transported by road, the all-importance of ports and inland waterway hubs in Belgium continue to play a vital part in shipping goods internationally.

Transport demand outlook, national transport

National transport	2015	Share	2040	Share	Variation 2040/2015
Transported tonnage per year (millions of tons)					
National transport	289,1	100%	303,8	100%	+5%
Truck	227.2	78%	235.1	77%	+3.5%
Van	9.00	3%	10.28	4%	+14%
Rail	7.93	3%	8.84	3%	+11.5%
Inland waterways	44.9	16%	49.5	16%	+10%

Transport demand outlook, international transport

International transport	2015	Share	2040	Share	Variation 2040/2015
Transported tonnage per year (millions of tons)					
Outputs	202.2	100%	266.5	100%	+32%
Truck	90.8	45%	117.8	44%	+30%
Rail	15.7	8%	22.9	9%	+46%
Inland waterways	51.3	25%	65.4	25%	+27.5%
Short Sea Shipping (SSS)	44.4	22%	60.3	23%	+36%

Source: Belgian Federal Planning Bureau

Finally, the inputs, i.e. transport activities on Belgian territory or abroad, for which only the place of destination of goods is located in Belgium, should experience a spectacular increase. Indeed, tonnages transported per year are likely to increase by 49% by 2040.

The transport of imported goods by rail is expected to almost double by 2040 (+92% in terms of tonnages transported) while inland waterways will become the most important means of transport to import goods. The preponderance of ports and inland waterways in terms of tonnages unloaded in Belgium is even more impressive than for outputs. Seaports and, to a lesser extent, inland waterways, really do structure the flow of goods and confirm their role as a gateway to the rest of the world.

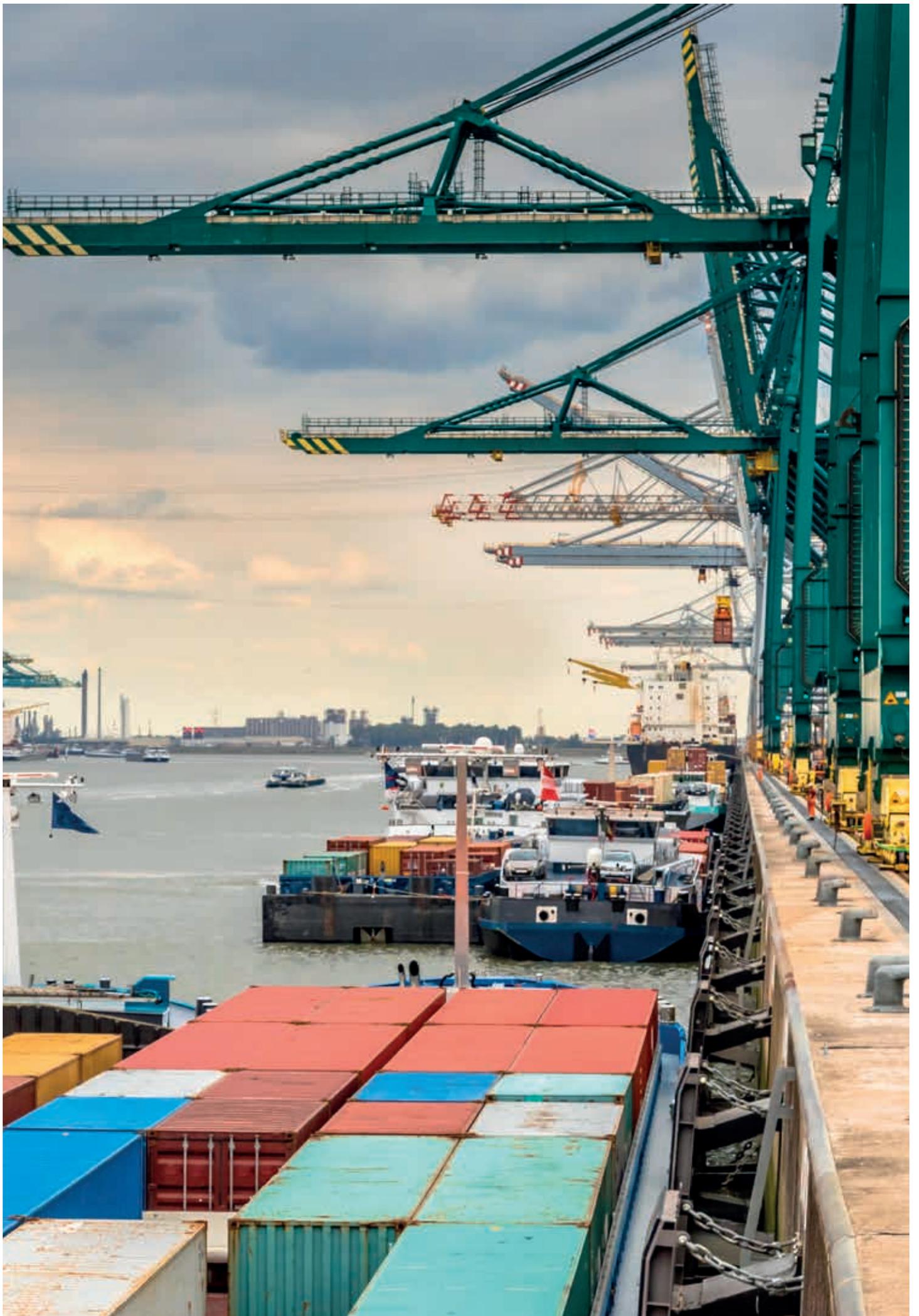
The respective developments in the value of national transport, outputs and inputs are three key indicators for understanding major trends in the transport of goods on Belgian territory. Breaking down these figures according to the type of flow – national transport, outputs, and inputs – reveals that outputs but, even more importantly, inputs explain this significant rise in the transportation of goods by 2040 in terms of tonnage transported across Belgian territory per year.

The sharp increase in the transportation of goods both inside and outside the national borders once more illustrates that Belgium, due to its central geographical position, plays a role as a multimodal hub within European supply chains and is the ideal location to route goods both to and from its neighboring countries. Belgium should therefore become an increasingly open economy and consequently benefit more markedly from its geographical proximity relationships with major European markets in the near future.

Transport demand outlook, Transported tonnage per year

	2015	Share	2040	Share	Variation 2040/2015
Transported tonnage per year (millions of tons)					
Input	220.4	100%	329.0	100%	+49%
Truck	79.9	36%	115.3	35%	+44%
Rail	14.2	6%	27.3	8%	+92%
Inland waterways	76.1	35%	117.8	36%	+55%
Short Sea Shipping (SSS)	50.2	23%	68.5	21%	+36.5%

Source: Belgian Federal Planning Bureau



SECTION 2

STAKEHOLDERS

2.1 OFFICIAL PARTNERS

FPS Foreign Affairs

The promotion and defense of Belgian economic interests abroad is a top priority of the Federal Public Service (FPS) Foreign Affairs. This is done in a number of ways. FPS Foreign Affairs coordinates Belgium's ambitious trade and investment protection policy, it monitors market access problems and it provides diplomatic support to Belgian companies abroad. Moreover, FPS Foreign Affairs supports Belgian businesses in their international activities by coordinating the economic missions of HRH Princess Astrid, as Representative of His Majesty the King, and through the State visits led by His Majesty the King.

FPS Foreign Affairs also actively promotes Belgium's international image as a good place to do business, by participating in international forums, such as the International Expositions and the World Economic Forum, by organizing bilateral visits and by ensuring Belgium's multilateral action in the relevant international organizations.

Follow us on: www.diplomatie.belgium.be/en



Flanders Investment & Trade

Flanders Investment & Trade (FIT) promotes international entrepreneurship in Flanders in a sustainable way as a key factor in the social and economic development of the region. FIT does so by supporting the international activities of Flemish companies and by attracting foreign investors to Flanders. FIT assists, supports and stimulates companies in international business. FIT offers tailored advice and guidance. Companies can call on its network of contacts both at home and abroad. And FIT provides financial support and information on a wide range of financial incentives.

Flanders has many assets for ambitious Flemish enterprises and SMEs as well as for interested international companies. For Flemish companies, its region acts as a perfect gateway to global markets. For them, FIT tries to lower the threshold to doing business abroad. FIT promotes its services, provides information and knowledge about export and offers networking opportunities between entrepreneurs and brings them into contact with potential partners abroad.

Flanders is a pole of attraction for foreign companies: thanks to its central location in Europe, its strongly developed infrastructure, its innovative clusters and numerous other strengths. FIT tries to offer them worldwide publicity. FIT adopts a tailored approach to potential investors and convinces them of the opportunities for their company in Flanders. Furthermore, FIT focuses on existing investors in Flanders planning to expand their businesses locally. Innovative clusters are of key importance to Flanders as a knowledge region. FIT assists these clusters in their internationalization process and tries to attract foreign investors capable of strengthening clusters to grow into major international players.

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Wallonia Export-Investment Agency (AWEX)

The Wallonia Export-Investment Agency (AWEX) develops and manages the international economic relations of Wallonia, the Southern region of Belgium. The agency, which employs more than 400 people, promotes the competitive advantages of Wallonia internationally.

AWEX makes use of its global network of more than 100 offices to strengthen in a sustainable way the image of Wallonia abroad. To promote international business relations, AWEX exchanges commercial information with both the international business community and Walloon companies.

The agency provides exporters, importers and potential investors with information on:

- the region of Wallonia and its export potential by means of macro-economic data
- Wallonia-based companies and their products/services
- the potential of Wallonia-based companies for international partnerships

Furthermore, AWEX assists companies based in Wallonia with a wide range of services in regard to their international activities such as:

- gathering information on foreign markets
- carrying out individual market studies upon request
- organizing trade missions, group stands at international fairs, and visits to Wallonia by foreign dignitaries and captains of industry
- promoting commercial contacts with international organizations
- providing financial incentives for export activities
- organizing professional training of specific commercial skills
- increasing awareness of international business opportunities

In addition, AWEX has a key role in the expansion or development of the business of potential foreign investors. It offers its expertise in how to establish a business in Wallonia, as well as provide them with detailed information and tailored made assistance on local investment opportunities.

Follow us on: www.investinwallonia.be & www.awex.be



hub.brussels

hub.brussels, the Brussels Agency for Business Support is offering free-of-charge solutions and advice for start-ups and scale-ups in Brussels and beyond, as well as services focusing on strategy, financing, clustering and internationalisation.

One of the missions of hub.brussels is indeed to facilitate the internationalization of Brussels' economy by helping Brussels businesses compete in global markets. More than 90 economic and commercial attachés located on every continent provide free support to SMEs, approach potential local prospects and partners, organize networking events, ...

A "Welcome Package" is available to potential investors, providing them with fully equipped office space for three months and a wide range of services so that they can experience the advantages of setting up business operations in Brussels.

Follow us on: www.hub.brussels



2.2 TRANSPORT & LOGISTICS PARTNERS

ABCAL

ABCAL, Belgian Purchasing, Logistics and Supply Chain Association, strong of its 400+ members, has several missions as to be the business referent in these fields, to promote these functions and to stimulate networking.

Two pillars are sustaining these objectives. Our Training Programs are built in order to provide added value, process oriented, strategic-tactical-operational competences through state of the art pedagogy.

The second pillar is based on the organisation of activities (conferences-visits) aiming to keep our members aware of the latest evolutions & trends, update and share knowledge or experiences and be in contact with Purchasing and Supply Chain Experts.

Join us at www.abcal.org



BELGIAN RAIL FREIGHT FORUM

The Belgian Rail Freight Forum unites rail freight operators with activities in Belgium. The forum has the firm ambition to double the volume of rail freight rail in Belgium and across Europe. With a transport model currently consisting of 75% road transport – 74% in Belgium – and of the transport sector forecast to grow another 30% by 2030, a modal shift to rail freight is by far the better socio-economic solution to counter the transport sector's negative impact on mobility, climate and public health.

BRF Members: CFL Cargo, Crossrail, DB Cargo Belgium, Euro Cargo Rail, Lineas, Rail Feeding, Railtraxx, RTB Cargo, Fret SCNF

Follow us on: www.railfreight.be



BRUSSELS AIRPORT & BRUcargo

Brussels Airport, with 26.4 million passengers and almost 700,000 tons of freight transported per year, is one of the most important airports in Europe. Brussels Airport connects the European capital with 236 destinations. 74 airlines are active at the airport (2019 figures).

Brussels Airport meets the specific requirements of business travellers and holidaymakers alike for both European and long-haul flights. Apart from that, Brussels Airport also offers the greatest choice of low-fare destinations from Belgium.

The airport is the second-most important economic growth pool in Belgium, accounting for 60,000 direct and indirect jobs.

BRUcargo, the dedicated cargo area of the Airport hosts over 100 companies and is world leading in the transportation of time- and temperature- sensitive goods. Moreover, BRUcargo takes pride in being the first airport globally to receive the accredited CEIV pharma certification and proves to be a constant innovator in new product segments. Recently, the



airport has specifically focused on and invested in the development of handling and shipping perishables, the transport of live animals/livestock and not least in e-commerce.

To further highlight the importance of its community, BRUcargo launched the Air Cargo Belgium initiative in 2016. Air Cargo Belgium represents the air cargo community and strives to make BRUcargo into the most attractive, efficient, innovative and successful logistic platform.

Read more on Air Cargo Belgium in the interview with its CEO further in this publication.

Follow us on: www.brusselsairport.be & www.aircargobelgium.be



BSMA

BSMA – Bio Supply chain Management Alliance was born out of the need to create a worldwide community of operations and supply chain management leaders and professionals in the biotech, biopharma, and biomedical device industries.

The mission of BSMA is to help supply chain professionals build an effective and efficient supply chain STRATEGY for the Life Sciences industry by developing, advancing, and disseminating best practices, knowledge, and research; to INNOVATE by encouraging and promoting the highest quality and clinical outcomes in patient care and welfare; and, to build a COMMUNITY of thought and practice leaders from the business, professional association and academic sectors for information exchange, shared services, and collaboration.

Follow us on: www.bsmaeurope.com



FEBETRA

Febetra is the Belgian road haulage and logistics providers federation – founded as far back as in 1946.

Febetra's core mission is to:

- defend the interests of the transport and logistics sector;
- analyse relevant developments and factors;
- take initiatives that benefit the further development of the sectors represented;
- improve the image of the sectors towards the outside world.

As from 1991, 2 regional units have been operating within Febetra – Febetra Flanders and Febetra Wallonia & Brussels – each focusing specifically on transport-related matters, devolved to the regional authorities.

Follow us on: www.febetra.be



FLANDERS PHARMA HUB

Flanders Pharma Hub is one of the key achievements of the Smart Hub Flemish Brabant project, a joint initiative aimed at promoting innovation, community building, inward

investment and creating synergies between governments, companies and centres of learning. The main stakeholder partners and supporting organisations of the project are the Flemish Logistics Institute, the province of Flemish Brabant, the VOKA Flemish Brabant Chamber of Commerce, the University of Louvain, Brussels University and the Regional Development Council for the province of Flemish Brabant.

Smart Hub Flemish Brabant puts its main focus on 5 innovative clusters deemed to be of the utmost importance for the regional economy, two of which are logistics and health.

Combining both these target objectives within the Flanders Pharma Hub project, local freight partners have been joined by Brussels Airport Company into a corporate cluster consisting of pharmaceutical companies, handling agents, airlines, forwarding agents, truckers, specialist pharma shippers, knowledge centres and an engineering and production company.

The cluster's prime objective is to bring about innovations for optimum logistics for pharmaceutical cargo and to further establish and consolidate Brussels airport and Belgium as a whole as a genuine hub for the global pharmaceuticals trade.

Over the years, Brussels Airport has invested substantially in innovative solutions tailored to the pharmaceutical industry's logistic requirements, to international acclaim.

The Brussels cargo community is consolidating around the Flanders Pharma Hub, its main objective being to set up 100% temperature-controlled transport on airside for pharmaceutical shipments in accordance with standards set and safeguards defined for guaranteed temperature ranges by various pharma shippers.

The coming years, Brussels Airport will cough up another EUR 100 million worth of investments in top-of-the-range logistic real estate on 100,000 m² of cargo space, half of which will be dedicated specifically to handling high-value goods, requiring a temperature-controlled environment at all times, such as pharmaceuticals and vaccines.

A case in point of such an effective innovation sparking a lively international interest, undoubtedly was the unveiling of the Airside Pharma Transporter, an airside dolly able to guarantee a constant on-the-tarmac temperature for any product requiring tight temperature control.

Follow us on: www.pharma.aero



FLEMISH MOBILITY COUNCIL

The Flemish Mobility Council (MORA) is the strategic advisory board for the Mobility and Public Works policy area. MORA advises the Flemish Government and the Flemish Parliament on general and strategic decisions on mobility policy and public works in Flanders.

The Mobility Council monitors and interprets social developments in the area of mobility and comments on policy memoranda. It also offers advice on policy proposals, policy plans, projects and on European regulations.

MORA publishes an annual Mobility Report and a yearly overview of facts, statistics and indicators regarding the Flemish Ports.



The Committee on Freight Transport, Logistics and International Gateways consists of various representatives, social partners and civil society organizations, involved in the transports and logistics branches besides operators across the entire range of transport modes, such as ports, railways, inland waterway shipping and airports. Among the recent priorities, there has been accessibility of ports and airports, climate challenges for the transport sector and European transport policy.

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Follow us on: www.mobiliteitsraad.be



LIEGE AIRPORT

Liege Airport, 6th cargo airport in Europe and 1st in Belgium, is the only European airport that prioritises full cargo (#freightersfirst). It specialises in express transport, electronic commerce, pharmaceutical products and perishable goods, as well as live animals. Liege Airport, and its brand Flexpress, is operational 24/7 without restrictions, offering a flexible and fast service.

From Liege Airport, The Flexport® provides infrastructures dedicated to the humanitarian transport of people and freight in order to respond to the logistics needs of NGOs in the field, and to enable rapid and effective response in emergency situations. Liege Airport played a major role for the efficient distribution of medical supplies to Belgium and across Europe during the Covid-19 pandemic.

Liege Airport covers a high-density production area that is unparalleled in Europe. No other region can claim such a high number of industries using air transport (biotechnologies, fresh products...). That is why it is inevitable that the Liege region becomes the logistics centre of Europe. An ideal location that makes possible to reach nearly 400 million consumers in less than a day.

Several studies (including one conducted by Cushman & Wakefield) show that Liège is consistently ranked as one of the most attractive regions in Europe to accommodate cargo handling and distribution operations: excellent access to markets, lowest costs, availability of building and land, multimodal transport platform, labour force excellence. The proximity to Liege Port and the rail and road networks serve to underpin the outstanding multimodal passenger and goods transport services.

Together with its subsidiary Liege Airport Business Park, Liege Airport provides an array of offices tailor-made for the needs of companies and service providers. Our Business Centre is considered and recognised as the best premium solution in the 'ready to use' facilities. Over 10,000 m² of office space was taken up during the first months after they were made available, while development projects are thick on the ground: it's really a new ecosystem tailored to the growth of air transport related activities and an economic development hub.

Liege Airport continues to develop in 2019, with a new record of 902.480 tonnes (+3.6%) of transported goods compared with 870.644 tonnes in 2018.

Follow us on: www.liegeairport.com

THE FLEXPOR^T®



LOGISTICS IN WALLONIA

Logistics in Wallonia is the competitive cluster dedicated to logistics and mobility and created to promote it outside its borders.

Whom are we addressing?

Logistics in Wallonia gathers stakeholders in Transport, Logistics and Mobility fields:

- Transport and logistics companies;
- Material suppliers and technological solutions suppliers;
- Industries and companies (from varied sectors);
- Academic and training actors;
- Research actors.

Our cluster is not linked to a particular sector. Logistics activities are part of every organization (small, medium or large) in any sector: agri-food, automotive, construction, retail, public services, manufacturing, waste management, accommodation and catering, health, etc.).

We count more than 350 members in our community.

Follow us on: www.logisticsinwallonia.be



NORTH SEA PORT

North Sea Port is a cross-border port stretching across a 60-km area, connecting Vlissingen on the North Sea coast in the Netherlands, with Ghent in Flanders, some 32 km inland.

Thanks to its large surface area, some 9,100 hectares, and its central location in Western Europe, industries and their trade partners are able to serve the European hinterland in the best possible way.

As a central hub in Europe, versatility and multimodality for a broad variety of cargo are the assets best summing up the character of the Port.

North Sea Port expands boundaries, creates value and achieves a genuine impact on global trade.

North Sea Port is a versatile port, with a huge variety of goods and commodities passing through its quays. North Sea Port embraces multimodality, providing access to the hinterland by a varied range of transport options, with particular emphasis on inland shipping. Moreover, the North Sea Port port area has space to spare for further development and growth, with over 1,000 hectares of commercial property still available across the port area.

North Sea Port strives to achieve sustainable economic activity. In doing so, it contributes to the region's prosperity and generates added value for its community and shareholders. By actively working with its stakeholders to serve their interests, it thus creates opportunities for growth.



North Sea Port in figures:

- 525 companies
- 100,000 jobs
- EUR 14.5 billion of added value
- number 8 European port in terms of volume of goods shipped
- number 5 European port in the Hamburg – Le Havre range in terms of volume of goods shipped
- number 3 European port in terms of value added (EUR 14.5 billion)
- 71.5 million tonnes worth of trans-shipment of goods by sea-going vessel in 2019
- 60 million tonnes worth of goods trans-shipped onto inland navigation vessels

Follow us on: www.en.northseaport.com



OSTEND AIRPORT

LEM Ostend-Bruges International Airport is part of the French corporation Egis and consists of a new mixed public-private partnership-like structure drawn up between, on the one hand, the government, the airport development company (or LOM in its Dutch acronym), which assumes a number of responsibilities concerning the airport's basic infrastructure and the private corporation Egis on the other, mainly responsible for the exploitation and the day-to-day running of airport operations (the airport exploitation company or LEM in its Dutch acronym).

Egis is a major international group with international activities in construction engineering and mobility services mainly. The group operates four airports in Europe: two in Cyprus (Paphos and Larnaca) and two in Belgium (Ostend-Bruges and Antwerp).

A major share of operations at the Ostend-Bruges International Airport is to do with freight/cargo transport.

The airport boasts a host of assets, notably its well-equipped general air cargo facilities, such as 6,200 m² cold storage, 430 m² freezer storage, cold chain with Unit Load Device loading track and truck docking bays, top infrastructure for perishables, livestock and oversized cargo and 13,000 m² of warehouse space.

Moreover, it allows great multi-modal connectivity: flexible 24/7 airport operations, no slot co-ordination, availability of night slots, no capacity restrictions and 9 dedicated B747 stands, close proximity to UK-bound cargo ferries from the port of Ostend and outstanding connections to road networks to Calais for instance.

The airport welcomes passengers as well, with the TUI fly company featuring as its chief airline company.



The Ostend-Bruges International Airport also allows flying private jets or organising business flights, training flights or ad hoc flights for special events.

The move of the military base of the Search and Rescue Wing is planned for 2023.

Follow us on: www.ostendbruges-airport.com



PORT OF ANTWERP

As Europe's second-largest container port, the Port of Antwerp is a major lifeline for the Belgian economy: more than 300 line services to over 800 destinations ensure genuine connectivity to economies across the globe.

The Port of Antwerp annually handles around 238 million tonnes of international maritime freight. It is also your port of choice for breakbulk cargo and perishables, with unsurpassed port warehousing capacity in Europe, apart from also ranking 1st in Europe as an integrated maritime, logistics and industrial platform. The Port of Antwerp is after all home to Europe's largest integrated chemical cluster.

The Port of Antwerp accounts, directly and indirectly, for a total of around 143,000 jobs and more than EUR 20 billion in added value.

The Port of Antwerp is strategically located in the heartland of Western Europe in close proximity to the main centres of manufacturing, services and consumption. At the same time, its inland location provides optimum connectivity to its hinterland, whether it be by barge, by rail or by road.

True to its mission "a home port vital for a sustainable future", Antwerp Port Authority aims to flexibly respond to a rapidly evolving maritime market, allowing the port to continue playing its role as a leading global port. The emphasis in this respect is on co-operation, adaptability, with a strong focus also on innovation and digitisation and on sustainable added value, as well as on corporate responsibility towards society.

Antwerp Port Authority is a limited liability company of public law, with the City of Antwerp as sole shareholder. It employs over 1,500 staff. The current Port alderman, Ms. Annick De Ridder, is Chairman of the Board of Directors and Mr. Jacques Vandermeiren is CEO and President of the Executive Committee, responsible for the Port's day-to-day management.

Follow us on: www.portofantwerp.com



PORT OF OSTEND

The port of Ostend is a relatively small port in that it seeks to attract intra-European traffic rather than trans-oceanic cargo flows.

Among the port's main assets, Ostend aspires to being perceived among its fellow ports as a niche player with a fast cargo throughput.



The port's international business profile is underpinned by 4 pillars:

- port of choice for the “blue economy” and R&D, primarily through its Ostend Science Park, Belgium's first science park fully dedicated to blue growth, the long-term strategy to support sustainable growth in the marine and maritime sectors as a whole. The Park, set in a 60-hectare industrial site, is primarily aimed at companies involved in marine and maritime business (ocean energy, blue bio-economy, marine biotech, aquaculture, tank growing...). It fosters collaboration between companies, world-class marine and maritime research groups and the government in order to strengthen their vision on blue economy growth.
- over 20 years' experience in the ferry and RO/RO business destined for the United Kingdom in particular;
- intra-European bulk transports disregarded by the other Flemish ports (e.g. pallets, bricks...);
- inner port industrial area with 60 hectares of development space available, aimed primarily at added-value industries, rather than at merely increasing volumes or attracting box-shifting activities.

Follow us on: www.portofoostende.be



PORT OF ZEEBRUGGE

Zeebrugge, the seaport of Bruges, is a maritime crossroads shipping nearly 46 million tonnes of goods annually. The coastal port is one of the world's foremost roll-on/roll-off short sea port in Europe, as well as a fully equipped container port due to its vast infrastructure and water depth.

Offering both intra-European and intercontinental services, Zeebrugge also features prominently as a major access port to European markets and to the UK in particular.

Zeebrugge also focuses on transshipment and storage of conventional cargo, liquefied natural gas, on becoming a major disembarkation port for cruises and – not least – the top-ranking port handling new light vehicles/passenger cars and “high and heavy” loads. Handling over 2.9 million units on an annual basis, the coastal port is the leading car-handling port hub in the world.

Follow us on: www.portofzeebrugge.be/en



TLV

Transport en Logistiek Vlaanderen (TLV) is the professional association of transport and logistics companies in Flanders. The organisation represents 1,500 companies, both self-employed truck drivers, family SMEs and large companies.

Thanks to its many mandates and its representation in numerous local, regional, national and international trade bodies, TLV has influenced and left its mark on both Flemish and Belgian legislation and policies regarding road transport and logistics for decades.

In this way, TLV represents, defends and promotes the interests of Flemish road haulers and logistics service providers. TLV is also a founding member of the European interest group UETR (European Road Haulers Association).

Transport en Logistiek Vlaanderen is committed to road safety and the sector's image. As a professional association, it is proud of its Veilig op Weg campaign on road safety (Safe on the Road). For almost twenty years now, this campaign has reached over 8,000 children annually.

TLV also puts in a continuous effort to raising the professionalism within the sector. In view of that, it is a fully authorized and broadly recognised as a training institute catering for both employers and truck drivers alike.

TLV informs and assists its members in a great many ways. As a professional association it intends to be the single point of contact for them and, apart from that, the standard bearer of the Flemish transport and logistics sector.

Follow us on: www.tlv.be

UPTR

UPTR is the Belgian Road Haulage federation representing Belgian road hauliers and logistic companies on a regional, national and EU level.

UPTR offers its members a wide range of administrative services, legal service and information updates in order to lighten the burden of administration that today's transport companies are required to deal with.

Follow us on: www.uptr.be



VIL

VIL is Flanders' innovation spearhead cluster for logistics, as well as a membership organization harbouring some 620 logistics stakeholders (www.vil.be/en/about-vil/vil-members/members).

For all matters concerning company-oriented innovation in logistics, VIL is the region's reference institute.

The primary focus of VIL lies with logistics innovation projects and their subsequent valorisation.

For the 2020-2022 period, VIL has defined — together with its members — 4 specific domains in which such projects will be conducted: digital transformation, green logistics, hinterland connectivity and last-mile logistics.

There are four regional types of project-funding schemes. Together with the (VLAIO) Agency for Innovation and Entrepreneurship, VIL provides funding for strategic research (cSBO and ICON) as well as company-run projects (R&D).

Moreover, with funding support by VLAIO, VIL acts as project manager bringing together various key stakeholders on relevant innovation tracks and leverage collaboration (CooCK projects).



Specific attention is given to project valorisation, focusing on maximum implementation of novel concepts aimed – among other things - at improving the cost-effectiveness of a business.

VIL is also stepping up its international effort by focusing on co-ordination and collaboration with international cluster organizations and by coaching and supporting its cluster members, by itself participating in European projects or encouraging members to join various consortia in their area of activities.

Finally, VIL is one of the prime structural partners to Flanders Investment and Trade.

Follow us on: www.vil.be



VLAAMSE WATERWEG

De Vlaamse Waterweg (“Flanders Inland Waterways”), is an autonomous arms’ length Flemish Agency, of which the mission is threefold:

- ensuring sustainable water management of over 1000 km of navigable inland waterways;
- increasing the attractiveness of inland waterways as areas of recreation, tourism and nature experience;
- strengthening inland waterway transport and its key role in the modal shift towards green logistics, offering ecologically sustainable and a competitively-priced mode of transport;
- providing space and development perspectives to companies on and alongside the Flemish inland waterways’ network.

By investing in water-bound infrastructure and water-related business parks, Vlaamse Waterweg is fully committed to innovative transport and transshipment concepts and to added-value partnerships.

Water-bound industrial sites are thus granted in concession to private companies relying on inland navigation transport for inward and outward-bound flows of raw materials and manufactured products.

Some other key areas of interest for de Vlaamse Waterweg:

- offering maximum logistic flexibility and bespoke transport solutions for a wide variety of cargo, from the smallest custom shipments to bulky, oversized volumes, bulk, breakbulk, containerized merchandise..., adapted to 24/7 just-in-time-delivery schedules to complex value chains;
- entering into partnerships aimed at developing innovative transport and transshipment modes, allowing goods to be shifted away from road transport only.

One such project is the Smart Shipping programme, in which the agency promotes automation and digitization and its applications in the inland navigation transport sector.

The programme encompasses various objectives and achievements:

- smart vessels: ships with state-of-the-art automated systems on board, using external data to optimize the vessel's key functions (navigation, track-and-trace, fuel consumption management, real-time planning, etc.);
- smart traffic management: the waterway management takes account of current external data available from ships, on-quay infrastructure and third-party data suppliers;
- smart communication: full data interaction between ships and third parties (e.g. governments) into a smart, smooth and flexible fully-digitized process in line with internationally standardized procedures;
- setting up a controlled test area for autonomous vessels across the entire inland waterway.

Follow us on: www.vlaamsewaterweg.be



VOKA

VOKA, the largest Flemish network of enterprises, was established in 2004 as a merger of the former Flemish Economic Alliance and the eight Chambers of Commerce operating across Flanders.

Boasting 18,000 company members across all areas of expertise, the VOKA membership represents 65% of private employment and 70% of added value in Flanders and Brussels.

In the context of this report, VOKA frequently appears as the prime representative body of transport & logistics companies across the region of Flanders, dotted with ports, airports, terminals, industrial and manufacturing clusters.

A case in point is the merger of the Association of Port of Zeebrugge Interests (160 member companies) and the VOKA Chamber of Commerce and Industry of West-Flanders (3,200 member companies). APZI – VOKA now makes the case – as one single organization – on behalf of both port-related private companies in Zeebrugge and their partner companies across West Flanders.

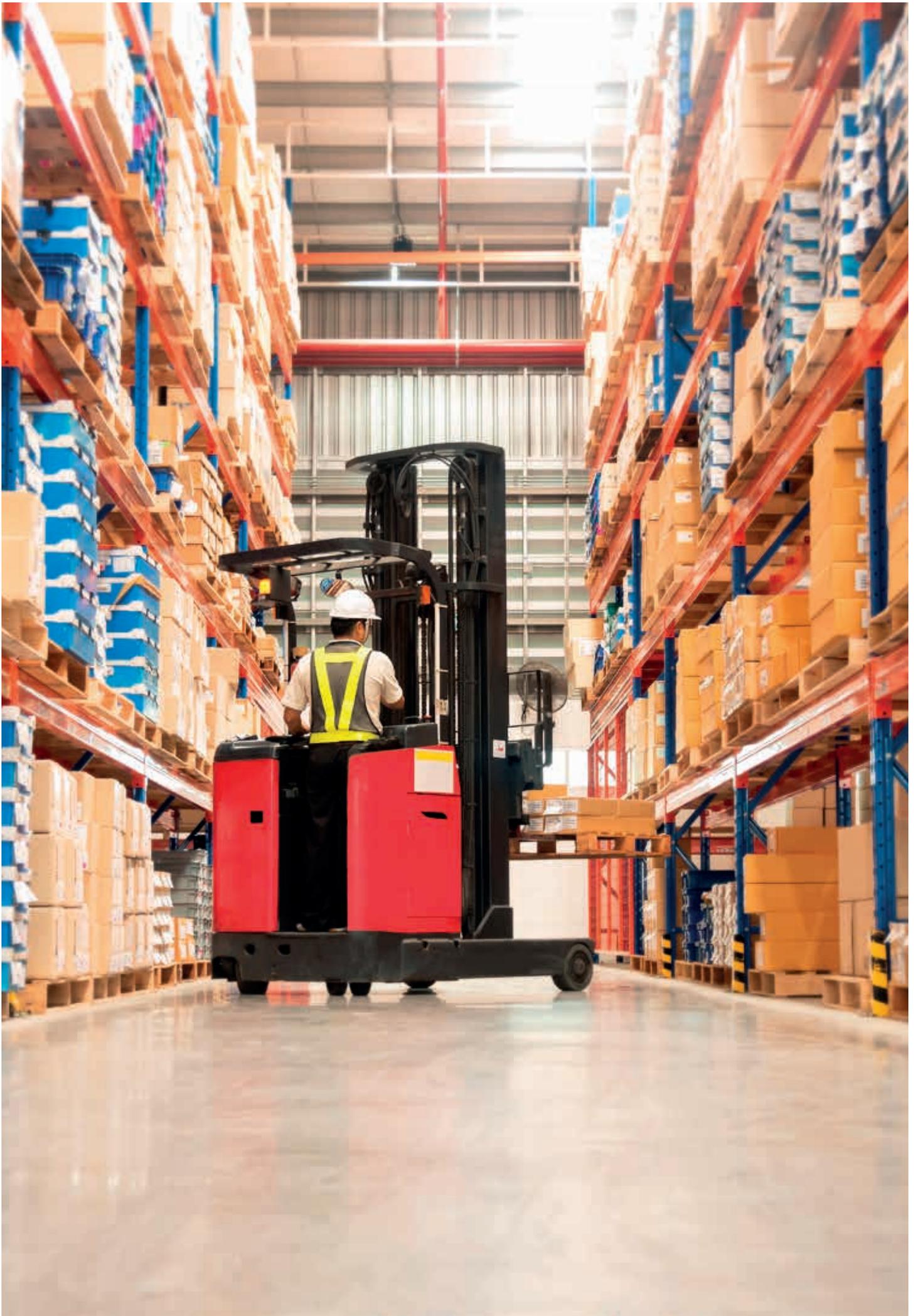
Likewise, Alfaport VOKA is yet another such “co-operation-turned-merger”. Created back in 2014 following the integration of Alfaport Antwerp, the federation of port-related and logistics companies in the port of Antwerp and the regional Antwerp-Waasland Chamber of Commerce (VOKA), the Alfaport VOKA business platform now consists of 400 member companies and all major logistics-related professional associations operating within the Port of Antwerp, such as ABAS (Professional Organization of Stevedoring and Port Operations Companies), ASV (Antwerp Shipping Federation), Forward Belgium (Belgian Freight Forwarding Association), KBRV (Royal Belgian Shipowners' Association) and KVBG (Royal Union of Physical Distribution Managers).

Alfaport VOKA's stated chief objective is to continually work towards a port of Antwerp facilitating value-added innovation pathways, trade competitiveness, security, mobility and sustainability in the broad port area.

Regional VOKA offices also act prominently as partner organizations in innovative projects to do with transport and logistics, such as the *Flanders Pharma Hub* for instance (VOKA Halle-Vilvorde), described elsewhere in this report.

Follow us on: www.voka.be









SUCCESS STORIES
IN BELGIUM



INTERVIEW WITH
Geert Keirens, Director

COMPANY

Air Cargo Belgium

REGION

Flanders

Founded: 2016

Location: Machelen

Number of employees: 9

Turnover (2019): EUR 700,000

Prizes, awards: BRUcargo Award – Brussels Airport Aviation Awards 2017

Website: www.aircargobelgium.be



Air Cargo Belgium is a cluster organization bringing together 150 companies, meaning it covers around 99% of all air cargo traffic going through Brussels Airport. "Our main goal is to build a strong community, with the focus on innovation, on niche markets, on becoming the most attractive, innovative and successful logistics platform in the region and Europe," says Geert Keirens, Director at Air Cargo Belgium.

"We are the first to operate such a strong community with so many different actors involved on such a large scale. We conduct joint projects not only to make the industry more efficient, but also to enable business growth for all our members. This means having more volumes handled at Brussels Airport, while mainly focusing on high-value goods, something that is more important to us than tonnes," adds Keirens.

RELIABLE SUPPLY CHAINS

Examples of such high-value goods for Air Cargo Belgium include pharmaceutical products in particular, as well as e-commerce, live animals and perishable goods. "The pharma industry in Belgium is very strong and these companies need excellent supply chain and distribution possibilities.

"We are currently seeing double-digit growth in pharma cargo volumes every year, compared to the mere 3-4% growth in normal airline cargo business."

We have about 40 different warehouses at the airport where all the processes are streamlined and pharmaceutical goods can be handled and stored in optimal temperature conditions. In this way, we encourage the industry to maintain its distribution and production operations in Belgium and use the logistics facilities we provide for them," says the Director. This specialization seems to be paying off, Geert Keirens notes. "Once you have a strong reputation, business follows. We are currently seeing double-digit growth in pharma cargo volumes every year, compared to the mere 3-4% growth in normal airline cargo business."

TAKING THE LEAD IN INNOVATION

One of the innovative projects Air Cargo Belgium is carrying out is the digitization of processes. BRUcloud is an open data-sharing platform from





Brussels Airport that enables the different stakeholders to work in a more “integrated” way and act as a network. Air Cargo Belgium brings the ideas of different companies together, prioritizes them and builds applications together with the companies, which they then roll out to the community.

“The difficulty lies in encouraging all of these companies to work together and convincing them to share data from which we can build these applications. First you need to build trust, nurture cooperation between different competitive companies and, once you reach that level, you can really start implementing these innovations,” states Keirens.

Once collaboration is established, Air Cargo Belgium does not lack ambition. It is poised to drastically reduce the time between pick-up at the factory and delivery to the customer. Not by making planes faster, but by sharing data. “Air cargo normally flies between 4 and 12 hours in the air before it reaches its destination, but the total waiting time may be up to 8 days. This is because many parties are involved: trucks, warehouses, customs authorities, and so on,” Keirens says. “Making sure all the information is made available and shared will not only improve speed, but also the ecological footprint of logistics,” he adds.

“We want to get ahead or be the leader in terms of innovation, but we don’t want to keep it to ourselves. If we are the first to propose innovative solutions, we can then help others to avail

“We want to get ahead or be the leader in terms of innovation, but we don’t want to keep it to ourselves.”

our interesting business models, while also attracting attention to our region, to Brussels and to Belgium,” affirms the Director.

The applications developed in Brussels are already sold and implemented at other airports around the world, e.g. in Dallas, Singapore and Vienna. Air Cargo Belgium also uses its experience in the cargo community to take part in European projects to present the innovations undertaken by the air cargo industry.

One of its first projects was the development of Pharma.aero. “What Air Cargo Belgium is doing on a local level, Pharma.aero does for pharma shippers worldwide: making the logistics chain transparent, sharing data, increasing reliability and the standard quality level for the transportation of pharmaceutical goods. This project was innovative in setting up BRUcloud and the data platform, as well as in carrying out investments in specific warehouses at Brussels Airport,” declares Keirens.

LOGISTICS OF THE FUTURE

Another future-proof innovation in development at Air Cargo Belgium, in

cooperation with the Province of Flemish Brabant and several innovative companies, is the roadmap towards the “Physical Internet”. According to Geert Keirens, the Physical Internet represents the logistics of the future, making it a lot greener, more sustainable and less wasteful in terms of no empty truck or aircraft. In an ideal world and thanks to the Physical Internet, sending cargo around the world should become as easy as sending an email today. The package would decide for itself the best, easiest or most sustainable way to get to its destination.

“Air Cargo Belgium will first continue to innovate and cooperate at the local Belgian level. Then, hopefully, the world will act as one to optimize the entire logistics chain. We would like to do this with our Physical Internet projects, through the cooperation we have with our sister organizations in Europe, by sharing knowledge but also by learning from others to achieve worldwide cooperation,” envisions Keirens.

“As an organization, we want to be successful but this can only be the case if our companies are successful. This means we want the pie to grow for everybody, for there to be more interesting logistics flows through Belgium and for Belgium to be able to stay on top or even grow in the international rankings of logistics performance indicators. We want to continue being recognized as one of the most efficient and innovative logistics platforms and regions in the world,” concludes Geert Keirens.



INTERVIEW WITH

Didier Gelin, *Director of Sales and Marketing*

COMPANY

EMIXIS

REGION

Brussels

Founded: 1984

Location: Brussels

Number of employees: 35

Turnover (2019): EUR 4.4 million

Growth (2019): 5%

Investments (2019): EUR 1 million

Start of exports: 2005

Share of exports in terms of turnover: 35%

Website: www.emixis.com



Emixis is a Brussels-based Viasat Group company that has been active in the international geolocation market for more than 20 years. As a leader in the satellite telematics and Internet of Things industries, Emixis designs and manufactures its products in Belgium and subsequently distributes its cutting-edge geo-positioning solutions worldwide. Emixis has now become the Group's bridgehead for Benelux, Switzerland, Germany, and French-speaking Africa and essentially provides its solutions to companies operating in the construction, transport and logistics, car dealership, and machinery and equipment sectors.

"The combination of Global Positioning System (GPS), smartphone applications and cloud computing enables Emixis technologies to facilitate better management of vehicles and related objects," explains

"Emixis has now become the Group's bridgehead for Benelux, Switzerland, Germany, and French-speaking Africa."

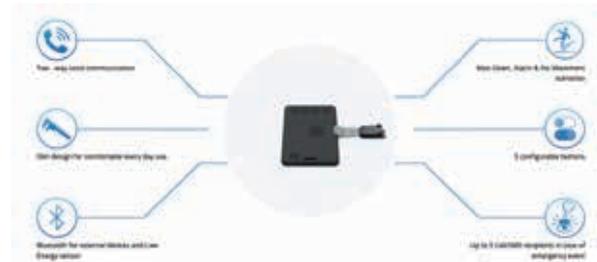
Didier Gelin, Director of Sales and Marketing at Emixis. "In addition, thanks to smartphones or tablets, geo-positioning technologies also provide means for more efficient planning and organization of follow-up activities performed by field personnel," he adds.

OVERALL FLEET ASSET MANAGEMENT

As a pioneer in the area of vehicle and equipment safety technologies, Emixis has developed its own theft protection software: the Securysat Fleet tracking app. "By equipping vehicles with an obligatory driver identification system, you drastically reduce the risk of theft of your fleet. Without positive identification, drivers will simply not be able to start a vehicle. If activated, the Securysat Fleet app can do remote engine shutdown at any time, effectively preventing the vehicle from restarting," explains Gelin.

Emixis' technologies not only enable vehicle tracking and protection against theft or unauthorized use, they also optimize the overall management of a fleet of vehicles and make it easy to inventory valuable tools and equipment. "Emixis' geo-positioning





solutions make it possible to ensure cold chain, identify fuel thefts and reduce fuel expenses, as well as monitor the position and use of field assets,” Gelin declares.

Emixis has furthermore developed a workforce management mobile app called Aidoo to monitor field-based activities. “With Aidoo, transport and logistics companies can improve their cost-efficiency and effectiveness by planning operations easily and following the activities of field personnel in real-time,” Gelin adds. “In other words, we can say that Emixis offers tailor-made geo-tracking solutions for specific industries to enable them to enhance the performance and cost-efficiency of their fleet, their assets, as well as their workforce,” points out Gelin.

E-LOCK, INTERNATIONAL TRADE FACILITATOR

The e-lock, a unique GPS beacon designed to protect and track goods during the international transportation process, is a material solution that Emixis has invested a lot in recently. “The e-lock is an innovative and unique product because its seals can be adapted to various means of transport (containers, covered trucks, tankers). In addition, its autonomy is unlimited and its supply powerless thanks to its solar panel,” Gelin states. The e-lock generates real-time alerts and permanently communicates through the Emixis web platform to guarantee the smooth execution of transport operations. “Regardless of the destination country, the e-lock provides constant traceability of vehi-

cles in Europe and Africa via an international SIM card. Moreover, through real-time communication with the Emixis web platform and an alert management system, customers are notified in the event of seal detachment, in case of prolonged parking or non-compliance with travel routes,” Gelin further explains.

Furthermore, the e-lock also acts as a mobile time punch-tracking machine for the purpose of identifying logistical stakeholders and reading transport documents. “The device has a radio-frequency identification (RFID) reader to identify various logistics actors (customs officers, drivers, logisticians, etc.) and read transport documents. The device facilitates the international cross-border transportation of goods by acting as an interface with customs authorities,” Gelin says.

EXPORT ACTIVITIES TO AFRICAN MARKETS

Emixis’ international development benefits from major support provided by the Brussels-Capital Region, particularly with respect to subsidized business trips outside Europe, such as economic missions. “It is clear that the support from the region is one of the elements that help us to enter foreign markets successfully as well as further develop our technological base,” Gelin declares.

Although a considerable proportion of the services and products Emixis provides are exported within Europe (mainly Benelux, France, Switzerland, Germany, and Austria), one of the most promising markets for its grow-

ing business is now concentrated on the African continent, more particularly in French-speaking African countries such as Ivory Coast, Cameroon and Benin. “Emixis recognized the opportunity in French-speaking Africa long time ago. We entered these markets more than 15 years ago and with time expanded in various countries. Given the technical installation required for the equipment of each vehicle, the company is relying on the support of local distributors to further develop its foreign activities.

COVID-19: THREAT OR OPPORTUNITY?

“The Covid-19 crisis provided a real opportunity for Emixis. We leveraged our technology to launch the Personal Tracker (PT), a distance-detecting device that can be worn around the neck, in a pocket or on the belt,” explains Gelin.

“The Personnel Tracker manages and monitors social distancing between the workers of a company, hospitals, nursing homes, or commercial spaces, and warns the wearer when the social distance around him is not respected.”

For organizations, the Personal Tracker provides increased safety in the workplace. The solution helps to avoid workers distractions with respect to social distancing, to identify places of contact and the duration of each contact in order to conduct effective tracing if required. As a result, the management and the staff feel safer since their risk of contagion is significantly reduced,” concludes Gelin.



INTERVIEW WITH
Catrien Scheers, co-owner

COMPANY

Fast Lines Group

REGION

Flanders

Founded: 1991

Location: Antwerp

Number of employees: 150 worldwide.
10 in Belgium

Turnover (2019): EUR 30 million

Growth (2019): even level

Investments (2019): new equipment
EUR 1,5 million

Start of exports: as from 1991

Share of exports in terms of turnover: 85%

Prizes, awards: 2017 Fast Terminals
won the Economic Award of the City
of Szczecin

Website: www.fast-lines.com



Founded in 1991, Fast Lines is a 100% family-owned company with its headquarters in Antwerp and branch offices in Ireland, the United Kingdom and Poland. Fast Lines is a total logistic service provider with a horizontal focus on the transport chain by offering breakbulk, forwarding, chartering, terminal handling, project cargo, shipping agency services, container handling and logistics consulting on a worldwide scale.

Fast Lines is very versatile. "We know how a terminal works, because we have our own terminals, and we know how ship handling works, because we have our own fleet of vessels. This means we can look at things from different angles and are able to provide added value for the customer," says Catrien Scheers, co-owner of the company since 2003.

SOFA STYLE SERVICE

The added value is reflected in the company's tagline "Sofa Style Service". The customer explains what goods need to be transported, when and where. The Fast team will look for various options and guide the client through the entire transport chain. "Our well-trained team, our architects

"We do business with our heads in the air, but with our feet on the ground. We take risks, but we limit them. If you don't try things, you'll never progress."

of transport as we call them, will look at the multimodal side of transport and provide an overall view on the logistics chain."

Fast Lines "prethinks" the whole transport and logistics chain, mostly in break-bulk operations, says Scheers. It is a niche market where she claims that her company can make a real difference compared to the big shipping lines. "Every company can load steel coils in a container, but the coils have to come out of the ship in the same shape as they were inserted. For example, if a customer wants to ship coils out of Shanghai, we will present him all the options and our advise to ship in breakbulk, but if he wants to ship the coils in a container then we will make this possible too," she explains.





“Sofa Style Service also means growing together with the customer,” stresses Scheers. The story of how Fast Lines developed in Poland is such an example. “One of our clients, a Turkish producer of chemicals, started importing chemicals on pallets at our terminal in Poland. We did not handle the shipment, but only unloaded the pallets. The company’s volume was growing in the East European region and they asked us if we could help them with bulk shipments. At that time, we had a breakbulk terminal, not a bulk terminal. Usually, if we cannot do something properly ourselves, we will advise our customer and redirect them to other companies. But for this particular customer, we went to the port authorities, looked for extra space and built a bulk terminal that is now up and running. We always go for the long term,” she adds.

POLAND, IRELAND AND THE UNITED KINGDOM

In 1992, only one year after the company was founded, Fast Lines opened its first terminal in Poland as one of the first private and foreign companies to make the call to invest in Poland at that time. “We do business with our heads in the air, but with our feet on the ground. We take risks, but we limit them. If you don’t try things, you’ll never progress,” states Scheers. Since then, Fast Lines has been running a regular liner service with break-bulk vessels from its terminal in Szczecin.

Fast Lines continues to internationalize and recently started a liner service from the Port of Antwerp to its terminal in Ireland. “We think Brexit will cause huge traffic jams with trucks at the borders, which is why we started this liner service. We take cargo from our customers directly into Ireland. We have the



vessels and we have the unloading terminals, so there are opportunities. We run this break-bulk liner service on a monthly basis,” says Scheers.

PEOPLE’S BUSINESS

“Shipping and transportation is a people’s business, but also a business where you have to think out of the box,” explains Scheers. “You need quality relations and have to look for good people to work with. You do not have to do everything by yourself, sometimes having a good partnership is as valuable as having your own assets. However, it is nice to have your own assets anyway, including your own fleet of vessels. For some customers, this tips the balance.”

This open-minded philosophy is also the reason why Fast Lines has terminals focusing on stevedoring and warehousing in Poland and Ireland, but not in Belgium. “Belgium has many good stevedores with efficient terminals. We are looking for a first-class partners in Belgium. Thanks to import and export operations from everywhere in the world, we have good contacts with almost every terminal in Antwerp. In Poland and in Ireland, we

“You do not have to do everything by yourself, sometimes having a good partnership is as valuable as having your own assets.”

felt we could provide added value and be the best of the class there,” concludes Scheers.

SMALL IS THE NEW BLACK

Fast Lines is a sustainable company operating a sustainable transport mode. The Fast vessels are very small and can go deep into the hinterland and enter small ports, where a lot of big vessels cannot go. The vessels can almost reach the customer’s doorstep, but still need trucks for the last mile. “There is a future for both small vessels and break-bulk vessels, and the same goes for transshipping cargo. Imagine goods coming in on big ships, which we can then transship to smaller ports. Considering the environment and the cost of keeping ports open for enormous vessels that drop enormous amounts of cargo at one time in one place, we think sometimes it is better to have more smaller ships. We therefore offer our services to big container lines taking breakbulk cargo. If they want to transship from main ports in Europe to small ports, we can be their partner. Thinking bigger is not always thinking better,” stresses Scheers.

“The same goes for our customers. We are proud of our customers, whether they are very small or very big, whether it concerns the transport of windmill blades or shipping containers with rice from Pakistan to a small supermarket in Brussels. The small stories are often untold even though they are just as valuable,” concludes Scheers.



INTERVIEW WITH
Marc Adriansens, CEO

COMPANY

ICO Terminals

REGION

Flanders

Founded: ICO founded in 2007 – but part of ICO was founded back in 1934 (Zeebrugge Coal and Bunkering Station)

Location: Zeebrugge and Antwerp

Number of employees: 1,250

Turnover (2019): EUR 160 million

Growth (2019): +10% extra handled volume

Investments (2019):

- Extension terminal with 54 ha - EUR 30 million
- Wind mills: EUR 13 million
- Electric loading stations: EUR 2 million
- Equipment: EUR 4 million

Website: www.icoterminals.com



ICO is the market leader in port handling and storage of roll-on/roll-off cargo in the Port of Zeebrugge, the world's largest port for the shipment of cars, and an important player in the Port of Antwerp.

As Marc Adriansens, CEO of ICO Terminals, a subsidiary of Nippon Yusen Kaisha (NYK), explains: "We handle cars from the moment the vessel arrives in the port right up to delivery of the cars to the dealer." In between those two phases, ICO offers additional services at technical centers. "In our Vehicle Processing Centers (VPC), we carry out the final adjustments before the cars are delivered or shipped to the dealer. We check the condition of the cars, we repair them if needed, we install accessories like a GPS, and install new leather seats, apply underbody coating, etc." adds Adriansens. ICO also has a logistics arm and offers services related to customs formalities.

QUALITY IS KEY

During the ship handling process, ICO keeps the number of damaged cars close to zero. "The number of damaged cars is below 30 per one million vehicles handled. To achieve this, we need

"Putting a lot of effort into the training of our people to make sure they can handle all cars in a qualitative way is our trademark."

to constantly train our people in the handling process," says Adriansens. "Cars coming from Japan, for example, are loaded on large vessels with a capacity of 6,000 cars. When the ship arrives, we start unloading the cars with a driver for each vehicle," he adds. "Our drivers are trained in how to handle the car in a specific way, like how to adjust the seat or how to drive backwards. Putting a lot of effort into the training of our people to make sure they can handle all cars in a qualitative way is our trademark."

DIGITAL HIGHWAY

ICO is able to give real-time information to the customer thanks to its Terminal Operating System (TOS), which controls every action taking place during terminal handling and in the Vehicle Processing Centers. The



customer can track the position of the car, whether the car has been cleared or not or when it is expected to arrive at the dealer.

“Not only the customer but also our teams can benefit from this real-time information. We know in advance which car is coming, the accessories that need to be ordered and so on,” states Adriansens. “In addition, thanks to our e-gate system, we do not need any manual intervention for picking up a car. All the information is digitally available and customs formalities are digitized as well.”

“When a vessel arrives in the port, we are able to deliver the first trucks within as little as two hours, which is only possible if we work on the digital highway,” stresses Adriansens.

GREENEST TERMINAL

ICO aims to become a digital, as well as a green terminal. “Our goal is to become a front runner in green terminals in Europe and around the world. Today, the car industry is set for a big change with the evolution towards EV cars. We have installed 3,000 charging points at our terminal. This means a lot of electricity is needed to charge the cars, but this was not available in the port. For that reason, we have invested in 11 windmills, which are now on site,” he explains.

Most of the power is used to charge the cars before their journey to the final customer, but ICO goes beyond that. “When a vessel moors at the port, electricity is needed to keep it running. Thanks to the quayside electricity from our windmills, the vessel can shut down its engines. Furthermore, we have a new office completely powered by the same green electricity,” says Adriansens.

Last year, ICO handled 2.8 million cars, of which just 160,000 were EV vehicles. However, the CEO believes that the number of EV cars will quickly increase. “We see changes coming. With COVID-19, and even before the crisis, people are thinking more about green cars. The number of EV cars from China and the US will increase in the future, and we are looking at these countries to import EV cars from,” emphasizes Adriansens.

With its investment plan, ICO intends to be ready for the EV cars. “With the windmills, we can double the amount of power available needed for EV cars. We can easily upgrade from the current figure of 160,000 to 500,000 EV cars,” he adds.

ASSETS ON THE MARKET

The terminals at Zeebrugge and Antwerp are important hubs for the handling of roll-on/roll-off goods from and to all continents. “You can compare it with Heathrow Airport, for example. Every airfreight company wants to be in strong airports, because these airports have all the connections. The same applies to Zeebrugge for the car industry,” stresses Adriansens.

Within this network, ICO serves shipping lines and car brands (OEMs or Original Equipment Manufacturers) all over the world. “We load and unload vessels for around 30 Japanese, Korean, Chinese and European shipping lines, while also taking care of the additional handling at the terminal and storage of the cars for around 45 OEMs,” continues Adriansens.

ICO is the interface between these shipping lines and OEMs. “Toyota chooses the Port of Zeebrugge, and the shipping lines are contacted to come to



the port, although we often do work the other way around. Shipping lines want to come to the Port of Zeebrugge on account of the large transshipment volume to other ports. We serve about 16 countries out of Zeebrugge on a daily basis,” he explains. “We have shortsea shipping connections to Scandinavia, fixed railway connections to Poland, Czech Republic, Italy, etc., and we handle over 1,000 trucks per day.”

“It’s a snowball effect. The more OEMs use Zeebrugge, the more shipping lines will follow, because then they can refill with cargo. We do import and export at Zeebrugge, which is ideal of course, because the shipping lines can then fill empty legs. Customers can optimize their transport, which is important for the shipping lines, as well as the OEMs, because they obviously want to get the best price. If you have balanced transport capacity, you are more competitive than when you only have empty leg transport.”

“During Belgian Economic Missions or State Visits, we receive very good support from Flanders Investment & Trade (FIT). Especially in China, where we do not know all our customers or new OEMs. FIT helps us to establish the initial contacts and plan meetings in this regard. The last time we went to China, FIT arranged meetings to see new OEMs in the EV car segment which are not yet known in Europe,” concludes Adriansens.



INTERVIEW WITH
Johan Gemels, Director

COMPANY

Liege Container Terminal (LCT)

REGION

Wallonia

Founded: 1990

Location: Liège

Number of employees: 33

Turnover (2019): EUR 27 million

Growth (2019): 20-30%

Investments (2019): EUR 3,3 million

Website: www.liegecontainerterminal.com



Liège Container Terminal (LCT) is the most important container terminal in Wallonia and the only trimodal (waterway, rail, road) terminal in Liège. Today, LCT operates three multimodal terminals: two trimodal terminals along the Meuse and the Albert canal (Hermalle-sous-Argenteau and Angleur) and one rail terminal (Bierset, near Liège airport). "LCT's activity is based on the handling, storage and river transport of maritime containers interconnected by rail, waterway and road," explains Johan Gemels, Director of the Liège Container Terminal. "Convincing companies that working in a multimodal fashion is efficient is challenging but, ultimately, it is all in the head: first the mental shift, then the modal shift," he says.

DAILY CONNECTION WITH THE PORT OF ANTWERP

As a neutral partner within the logistics chain, LCT is not linked to one specific terminal operator, shipping line, forwarder or authority. "We offer the same quality of service to every client, even to competitors. This enables us to react quickly to market changes," Gemels says. "Our ultimate

"Outbound cargo is easily found because LCT's headquarters are located in close proximity to the industrial production centers of its customers."

goal is to become the best partner for all actors involved in the logistic chain, be it shippers, carriers, forwarders, port authorities or terminal operators, and this in the most neutral way possible".

"Being located on the axis between the deep-sea ports of Antwerp, Rotterdam and Zeebrugge and the economic hinterland of Belgium, Northern France and Germany, LCT is the ideal partner to organize river transportation of maritime containers and relieve road traffic congestion," Gemels says. "One of our main objectives is to shift traffic from road to barge and rail and to decongest the E313 highway. Instead of transporting goods by truck to the hinterland, we do it by barge from Antwerp to the Liège Region," adds Gemels.

As an inland terminal, LCT has a daily waterway connection with all the quays





of the port of Antwerp and, at a lower frequency, with the Port of Rotterdam. In order to organize waterway container transportation, the company currently operates its own 4 barges sailing 24 hours a day seven days a week between Antwerp and Liège. "Our barges have a capacity of up to 140 TEU and, with a navigation time of only 15 hours from the port of Antwerp to Liege, are able to transport containers with a fast lead time," he continues.

Furthermore, the Meuse and the Albert Canal both have the particular advantage of having stable water levels, meaning there has never been any navigation restriction for LCT's barges. "The continuity of our barging services is always guaranteed without any surcharges due to the water levels," Gemels declares.

Working together with multiple trucking companies, LCT offers hauling services to and from any final destination on request. "We have the possibility to provide a port-to-door and door-to-port service, while avoiding the traffic jams in and around the port of Antwerp," Gemels states. "Our national and cross-border last-mile logistics solutions in close partnership with hauling companies ultimately allow us to transport goods faster and more cost-effectively to the end customers," he adds.

BALANCED IMPORT AND EXPORT FLOWS

LCT also has its own on-site warehouses to organize stuffing and stripping activities of all types of cargo, Verified Gross Mass (VGM) weighing, container repair and cleaning. "We also provide customs bonded facilities that act as temporary storage

containers that are entering and/or leaving the country," explains Gemels. Moreover, being the depot of most shipping lines, LCT is able to offer one-way transport consignments to its customers, a significant competitive asset.

For instance, one of LCT's Liège-based clients imports goods in containers from Vietnam via the Port of Antwerp. When imported containers are unloaded at the client's facilities, they do not simply return empty to Antwerp. "Unloaded containers can be deposited empty in our Container Depot and when an empty container is deposited in our depot, we only need a couple of days to find export cargo, load that container again, and ship it to the Port of Antwerp on our barges," Gemels adds.

While truck transportation on the E313 means that containers are full one way and empty on the return journey, this ensures that waterway container traffic is optimized to its full capacity in both directions.

Today, all major shipping companies have agreed to deposit their empty containers at LCT's facilities in order to be used again for export purposes. "Handling container roundtrips does not make us competitive. We are only competitive if we can manage evenly balanced import and export flows and offer one-way transport," asserts Gemels.

TRADE FACILITATOR

Outbound cargo is easily found because LCT's headquarters are located in close proximity to the industrial production centers of its customers, meaning that the company can respect tight loading schedules in a

flexible way for export operations. "It is very convenient for exporting companies located in the Liège Region to know that containers are available at any time at our depots," explains Gemels. "This way, companies can efficiently organize their workforce and call on our services when it best suits them," he adds.

On the other hand, LCT's activities are also heavily dependent on exports from the entire region. If the export activities of companies in the region decrease, the flow of exported containers will decrease as well. "Sometimes, because some companies experience very seasonal export activity, the demand for containers for export purposes is very high. During certain other periods, however, the demand can be very low, and because import containers keep coming in, hundreds of containers can be available in our depots. This is particularly the case in the sugar industry, for example," continues Gemels.

CHINESE E-COMMERCE

Finally, LCT also operates one rail terminal at Bierset, adjacent to Liège airport, mainly handling cargo imports from China. "The rail link between Bierset and Zhengzhou was established by Zengzhou Industrial Holding and, among others, serves the e-commerce giant Alibaba and enables us to import cargo from China four times a week," explains Gemels. New connections between other cities in China and Liège have recently been established. "In addition, we manage inbound and outbound rail container traffic between the North of Italy and the Walloon region on a daily basis," concludes Gemels.



INTERVIEW WITH
Valérie Tanghe, Port Cluster Manager

COMPANY

The Port of Brussels

REGION

Brussels

Founded: 1993

Location: Brussels

Number of employees: 130

Turnover (2019): EUR 10.7 million

Growth (2019): +5.6%

Investments (2019): EUR 1,7 million

Prizes, awards: First CO2-Free Belgian Port (2019); 3-stars level Brussels Eco-dynamic Company

Website: www.port.brussels



As a major economic player located in the Brussels-Capital region, the Port of Brussels is responsible for the management of a 14-kilometer-long waterway crossing Brussels from north to south and the marketing of a port estate covering 107 hectares. As the second-largest Belgian inland port situated along the Antwerp-Brussels-Charleroi waterway axis, the Port of Brussels enjoys an ideal location in the center of Europe allowing inland waterway and maritime shipping.

“By choosing Brussels as their European logistics and distribution center, companies not only benefit from the city’s central geographical position but also from its proximity to the decision-making bodies of the European Union as well as its direct multimodal connections serving major European markets such as France, Germany, the United Kingdom and the Netherlands,” explains Valérie Tanghe, Port Cluster Manager at the Port of Brussels.

In this way, by playing a key role within the European transport networks and promoting water transport as the most environment-friendly means of transport, “the Port of Brussels has set its sights on contributing to the development of combined transport in Europe and encouraging companies to opti-

“The Port of Brussels has set its sights on contributing to the development of combined transport in Europe.”

mize their goods flows by undertaking a modal shift in their transportation process, from road to waterway or rail,” emphasizes Tanghe.

A LANDLORD PORT ON A TRIPLE MISSION

The Port of Brussels develops its activities around three main missions: operating the port estate, managing the port waterway network and facilitating the provision of logistics services while enhancing urban distribution.

“The Port of Brussels is the exclusive operator of the Brussels port estate. It is what is called a landlord port,” explains Tanghe. In other words, the Port remains the owner of its land and, based on concession agreements, grants plots of land to its customers, who develop an economic activity in the port estate. “Today, the Port of Brussels approximately hosts 200 companies on its estate operating in





various sectors: construction and building materials, petroleum products, container logistics, food-processing, metal recovery, and so on,” she explains.

“The second mission and a key competitive advantage of the Port of Brussels is that it is the sole manager of its waterway, unlike the great majority of other European ports,” states Tanghe. The Port consequently takes care of the maintenance and performance of the canal, its quays and its banks, two lift bridges and two locks, as well as the essential dredging of the waterway.

A third and more recent mission of the Port is that of being a logistics and mobility facilitator for the Brussels-Capital Region. “Its modern logistics infrastructure, such as a rail connection to the outer port and a trimodal container terminal (waterway, rail and road) connected to the Port of Antwerp by a river shuttle, enable the Port of Brussels to further encourage a modal shift away from the road and towards the more environmentally friendly mode of waterway transport,” continues Tanghe.

According to Tanghe, “waterway traffic has a very positive impact on mobility and the environment in Brussels. In fact, the tonnages realized in 2019 by the Port resulted in a decrease of almost 680,000 trucks on the roads, represented a CO2 emission reduction of 160,000 tons and cut external costs by EUR 27 million,” she says.

Finally, as part of its third mission, the Port also manages the TIR (Transport International Routier) Logistics Centre,

vast complex located in the immediate vicinity of the city center, on the Port of Brussels estate, taking care of customs clearance of goods, storage and other logistical needs,” Tanghe adds.

UTCS AND UDCS

“Furthermore, the Port of Brussels intends to develop a network of urban transshipment centers (UTC) in its facilities,” says Tanghe. These platforms allow palletized goods (construction waste or containers to be unloaded from one means of transport and subsequently loaded onto another. This enables them to be transshipped closer to their final destination and end-user according to a more cost-effective last mile strategy. “Transshipment handling operations, which are also carried out at our TIR Logistics Center incidentally, are essential in our everyday port activities,” Tanghe adds.

“In fact, transshipment operations in the Port of Brussels stayed at record highs in 2019, with transshipment activities reaching more than five million

“The tonnages realized in 2019 by the Port resulted in a decrease of almost 680,000 trucks on the roads, represented a CO2 emission reduction of 160,000 tons and cut external costs by EUR 27 million.”

tons of freight on the Brussels port estate,” confirms Tanghe. “Building materials (62.2%) followed by oil products (21.5%) and container traffic (9.0%) are the three most important commodities in Brussels port traffic and transshipments,” she continues.

Moreover, the Port is also involved in setting up urban distribution centers (UDC) where goods supplied by boat, truck or train can be gathered and/or stored, repackaged, and then efficiently distributed in the city. “The objective of both UTCs as UDCs is therefore to optimize goods flows and reduce the distances covered by way of multimodal and sustainable transportation models,” Tanghe concludes.

EXPORTS ON THE RISE

Of the more than five million tons of freight handled by the Port of Brussels in 2019, 27% (1.4 million of tons) was destined for export. “So even though its export volume is considerably lower than its imports, the Port of Brussels did record export growth of 4% (+48,000 tons) in 2019 compared to 2018. The Port’s main trading partners were the Netherlands, Belgium’s other maritime and inland ports, and Germany,” Tanghe explains.

“This increase can be explained by the Port’s ideal geographical position and its innovative and sustainable multimodal infrastructure, which are perfectly integrated into the Trans-European Transport Network (TEN-T) and included in the North Sea-Baltic, North Sea-Mediterranean, and Rhine-Alpine Transportation Corridors,” concludes Tanghe.



INTERVIEW WITH
Frédéric Tilman, Sales Director

COMPANY

Sedis Logistics

REGION

Wallonia

Founded: 2001

Location: Blandain, Belgium, with offices in China, Vietnam, Cambodia, Le Havre and Marseille

Number of employees: 252 in Belgium, 150 in Asia (China, Vietnam, Cambodia) and 20 in France.

Turnover (2019): EUR 100 million

Growth: 20%

Investments (2019-2020): SED31 warehouse, EUR 20 million

Prizes, awards: Trends Gazelles 2008 – fastest growing company

Website: www.sedis-logistics.com



Founded in 2001, Sedis Logistics is a freight forwarder with head office in Blandain, Belgium. Driven by its customers' needs, Sedis Logistics has developed into a company offering full and internally integrated supply chain solutions including air, sea, rail, and road transport, logistics and warehousing, customs clearance and fiscal advice.

"Sedis Logistics is a one-of-a-kind partner capable of managing each and every link of transport and logistics flows," explains Frédéric Tilman, Sales Director of Sedis Logistics. "Whether global or local, our wide range of comprehensive logistics solutions are tailor-made to our customers' needs and guarantee reliable, flexible and adequate support while avoiding supply chain issues," he adds.

"Over the years, organizing overseas transport of general cargo from supplier to customer has become our

core business in order to meet our clients' needs," asserts Tilman. "Today, the company specializes in imports from Asia to Europe, and has established its own offices in China, Vietnam, Cambodia and France to this end," Tilman adds.

STRONG ASIAN PRESENCE

Sedis Logistics' forwarding solutions cover all production areas and meet the handling requirements of its customers' multimodal flows. "We can organize and consolidate both Full Container Load (FCL) and Less than Container Load (LCL) shipments," Tilman explains. "Moreover, our proven ability to conduct LCL shipments from Asia to Europe is a major competitive asset in the freight forwarding industry," he adds. As a matter of fact, Sedis Logistics organizes weekly transportation of consolidated shipments from the main Chinese ports at competitive prices thanks to its presence in China.

"Sedis Logistics is a one-of-a-kind partner capable of managing each and every link of transport and logistics flows."

In order to meet short customer deadlines, Sedis Logistics has also developed the Just Sea Time, an ocean freight solution dedicated to the express import of groupings from the Asian continent. With this service, Sedis Logistics is committed to facilitating the express and swift delivery



of goods to their final destination. "This LCL solution ensures the shortest transit time service by sea, from the main Chinese seaports to European customers, and operations are routed separately to facilitate takeover and receipt within the agreed time frame," declares Tilman.

"We have also developed a worldwide network thanks to a close partnership with agents in other Asian countries as well as in Europe, America and the Middle East," he continues. The support of partners and agents all around the world also enables the company to carry out cross-trade activities i.e. "any shipment between an origin and destination country that does not enter the customer's country or the country where the shipper is registered," explains Tilman.

COMPREHENSIVE SUPPLY CHAIN SOLUTIONS

In addition to its freight forwarding and shipping activities, Sedis Logistics provides full supply chain solutions supported by an integrated IT department. The company can, for instance, organize deliveries from ports, airports and warehouses to any given final destination while ensuring compliance with delivery schedules. "We adapt our solutions to our customers' needs by working with a resilient network of transport partners and choosing the most appropriate haulage equipment for all types of deliveries," Tilman states.

At the forefront of low-carbon technological innovation, Sedis offers its customers environmentally responsible means of transport at every step of the supply chain. "Our ecological transport solutions are brought together in one single service known as Cargo Green Line," explains Tilman. "From the means of transport chosen at the outset from an Asian shipper to the means of distribution for a final European customer, we choose the best environmental options to reduce the carbon footprint," he adds. This way, Sedis Logistics has adopted environmentally friendly solutions such as planning multimodal routes in close proximity to its logistics platforms, driving trucks that meet the latest European emission standards (Euro 6) and executing deliveries on pallets made from 100% recyclable polymers.

Moreover, Sedis Logistics maintains 185,000 m² of efficient warehousing facilities with a capacity of 25,000 TEU built according to the latest international standards. "Located in the heart of Europe, our warehouses allow us to perform various logistics activities such as unloading containers and storing goods, handling cross-docking

"Our proven ability to conduct LCL shipments from Asia to Europe is a major competitive asset in the freight forwarding industry."

operations and providing value-added personalized services (repacking, labelling, quality control, picking and packing orders, etc.)," Tilman continues.

Finally, Sedis Logistics can also handle all customs and fiscal procedures for its customers. "Our experts provide customs advice to help our customers to clear goods in the most effective way and offer fiscal advice to help our foreign clients to meet European obligations," Tilman declares.

STRATEGIC BASE CAMP TO DEVELOP INTERNATIONAL OPERATIONS

According to Tilman, the strategic geographical position of Wallonia at the center of Europe as well as other considerable assets such as a highly qualified and flexible workforce have enabled Sedis Logistics to develop an international network with a strong presence in Asia, the Middle East and North America. "Because Belgium and Wallonia are ideally located at the crossroads of the major European motorways and enjoy direct maritime connections with the ports of Rotterdam, Antwerp, Zeebrugge and Dunkerque, we have been able to address our customers' international needs and adapt to their markets," asserts Tilman. Our internationalization process has always followed our customers' wants and needs and we will continue do to so in order to further develop our global logistics network," concludes Tilman.



INTERVIEW WITH
Hinde Boulbayem, Mobility Manager and
 CEO of SUMY

COMPANY

SUMY

REGION

Brussels

Founded: 2013

Location: Brussels

Number of employees: 20-30

Turnover (2019): EUR 1.3 million

Investments (2019): EUR 200,000

Prizes, awards: the "Innovation Award" from Femmes Chefs d'Entreprises Mondiales in 2019; the "Hub Award" Best Growing company from hub.brussels in 2019; the "Saphira" award under the Patronage of His Majesty King Mohammed VI in 2015

Website: www.sumy.be



SUMY, Sustainable Urban Logistics and Mobility, is a digital and physical logistics and mobility solution provider for the food and pharmaceutical industries. "The services we provide help our customers to achieve a 48% increase in distributed volumes per hour and a 78% rise in delivery reliability, as well as a 95% decrease in the amount of carcinogenic particles released during transportation and a 39% reduction in CO2 emissions. Moreover, our services are silent and fluid," says Hinde Boulbayem, Mobility Manager and CEO of SUMY.

WORKING LIKE SANTA CLAUS

SUMY was founded in 2013 to provide a solution to the problem of congestion with its multiple detrimental effects on companies located in Brussels. "Increasing numbers of vehicles on the road slow down delivery speed, reduce reliability and create additional costs. At night, however, there are no trucks on the road, no deliveries and the streets are empty. The reason for that is the excessive noise generated by the trucks. We decided to tackle this issue by installing a noise-free electric refrigeration system and a natural-gas-powered engine, which was key to accessing infrastructure at night. So our solution has a positive ef-

"It's simply a matter of organizing and planning, using the 24 hours of the day. I call it an eco-logistics process approach. It is my wish to have only one vehicle and to do everything with that vehicle."

fect on mobility, coming from two different angles: using natural gas and driving at night," explains Boulbayem.

Driving and delivering at night has several advantages compared to working during the day. "Working with our customers on the basis of a relationship founded on mutual trust enables us to access their infrastructure for the off-loading of goods without them having to be present. Our customers feel like they are working with Santa Claus, they sleep and when they wake up, everything is there. In addition, our drivers really enjoy driving at night, because there is nobody about, no stress, no delay and they experience a sense of success at the end of the delivery. We see it as our mission. Like nurses, policemen or airline workers, we work



because we love what we do,” says Boulbayem.

In 2014, SUMY decided to move onto the Sustainable Logistics Urban Platform (SLUP) located in the center of Belgium and operated on a 24/7/365 basis. “During the day, we receive goods coming from all over Belgium, we centralize, sort, label, and consolidate them and then load the trucks while ensuring a high level of utilization. We also offer warehousing, temperature-controlled housing and reusable packaging treatments such as collecting and cleaning the packaging and waste recycling. We want to make sure we reduce the number of vehicles that are on the road at all times. We have the whole day to optimize our fleet and prepare our trucks because we deliver at night. It’s simply a matter of organizing and planning, using the 24 hours of the day. I call it an eco-logistics process approach. It is my wish to have only one vehicle and to do everything with that vehicle but, in the transport industry, you are always assessed on the number of vehicles in your fleet. The more you have, the better you are. This is not true; we have to reduce the number of vehicles we are using. Less is more,” emphasizes the CEO.

SLUP is a physical platform where SUMY provides services to its customers, but it is also a digital platform where they connect with their customers and allow them to place orders. “It helps to increase the level of accuracy of the information exchange. A customer can enter an order manually or from its system. It will see how much was loaded, when it was loaded, the temperature of the loading, the delivery

time and return. It can receive a job report notification in its mailbox, receive a quotation, download the invoices and all the reports on certain indicators,” explains Boulbayem.

DREAMING OF A CIRCULAR ECONOMY

SUMY envisions being part of a circular economy for the food industry by taking back residual organic waste from its customers. It can be then transformed into biogas that can be used to fuel their vehicles. Because biogas was not available in Brussels until December 2019, the CEO started looking at Luxembourg to roll out this plan, where there are already 35 biogas production plants turning organic waste into electricity and heat, but not yet into fuel. And the City of Luxembourg is facing the same congestion problem as Brussels. For this reason, SUMY is working on a Luxembourg neutral platform similar to SLUP. “Using this type of fuel will enable us to achieve both a reduction in terms of CO2 emission and a decrease of the number of vehicles traveling in the city. We have not started just yet, but hope to be operational in 2021,” adds Boulbayem.

In 2018, SUMY took part in the Belgian Economic Mission to Morocco, a country where more and more biogas plants are being installed. According to Boulbayem, “Morocco is the industrial garden of Europe. The country produces a lot of vegetables and fruit, thus generating a lot of organic waste from the food industry. Because there are biogas plants in Morocco, we go there to share the solution we have developed in Belgium. Everyone is free to

adopt and use our solution because it is an open technology and we embrace a philosophy of sharing knowledge.”

FOCUSING ON BELGIUM AND THE FUTURE

The sharing of knowledge is one of Belgium’s many assets. “The competition that exists between Belgian universities is helping to raise the level of excellence in many domains. Students are dynamic, active in industry, look at the real world when conducting research and they will connect with you to exchange knowledge through joint projects and training. Moreover, Belgium has a very high level of expertise with regard to quality management processes. In addition, with the European Commission based in Brussels, we are at the forefront of knowing what is going on all around Europe in terms of mobility research and technological innovation. And last but not least, we receive support from hub.brussels and they go the extra mile. The service and kindness they provide cannot be found anywhere else in Europe,” affirms Boulbayem.

For SUMY, Belgium is the starting point to think about green logistical solutions to future challenges. “We only have one platform in Brussels because, for the moment, we don’t want to multiply the platform all around the world. We prefer to increase the utilization of one single platform if only by half, because we are also conscious that we will have the problem of space shortages in the coming years. We are looking at what the problems will be in 30 years’ time in terms of space, air quality, traffic congestion and how we can resolve these problems right now. I feel that green and efficient logistics is the best way to move a country into the lead and keep the country at the forefront of the movement,” concludes Boulbayem.



INTERVIEW WITH
Bert Vandecaveye, CEO

COMPANY

Tailormade Logistics

REGION

Flanders

Founded: 1996

Location: Head-office at North Sea Port Ghent

Number of employees: 850

Turnover (2019): EUR 120 million

Growth (2019): 25%

Investments (2019): EUR 18 million

Start of exports: 2002

Share of exports in terms of turnover: 80%

Prizes, awards: Trends Gazelle yearly, Green Truck Award, ICT Awards, HR Awards

Website: www.tailormade-logistics.com



Tailormade Logistics offers transport and logistics solutions as well as related value-added services for companies mainly active in three core businesses. "Around 30% of our business comes from the automotive industry. We work for all the OEMs in Europe and all their main suppliers. Our second biggest market is fashion and retail, where we have major brands among our clients. Thirdly, we are the number one in transport and logistics for rugs, carpets, tiles, laminate and other types of flooring," Bert Vandecaveye, CEO of Tailormade Logistics, explains.

RE-INVENTING EVERY DAY

From the beginning, the company focused on tailor-made solutions, as illustrated by the name of the company and the mindset of the CEO. "Logistics is not a uniform service: it is highly dedicated to the individual customer. Every company has a different way of handling its logistics. You have to look for solutions that the customer needs, which is a very difficult process. To be able to do so, we have to develop constantly and are still trying to reinvent ourselves every day. We are a little bit more rebellious in the business community. We do not follow; we do what

"We stimulate innovation and creativity by trying out new concepts. If it works, we implement them quickly and if not, we look at how we can change the idea. It is a continuous learning process."

we think we have to do. We stimulate innovation and creativity by trying out new concepts. If it works, we implement them quickly and if not, we look at how we can change the idea. It is a continuous learning process," declares Vandecaveye.

One of those ideas led to a more than 35% reduction in distribution costs for customers in the fashion industry by using several local cross-docks instead of one central cross-dock. "We look at how we can optimize the distribution process and then we change it. We do not look at what we have, we look at what we should have and then we change and adapt". Vandecaveye stresses that his company is looking beyond transport and logistics and wants to deliver total solutions. "In





fashion, everything has to go fast, but sometimes it is better to choose the slowest transport mode, which actually stores the goods during transport. For example, if I could transport summer clothes to Italy in containers by ship, but the weather is still cold and nobody needs summer clothes yet, then I have them in the pipeline. And if I can ship them to their destination slowly, as economically and ecologically as possible, then I am managing and am in control of the supply chain. Depending on requirements, we design special trailers to make trucks higher or longer, all within the law, and try to change packaging so that we can carry more cargo in the truck, combining shipments from different companies, etc.," explains Vandecaveye.

When the demand for reverse logistics emerged in the automotive industry, Tailormade Logistics made it an important part of its business model. "Recycling is part of the sustainable business model of the future, and it is yet another problem that we can take care of for our customers. After delivery, we take back everything that is left, such as the packaging and the pallets, and then recycle and upcycle the materials for other clients," Vandecaveye says.

IT IS IN OUR DNA TO SEEK ADVENTURES

According to the CEO, Belgium is particularly well-positioned for transport

and logistics but is too modest about it. "Belgium has a unique position in the world, in Europe especially, because it is very close to the main gateways like Antwerp, Zeebrugge and Rotterdam and it is in the middle of four main cargo airports. The fact that we speak more than one language is an advantage. We have the logistic skills, history and experience. Our companies have the know-how to build excellent warehouses and develop logistics software. Belgium is a creative melting pot, similar to Silicon Valley, but then specifically for logistics. Clearly less sexy. Belgian companies should not be afraid to expand. I think our subsidiaries outside Belgium will soon become much bigger than our Belgian headquarters. It's logical, the consumer markets are bigger. I think logistics is international by definition. It brings people together," emphasizes Vandecaveye.

"It is in our nature to look for opportunities, it is in our DNA to seek new challenges and adventure," Vandecaveye states proudly. "I went to the United States and Japan with FIT and to China as part of a Belgian Economic Mission. I think those missions are real eye-openers, even if you don't do business. Going on an organized mission to Japan made me understand much more about how Japanese customers do business," he continues.

There are several international projects on the agenda for Tailormade Logistics. "We are planning to start up

business in China. But we are growing so fast at the moment that we have to get the timing right. We already have a large number of Chinese customers and dedicated Chinese staff in Belgium to help them with their communication, labeling, testing and so on. We try to understand what they need and meet those needs. Secondly, we do not have our own branch in the UK, so that is at the planning stage as well. The UK is leaving the European Union, but it is still our neighbour and I cannot imagine we will stop trading with them. Every crisis is an opportunity for all companies and governments to reinvent themselves. And that is what we are doing now, we are reinventing ourselves and I see a lot of good things happening too," shares Vandecaveye.

FURTHER DEVELOPING XXL E-COMMERCE

The long-term vision of Tailormade Logistics keeps the focus on innovation and growth. "Belgian know-how in logistics is extremely high, except in e-commerce because it is more consumer-driven and Belgium is not a big consumer market. However, it will be a challenge to deliver bigger products that cannot be handled by the postman. That will require completely different logistics. Everybody faces these difficulties, and we will try to tap into that. If you can solve logistics for e-commerce for outsized products, you can gain access to a big market," concludes Bert Vandecaveye.



INTERVIEW WITH
Pierre Van Mieghem, *Head of Communication*

COMPANY

Van Mieghem
Logistics

REGION

Wallonia

Founded: 1956

Location: Saintes

Number of employees: over 650 employees

Turnover (2019): EUR 85 million

Growth (2019): 7%

Investments (2019): 10% of turnover

Start of exports: 1970, Germany and France

Share of exports in terms of turnover: 70% mainly in Benelux, France and the UK

Website: www.vanmieghem.com



In 1956, when Van Mieghem Logistics started its transport activities, the company owned one truck that was used to deliver goods to local grocery stores. Growing exponentially, the company subsequently expanded its business to include national and international transport in the 1970s and moved its operational headquarters to Saintes. Today, the Walloon company is one of the leading European players in the integrated transport and logistics sector.

“Since we started, our business has not stopped evolving and we now maintain a fleet of more than 350 vehicles ranging from 500 to 40,000 kg. With our vans, trucks (equipped with temperature-controlled devices or not), truck-cranes, Maxi, Mega and City trailers, we have a vehicle adapted for every type of transport for various industries,” explains Pierre Van Mieghem, Head of Communication at

“Thanks to our six logistics sites in Belgium, we can manage any delivery of our customers’ goods to our neighboring countries in less than 24 hours.”

Van Mieghem Logistics. Moreover, in order to successfully complete its transports operations, the company has warehousing facilities of 145,000 m² spread over 9 sites in four European countries, representing around 500,000 pallet positions. “All our warehouses are also GDP (Good Distribution Practices) certified for pharmaceutical products,” he adds.

FULL TRANSPORT AND LOGISTICS SOLUTIONS

The company’s considerable transport and logistics expertise enables Van Mieghem Logistics to offer a vast array of solutions adapted to its customers’ needs. “Our core business is to efficiently organize national and international goods flows via our transport services,” says Van Mieghem. “Thanks to our six logistics sites in Belgium, we can manage any delivery of our customers’ goods to our neighboring countries in less than 24 hours. Moreover, our platforms and strong partnerships in the main logistics hubs in Belgium, such as the Port of Antwerp, allow us to work in a multimodal fashion both nationally and internationally,” he further declares.

“Eventually, growing together with our customers, our business activities naturally expanded beyond the borders of





Belgium to France (Saint-Witz), Romania (Arad), and Hungary (Morahalom). This means we are now able to reach all European countries even more easily," he continues. "As Belgium is located at the crossroads of major European economic trade routes, Van Mieghem Logistics was able to provide efficient and reliable Full Truck Load (FTL) and Less than Container Load (LCL) transport services throughout Europe, irrespective of the country," explains Van Mieghem.

Additionally, through being a member of the Astre group, the largest European network for transport and logistics providers, Van Mieghem Logistics firmly believes that the company is capable of offering an even greater range of solutions to its clients, partners and network. "By relying on a major network of transport and logistics providers with more than 300 facilities located throughout Europe, we are able to pool freight operations and share knowledge and experience and therefore reduce the costs for various actors in the supply chain. This enables us to create more efficient synergies between the members of the Astre group for the benefit of our clients. In addition, Astre has developed its own pallet distribution service to guarantee a higher level of efficiency, security and traceability of our customers' goods flows during the entire transportation process," emphasizes Van Mieghem.

Van Mieghem Logistics' team also accompanies its customers throughout the entire transport and logistics supply chain. "Today, the supply chain management solutions we provide in-

clude: receiving, unloading and sorting for inbound traffic, as well as order preparation such as reconditioning, labelling, picking and packing, and quality control for outbound traffic from our storage facilities. We basically manage everything the customer wants and find efficient solutions to our customer's needs," adds Van Mieghem. Last but not least, the company also manages and simplifies customs formalities for its clients through its AEO-F certified Customs Department.

R&D DRIVEN

Constantly investing and looking for new solutions to improve operational quality, Van Mieghem Logistics has developed its own tools to respond to its customers' needs: a Transport Management System (TMS) and a Warehouse Management System (WMS). "While our buildings are equipped with our own IT storage management equipment adapted to the specific needs of every customer, our vehicles are all equipped with on-board computer systems provided by Trimble. In the end, both systems enable us to enhance the traceability and safety of our clients' goods and guarantee high quality transport and logistics services," Van Mieghem declares.

The company has also made substantial investments in the sustainable development of its sites and fleet in order to be compliant with the latest European environmental standards. "Our sector has a big impact on the environment, so we make sure all our vehicles are compliant with CO2 emission standards. For this reason, 95% of

our fleet is composed of Euro VI vehicles, with the remaining 5% being EURO V vehicles. Moreover, Van Mieghem Logistics' very first full-electric vehicle will enter service in the next few weeks" states the Head of Communication. "In addition, we have launched a fuel efficiency program to improve the consumption of our vehicles and we also recycle all non-reusable pallets, packaging, waste oils and tires," he adds.

PROJECTS LEADING TO GROWTH

Van Mieghem Logistics is still experiencing rapid national growth and recently opened a new facility in the north of Brussels, in Machelen. "Thanks to this new warehouse, we are strategically located close to Brussels Airport, enabling us to access the northern parts of Belgium easily without passing through Brussels," explains Van Mieghem. In addition, the company has launched an 11,000 m2 cross-docking center project in Saintes. "A total of around 50 loading docks will guarantee the smooth flow of our clients' goods," he says. With facilities now established in four different European countries, the company's expansion has of course followed the same trend internationally. "In the end, both the national and international growth of Van Mieghem Logistics has and always will come about as a natural evolution of listening to our customers' needs and adapting our services to their specific expectations in order to remain a reliable leader in the transport and logistics market," he concludes.



INTERVIEW WITH
Didier Weerts, co-CEO

COMPANY

**Weerts
Supply Chain
(Weerts Group)**

REGION

Wallonia

Founded: 1945

Location: Liège

Number of employees: over 600 in the logistics division

Turnover (2019) logistics division: EUR 49 million

Growth (2019): 30% compared to 2017 (EUR 37 million in 2017); 38% growth in employment

Investments (2019): EUR 50 million

Start of activities abroad: 2000

Prizes, awards: Logistics Employer of the Year (2020)

Website: www.weerts.be



Headquartered in Liège, the Weerts Group, a fourth-generation family-owned business, is active in three different yet complementary fields of activity: Logistics, Real Estate and Motorsport. The main point of attention of the present article is the Logistics division.

Weerts Supply Chain (WSC), the general logistics division of the Group, offers comprehensive solutions for transport, warehousing and value-added logistics, with a strong focus on technological innovation and a full end-to-end approach. Today, WSC mainly operates in Benelux, Germany and Eastern Europe (Hungary), where it provides its customers with tailor-made logistics solutions.

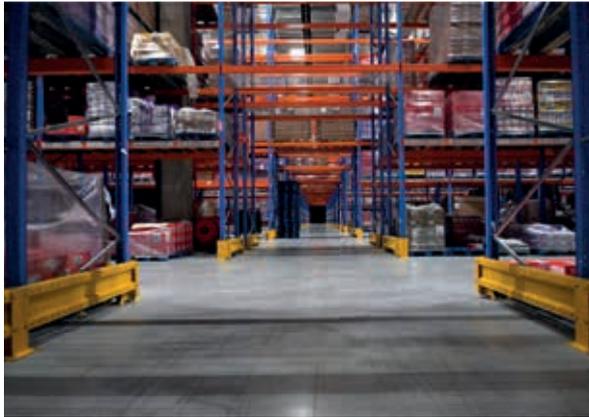
“Large international companies but also small and medium-sized enterprises call on our innovative solutions to carry out their operations within the integrated logistics chain,” explains Didier Weerts, co-CEO of WSC. “Today, we mainly serve four industries: the food industry (with large players such as Mondelez), the household and electronics industry (Bosch und Siemens Hausgeräte GmbH and Miele, for example), the automotive industry (Audi among others) and, finally, the pharmaceutical and life sciences industry,” Weerts adds.

“We have recently signed a concession agreement with the Liege Port Authority to operate several multimodal and partially automated logistics platforms at Liège Trilogiport.”

“Our main objective is to stick to double-digit growth, year over year, while continuing to create employment. Furthermore, by continuously improving and investing heavily in information technologies and engineering capabilities, we nurture the ambition of expanding our activities into new industries and sustaining our growth in the existing ones,” declares Weerts.

END-TO-END LOGISTICS PROVIDER

Originally, Weerts was a transport company that later extended its logistics activities to become a versatile all-rounder capable of managing each and every link in the logistics chain. Today, WSC mainly provides three comprehensive services: transport, warehousing and value-added logistics.



“WSC obviously still responds to the transport demands of its customers by managing its own transport fleet, but also by subcontracting transport operations to other entrusted partners,” emphasizes Weerts. “Moreover, we are also working more and more in a multimodal fashion (waterway, rail, and road) and have recently signed a concession agreement with the Liege Port Authority to operate several multimodal and partially automated logistics platforms at Liège Trilogiport,” Weerts adds.

As regards its warehousing services, WSC meticulously operates ca. 210,000m² of state-of-the-art storage facilities. “However, our warehousing solutions must be broadly defined,” says Weerts. “On receipt, goods are subject to satisfactory quality control and, if necessary, are customs cleared by our experts before being put in storage. Our high-tech facilities allow the compartmentalization of stored goods according to specific needs – such as storage at controlled temperatures – while ensuring that space is optimized. Subsequently, our highly trained staff efficiently pick and pack orders and prepare them for shipment under perfect conditions,” Weerts explains.

“In addition, WSC has extensive expertise in industrial real estate and can offer an entire range of build and operate solutions. As a matter of fact, WSC can build logistics distribution centers or warehouses for its customers, who then have two options: either

to run the logistics operations themselves or let us handle them,” Weerts continues.

In addition to traditional transport and warehousing services, WSC also provides value-added logistics services tailor-made to its customers’ needs. “At our customers’ request, WSC customizes products by carrying out co-packing activities ranging from re-packing, labelling and, wrapping to putting together multi-packs,” adds Weerts.

WSC can also serve as an intermediate station in the logistics chain by undertaking cross-docking activities during which incoming goods are transloaded directly into outbound vehicles. “These operations require an extremely efficient organization and have to meet a strict schedule in which every minute counts and there is no room for errors or time loss,” says Weerts.

Finally, WSC also has its proprietary Warehouse Management System (WMS) and Transport Management System (TMS) through which it provides utterly reliable track and trace records to its customers in digital form at every step along the supply chain. “Whether nationally or internationally, during warehousing, transport or our value-added logistics, WSC can closely track and trace products thanks to the development of its own software and equipment,” stresses Weerts. “Innovation and proactive investments in technology to improve the speed and efficiency of our customers’ goods flow will al-

ways be a top-priority for WSC,” affirms Weerts.

DOMESTIC AND FOREIGN EXPANSION

“Thanks to the ideal geographical location of Wallonia and Liège in the center of Europe and the presence in the Region of multimodal infrastructure (waterway, rail, road, air) connected to the main European trade corridors, WSC has succeeded in positioning itself on the European market with strongholds in Benelux, Germany, and Eastern Europe,” declares Weerts.

Relying on a skilled multilingual workforce, WSC’s international growth started from Belgium and now tackles new markets while always following its customers’ needs. “For example, WSC addressed the German and Hungarian markets by building new state-of-the-art warehouses as a result of listening to the need of one of its clients for business expansion,” Weerts says.

With ongoing warehousing projects in Belgium (Liège Trilogiport and Limburg with Tessenderlo-Beringen and Tongeren) and abroad (Budapest), the Weerts’ team have their hands full. “Even in the wake of the COVID-19 pandemic, we believe that the future of our sector is bright. As a matter of fact, a lot of transport and logistics business opportunities will arise because supply chains will probably be redesigned to be shorter while the demand for local logistics presence and warehousing will increase,” Weerts concludes.



INTERVIEW WITH
Xavier Vanwynsberghe,
Key Account & Sales Director for Belgium

COMPANY

Ziegler

REGION

Brussels

Founded: 1908

Location HQ: Brussels

Offices: 154 in 15 countries

Number of employees: 3,200 worldwide and 550 in Belgium

Turnover (2019): EUR 1.3 billion invoicing

Growth (2019): 5-7 %

Investments (2019): New headquarters in the Port of Brussels

Website: www.zieglergroup.com

Export share: 50 %



Founded in 1908 with its headquarters in Brussels, Ziegler started its activities with the import of barrels of wine from France, while adding a logistical arm such as bottling, labelling and distribution. From the outset, the transport and logistics activities and the international orientation was therefore inherent in the company's DNA, as was the strong vision of the Ziegler family, with the 3rd and 4th generation of the family still running the group.

Today, Ziegler is a global logistics service provider offering road freight, sea freight, airfreight, logistics and customs clearance services, operating in both export and import.

"Our most important activity is road freight," says Xavier Vanwynsberghe, Ziegler's Key Account & Sales Director for Belgium. "On a daily basis, we operate around 5,000 trucks, traveling throughout Europe with all of our customers' goods. With daily departures right across the Continent, road freight accounts for 50% of our turnover."

The second activity is sea freight, where the company handles part and full load containers from all over the globe. "We operate our own container freight stations where we deal with the groupage of imported and exported goods on a

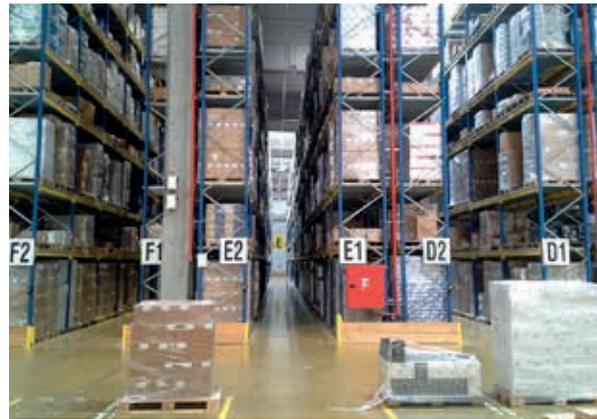
"It's like being in a restaurant, we do not say to the customer 'this is the menu', rather we ask the customer 'what would you like to eat?' and we will make it for the customer. We can offer flexibility on the market and that makes Ziegler unique."

worldwide scale. We also manage bulk and project cargo, meaning that we are active in every angle of the maritime business," explains Vanwynsberghe.

"Thirdly, we offer airfreight activities on a globalscale," continues Vanwynsberghe. "We have staff handling the export and import of goods at all main European airports. Airfreight always has been a booming market because it still is the quickest way to transport goods from one place to another over long distances and it is often interesting in terms of price."

Ziegler complements these three activities, as well as intermodal and multimodal transport services, with





logistics activities. “We provide customs clearance services and operate around 930,000 m² of warehousing space all over Europe, where we store goods of our customers, do pick and pack, load and reload containers and reload into trucks for distribution,” he adds.

“Offering all these services gives the customer the advantage of us being able to monitor the complete supply chain from A to Z, although we are also happy to help if a customer has a solution for sea freight, but not for road freight, logistics or customs clearance, for example. Ziegler is an open company,” states Vanwynsberghe. “It’s like being in a restaurant, we do not say to the customer ‘this is the menu’, rather we ask the customer ‘what would you like to eat?’ and we will make it for the customer. We can offer flexibility on the market and that makes Ziegler unique.”

LOCAL ATTENTION...

With 154 small or mid-sized entities in 15 countries, Vanwynsberghe emphasizes that Ziegler can follow the customer from close-by. “It is not the company’s ambition to double its volume in the next years. We want to remain a family-owned company close to the customer.”

Working on a human scale helps Ziegler to adapt fluently to market changes. “The emerging e-commerce segment is leading to a modal shift. Today, all supermarket or shop goods can be bought online. The way of handling this supply chain is completely

different from having an importer who distributes to warehouses. In our offices in China, we are already handling this e-commerce supply chain. We accept the goods from the producers, we send them to Belgium, we clear customs and we deliver to the consignee’s home. As a freight forwarder, we have to adapt to this new market evolution,” explains Vanwynsberghe.

... TO BE GLOBALLY SUCCESSFUL

Ziegler does not only adapt its activities following new developments but, rather, also its international presence. In 2000, Ziegler opened its own offices in China. The company controlled a lot of freight in China and had the opportunity to make an acquisition. “Having our own operation is a major advantage,” confirms Vanwynsberghe. Ziegler is already operational on the Silk Road. “We knew immediately that the project would be interesting for us. The rail connection from China to Europe offers a green solution and provides flexibility in both pricing and transit time. We established a partnership with the railway operator ZIH to ship our goods to Europe and vice versa in its containers. With the arrival of Alibaba, the number of trains from China to Liège will grow from two trains per week to three to five trains per week. The number of train arrivals can still rise consistently,” stresses Vanwynsberghe.

When it comes to opening new offices abroad, the company still focusses on emerging markets rather than mature markets where the company already

has strong partnerships. “By opening up in countries where markets have been low for the past few decades, we may well take advantage of the market growth to set up our own operation. We have done this in Greece and in Poland and will continue to do so in other countries,” says Vanwynsberghe.

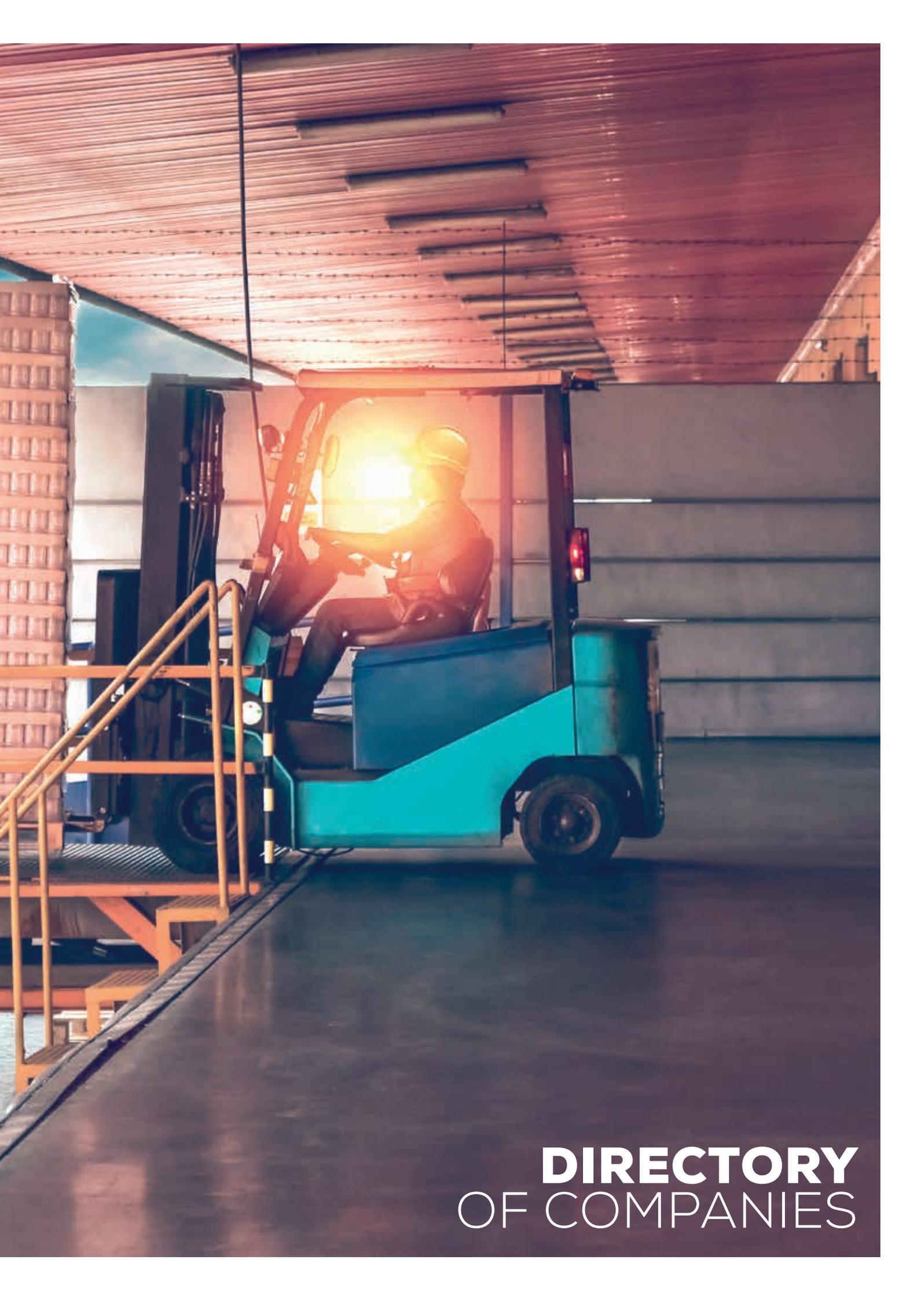
“Having already been present on the market for 112 years, Ziegler is a familiar name worldwide. Having the opportunity to brand a company with the Ziegler name is an advantage on the market and a door-opener for us.

In every country in the world where Ziegler does not have its own offices, the company cooperates closely with agents. The selection of these agents is based on their market position. “We always try to work with the top three companies in these countries. It helps us to develop on a global scale because all these agents connect to our system,” he adds.

FUTURE PROJECTS

“Today, we are focusing on digitization and artificial intelligence in our systems. We look for information to provide to our customers so as to limit manual intervention and make sure that every step in the delivery process is documented and monitored. The biggest challenge is to achieve maximum automation, to ensure excellent performance and that everything is measured on a continuous basis. Ziegler is already capable of doing this but it does take a lot of man-hours,” concludes Vanwynsberghe.





DIRECTORY
OF COMPANIES

PRESENTATION OF THE SECTOR

We would like to point out that this directory contains only a fraction of Belgian companies operating in transport and/or logistics. For more comprehensive company information, do check the respective websites of clusters, trade associations and branch organizations appearing in this report – under section 2.2 in chapter 1. Alternatively, more information is also available from Flanders Investment & Trade (FIT), Wallonia Export -Investment Agency (AWEX) and hub.brussels.

ENTITY NAME	ZIP	CITY	WEBSITE	TRANSPORT	LOGISTICS
4D TRANS	8820	Torhout	www.4dtrans.be	•	
A.HARTRODT BELGIUM	2000	Antwerp	www.hartrodt.com		•
ACS BELGIUM	1931	Zaventem	www.be.allportcargoservices.com		•
AERTSSEN LOGISTICS	2940	Stabroek	www.aertsen.be	•	•
AGILITY LOGISTICS BELGIUM	1820	Steenokkerzeel	www.agility.com		•
AHLERS	2030	Antwerp	www.ahlers.com		•
AIR CARGO BELGIUM	1830	Machelen	www.aircargobelgium.be	•	•
ALCYON BELUX	4530	Villers-le-Bouillet	www.alcyonbelux.be		•
ALDERS TRANSPORT	3900	Overpelt	www.alders-transport.be	•	
ALL FREIGHT LOGISTICS	1830	Machelen	www.allfreight.be		•
ALPI BELGIUM	1000	Brussels	www.alpi.be	•	•
AMBROGIO INTERMODAL	2812	Mechelen	www.ambrogiointermodal.com		•
ANTWERP EUROTHERMINAL (AET)	9130	Verrebroek	www.aet.be		•
ARCO EXPRESS	1000	Brussels	www.arco-express.be	•	•
B&B LOGISTIK	9912	Troisvierges	www.braun-group.com	•	•
BASE DE BARONVILLE	5570	Baronville			•
BCTN MEERHOUT	2450	Meerhout	www.bctn.nl/terminals/terminal-meerhout		•
BCUBE AIR CARGO	8400	Ostend	www.bcube.com		•
BELGIUM AIRPORT SERVICES	4460	Grâce-Hollogne	www.baservices.aero		•
BE-TRANS/BE-LOGISTICS	2440	Geel	www.be-trans.be	•	
BEVERTRANS	8210	Veldegem	www.bevertrans.be		•
BIDFOOD	6530	Thuin	www.bidfood.be	•	•
BIO PHARMA LOGISTICS	1435	Mont-Saint-Guibert	www.biopharmalogistics.com	•	•
BLECKMANN BELGIUM	9770	Kruishoutem	www.bleckmann.com		•
BLUE-LINE LOGISTICS	2950	Kapellen	www.bluelinelogistics.eu		•
BOECKMANS BELGIË	2000	Antwerp	www.boeckmans.be		•
BOIS LEJEUNE INDUSTRIAL PACKAGING	4420	Tilleur	www.bois-lejeune.com	•	•
BOLLORÉ LOGISTICS BELGIUM	2000	Antwerp	www.bolloré-logistics.com		•
BPOST	1000	Brussels	www.bpost.be	•	•
BRAIN E-LOG	1440	Braine-Le-Château	www.brain-log.com		•
C.RO PORTS ZEEBRUGGE	8380	Zeebrugge	www.croports.com		•
CARGO-PARTNER BV	2030	Antwerp	www.cargo-partner.com		•
CARTONNERIES DE WALLONIE	6180	Courcelles	www.cartonneriesdewallonie.be		•



ENTITY NAME	ZIP	CITY	WEBSITE	TRANSPORT	LOGISTICS
CB VLAANDEREN	9240	Zelee	www.cb.nl		•
CEVA LOGISTICS BELGIUM	2830	Willebroek	www.cevalogistics.com/country/belgium		•
CICCONI FABBRICATORE PARTNER (CFP)	7110	Houdeng-Goegnies	www.cfpnet.be		•
CILOGIS	8380	Lissewege	www.cilogis.be		•
CITYDEPOT	1083	Brussels	www.citydepot.be		•
CLD	5380	Fernelmont	www.cld.eu		•
CLDN CARGO	2610	Wilrijk	www.cldncargo.com		•
COASTAIR CHARTERING	4460	Grâce-Hollogne	www.coastair.be	•	•
CONUNDR	9860	Oosterzele	www.conundra.eu		•
COPHANA DISTRIBUTION	7110	Houdeng-Goegnies	www.cophana.be		•
CORNEEL GEERTS TRANSPORT GROUP	2110	Antwerp	www.cgeerts.eu	•	•
CSP BENELUX	7110	Houdeng-Goegnies	www.csp-epl.com		•
CSP TERMINAL ZEEBRUGGE	8380	Zeebrugge	www.cspterminals.com		•
DACHSER BELGIUM	2830	Willebroek	www.dachser.be		•
DANSER BELGIUM	2030	Antwerp	www.danser.nl		•
DB SCHENKER	2030	Antwerp	www.dbschenker.com	•	•
DC ENVIRONMENT	6240	Farciennes	www.groupdeclodet.be	•	•
DE GRAVE - ANTVERPIA	2030	Antwerp	www.degrave-antverpia.be	•	
DE RESE TRANSPORT	8000	Bruges	www.tpt-derese.be	•	
DE VLAAMSE WATERWEG	3500	Hasselt	www.vlaamsewaterweg.be	•	
DE VREESE LOGISTIC	9700	Oudenaarde	www.devreese-logistic.be		•
DELIVERY COMPANY	7180	Seneffe	www.my-home-delivery.com		•
DEN HARTOGH CITERNTRANS	9240	Zelee	www.denhartogh.com/contacts/belgium	•	
DENY LOGISTICS	8930	Rekkem	www.denylogistics.com	•	
DFDS GROUP	9000	Ghent	www.dfds.com		•
DHL GLOBAL FORWARDING	1830	Machelen	www.dhl.com/be		•
DIGITRANS	3001	Leuven	www.digitrans.io		•
DILISSEN LOGISTICS	3900	Pelt	www.dilissen-transport.be	•	
DISTRIOG	2830	Willebroek	www.distrilog.be		•
DKT GROUP	3900	Pelt	www.dkt.be		•
DSV GLOBAL TRANSPORT & LOGISTICS	7181	Familleureux	www.dsv.com	•	•
DSV ROAD AIR & SEA SOLUTIONS	2870	Puurs-Sint-Amands	www.dsv.com		•
DUFERCO WALLONIE	7100	La Louvière	www.garocentreterminal.be		•
DVM TRANS	8600	Diksmuide	www.dvmtrans.be	•	
EASYLOG SOLUTIONS	4460	Grâce-Hollogne	www.easylog-solutions-sprl.business.site		•
ECDC LOGISTICS	4460	Grâce-Hollogne	www.ecdc-logistics.com		•
ECS-2XL	8380	Zeebrugge	www.ecs.be		•
ECU WORLDWIDE BELGIUM	2030	Antwerp	www.ecuworldwide.com		•
EQUILOG SERVICES	2980	Zoersel	www.equilogservices.com	•	

PRESENTATION OF THE SECTOR

ENTITY NAME	ZIP	CITY	WEBSITE	TRANSPORT		LOGISTICS	
EURO MARINE LOGISTICS	1780	Wemmel	www.euro-marine.eu			•	
EURO-MEX PLUS	1830	Machelen	www.euro-mex.be			•	
EURONAV	2000	Antwerp	www.euronav.com	•	•		
EUROPORTS	9130	Kallo	www.euroports.com			•	
EUROPORTS INLAND TERMINALS	4020	Liège	www.euroports.com	•	•		
EUROSPRINTERS	2800	Mechelen	www.eurospinters.com			•	
EUROTERMINAL	7700	Mouscron	www.euroterminal.be	•	•		
EUTRACO	8800	Roeselare	www.eutraco.be	•	•		
EUTRACO LOGISTICS	6200	Charleroi	www.eutraco.eu	•	•		
EWALS CARGO CARE	3600	Genk	www.ewals.com			•	
EXMAR	2000	Antwerp	www.exmar.be	•	•		
EZ CARGO	4000	Liège	www.ez-cargo.eu			•	
FAST LINES BELGIUM	2000	Antwerp	www.fast-lines.com			•	
FB LOGISTICS	1830	Machelen	www.fblogistics.be			•	
FIEGE	2870	Puurs	www.fiege.com			•	
FLIGHTWATCH	8400	Ostend	www.flightwatch.be			•	
FLINSTONE TRANSPORT	9042	Ghent	www.tcctruckwash.be			•	
FLYFRESH	1830	Machelen	www.flyfresh.aero			•	
FOODCARE PLUS LOGISTICS	2000	Antwerp	www.foodcareplus.remant.be			•	
FORWARD BELGIUM	2000	Antwerp	www.forwardbelgium.be			•	
FRIGOLANDA COLD LOGISTICS	8501	Kortrijk-Heule	www.frigolanda.com			•	
G. SNEL LOGISTICS	9800	Deinze	www.gsnel.net	•	•		
GARSOU ANGENOT	4890	Thimister-Clermont	www.garsou-angenot.be	•	•		
GEODIS FREIGHT FORWARDING BELGIUM	2100	Deurne	www.geodis.com			•	
GILBERT DECLERCQ	9140	Temse	www.gilbertdeclercq.com			•	
GOBERT ET FILS	7061	Soignies	www.groupegobert.com	•	•		
GOORIS TRANSPORT INTERNATIONAL	1020	Brussels	www.gti.be	•	•		
GOSELIN GROUP	2100	Deurne	www.gosselingroup.eu	•	•		
GROUP GHEYS	2400	Mol	www.gheys.com			•	
GTT TRANSPORT	1830	Machelen	www.gtt.be			•	
H. ESSERS	3600	Genk	www.essers.com			•	
H. ESSERS DISTRIBUTION & LOGISTIQUE	6180	Courcelles	www.essers.com	•	•		
HAMANN LOGISTICS	9230	Wetteren	www.hamann.be			•	
HAVART	4630	Micheroux	www.havart.be	•	•		
HAVI LOGISTICS	2250	Olen	www.havi.com			•	
HAZGO BELGIUM	1830	Machelen	www.hazgo.com			•	
HEYLEN WAREHOUSES	2200	Herentals	www.heylenwarehouses.com			•	
HJF TRANSPORTS	4530	Villers-le-Bouillet	www.hjftransports.be	•	•		
HÖDLMAYR LOGISTICS BELGIUM	3700	Tongeren	www.hoedlmayr.com/en/company/locations/belgium			•	



ENTITY NAME	ZIP	CITY	WEBSITE	TRANSPORT	LOGISTICS
HOSPITAL LOGISTICS	3200	Aarschot	www.hospitallogistics.be		•
HYTCHERS	4032	Chênée	www.hytchers.com		•
ICTS BELGIUM	8380	Zeebrugge	www.icts-group.eu	•	
IFA SKYFAST	1830	Machelen	www.skyfast.be		•
INTERNATIONAL CAR OPERATORS	8380	Zeebrugge	www.icoterminals.com		•
INTERTRANS	8930	Menen	www.intertrans.eu		•
ION LOGISTICS	2920	Kalmthout	www.ionlogistics.eu		•
IPSEN LOGISTICS - BELGIUM	2000	Antwerp	www.ipsenlogistics.com		•
JACOBS LOGISTICS	3700	Tongeren	www.jacobs-logistics.be		•
JENNESCO	4710	Lontzen	www.jennesco.be	•	•
JUBILE INVEST	7710	Houdeng-Goegnies	www.transjubile.be	•	•
KAMD	4140	Sprimont	www.kamd-transport.be	•	•
KATOEN NATIE	2060	Antwerp	www.katoennatie.com	•	•
KTO TRANSPORT & LOGISTICS	8870	Izegem	www.kto.be	•	•
KUEHNE + NAGEL LOGISTICS	2440	Geel	www.kuehne-nagel.com		•
LALEMANT TRUCKING	9000	Ghent	www.lalemant.com	•	
LANDMARK GLOBAL	1931	Zaventem	www.landmarkglobal.com	•	•
LANNUTTI	5190	Mornimont	www.lannutti.com	•	•
LIEGE CARGO AGENCY	4460	Grâce-Hollogne	www.liegecargo.com		•
LIEGE CONTAINER TERMINAL	4031	Angleur	www.liegecontainerterminal.com		•
LINEAS	1030	Schaerbeek	www.lineas.net	•	•
LINEAS INTERMODAL	2600	Antwerp	www.lineas.net	•	•
LOG_VAD BELGIUM	7700	Mouscron	www.logvad.com		•
LOGWIN LOGISTICS	2030	Antwerp	www.logwin-logistics.com		•
LOUWYCK TRANSPORT	7780	Comines	www.louwyck.be	•	•
LUIK NATIE	9130	Kallo	www.luiknatie.be	•	•
LUX LOGISTICS	3840	Borgloon	www.luxlogistics.be		•
LUYCKX INTERNATIONAL	9130	Kallo	www.luiknatie.be	•	
MAGEMAR INTERNATIONAL	4460	Grâce-Hollogne	www.magemar.com	•	•
MAGETRA INTERNATIONAL	4700	Eupen	www.magetra.com	•	•
MAINFREIGHT	9052	Zwijnaarde	www.mainfreight.com		•
MANORA LOGISTICS	2060	Antwerp	www.manora.be		•
MANUPORT	2030	Antwerp	www.manuport-logistics.com		•
MEDLOG	2030	Antwerp	www.msobelgium.com		•
MERVIELDE TRANSPORT	9940	Ertvelde	www.mervielde.be	•	
MEXICO NATIE	2030	Antwerp	www.mexiconatie.com		•
MICHEL LOGISTICS	7110	Houdeng-Goegnies	www.michellogistics.be	•	•
MIDDLEGATE EUROPE	8380	Zeebrugge	www.middlegate.eu	•	•
MIDDLEGATE EXPRESS & LOGISTICS	4460	Grâce-Hollogne	www.middlegate.eu	•	•

ENTITY NAME	ZIP	CITY	WEBSITE	TRANSPORT		LOGISTICS	
MOLENBERGNATIE	2030	Antwerp	www.molenbergnatie.com			•	
MONTEA	9320	Erembodegem	www.montea.com			•	
MOVE INTERMODAL	3600	Genk	www.move-intermodal.com			•	
MOVIANTO BELGIUM	9320	Erembodegem	www.movianto.com			•	
MULTITRA	4821	Andrimont	www.multitra.com	•	•		
NAVITRANS	8500	Kortrijk	www.navitrans.eu			•	
NINATRANS	3001	Leuven	www.ninatrans.eu	•	•		
NIPPON EXPRESS BELGIUM	1830	Machelen	www.nipponexpress.com			•	
NOVA NATIE	2030	Antwerp	www.nova.be	•	•		
ODTH FIRST CLASS LOGISTICS	2830	Willebroek	www.odth.be			•	
PACK CENTER	7180	Seneffe	www.packcenter.be			•	
PANALPINA ADELANTEX	1820	Steenokkerzeel	www.adelantex.com			•	
PANALPINA WORLD TRANSPORT	2030	Antwerp	www.panalpina.com			•	
PAQUET & COMPAGNIE	5590	Dorinne	www.paquetcie.be	•	•		
PIERRE LOGISTIC	1390	Grez-Doiceau	www.groupepierre.com			•	
PORTCONNECT	8380	Zeebrugge	www.portconnect.be			•	
POSTNL BELGIË	2800	Mechelen	www.postnl.be			•	
PROPAC	4000	Liège	www.propac.be	•	•		
PSA ANTWERP	2000	Antwerp	www.psa-antwerp.be			•	
REMITRANS	9400	Ninove	www.remitrans.be	•	•		
RENORY	4031	Angleur	www.renory.be			•	
RHENUS LOGISTICS	2140	Borgerhout	www.rhenus.com			•	
ROGISTER LOGISTIK	4880	Welkenraedt	www.offergeld.de	•	•		
ROTRA AIR & OCEAN	1830	Machelen	www.rotra.be	•	•		
ROYEN EXPRESS	4432	Alleur	www.royenexpress.be	•	•		
SANYGROUP	2960	Antwerp	www.sany.be			•	
SCANFOR	2130	Wommelgem	www.scanfor.be			•	
SEA-INVEST	9042	Ghent	www.sea-invest.com			•	
SEALOGIS FREIGHT FORWARDING	2000	Antwerp	www.sealogisfreightforwardingbelgium.be			•	
SEDIS LOGISTICS BELGIUM	7522	Blandain	www.sedis-logistics.com	•	•		
SERTRANS	1020	Brussels	www.sertrans.be	•	•		
SITRA HOLDING	8900	Ieper	www.sitra-group.com			•	
SMET	1000	Brussels	www.smet.biz	•	•		
SODEMAF	7500	Tournai	www.dufour-energy.com	•	•		
SODITRA-LOGISTIC	6060	Gilly	www.soditra.be			•	
SOMEF	4020	Liège	www.somef.be	•	•		
SOTIAUX INTERNATIONAL	1020	Brussels	www.sotiauxint.eu			•	
STA TRANSPORTS & LOGISTICS	4460	Bierset	www.sta.be	•	•		
STARO TRANS	4701	Eupen	www.starotrans.eu	•	•		



ENTITY NAME	ZIP	CITY	WEBSITE	TRANSPORT	LOGISTICS
STEF LOGISTICS COURCELLES	6180	Courcelles	www.stef-belgium.be	•	•
STRIKE AVIATION BELGIUM	8401	Ostend	www.strike.aero	•	•
STUKWERKERS GROUP	9000	Ghent	www.stukwerkers.com	•	•
SUD-FRESH	6790	Aubange	www.sud-fresh.com	•	•
SUMY	1120	Brussels	www.sumy.be	•	•
TABAKNATIE	2060	Antwerp	www.tabaknatie.be	•	•
TAILORMADE LOGISTICS	9042	Ghent	www.tailormade-logistics.com	•	•
TEMPOLOG BELGIUM	4681	Hermalle-sous-Argenteau	www.tempo-one.com	•	•
TERMINAL CONTAINER ATHUS	6791	Aubange	www.tca.be	•	•
TNPS DELIVER-E	5100	Naninne	www.deliver-e.be	•	•
TNT EXPRESS WORLDWIDE EUROHUB	4460	Grâce-Hollogne	www.tntliege.com	•	•
TRANSGEM	4300	Wareme	www.transgem.be	•	•
TRANSMET	3370	Boutersem	www.transmet.info	•	•
TRANSPORT BODSON	6880	Bertrix		•	•
TRANSPORT DEBROUWER (VAN CAUDENBERG)	1300	Wavre	www.transport-debrouwer.be	•	•
TRANSPORT GHEERAERT	8210	Loppem	www.gheeraert.be	•	•
TRANSPORT JOOSEN	2030	Antwerp	www.transportjoosen.be	•	•
TRANSPORT PIERRET	6840	Longlier - Neufchâteau	www.transport-pierret.be	•	•
TRANSPORT ROOSENS	9130	Kallo	www.roosens.be	•	•
TRANSPORT VAN DELM	2030	Antwerp	www.vandelm.be	•	•
TRANSPORTS DANDOY	1730	Mollem	www.dandoy.be	•	•
TRANSPORTS FRISAYE & GREG TRANSPORTS	4101	Jemeppe-sur-Meuse	www.frisaye.be	•	•
TRANSPORTS G&H FABRY	4890	Thimister	www.fabry.com	•	•
TRANSPORTS INTERNATIONAUX J.M. ROSE	1020	Brussels	www.rose-transport.be	•	•
TRANSPORTS PIERRE	1390	Grez-Doiceau	www.groupepierre.com	•	•
TRANSUNIVERSE FORWARDING- INTERCARGO LOGISTICS	9032	Wondelgem	www.transuniverse.com	•	•
TRANSWEST	8020	Oostkamp	www.transwest.be	•	•
TRIMODAL TERMINAL BRUSSELS	1000	Brussels	www.ttbrussels.com	•	•
TRI-VIZOR	2845	Niel	www.trivizor.com	•	•
TULPIN GROUP	8460	Oudenburg	www.tulpingroup.eu	•	•
VAN DE POEL	2270	Herenthout	www.vandepoel.com	•	•
VAN MIEGHEM LOGISTICS	1480	Saintes	www.vanmieghem.com	•	•
VAN MOER LOGISTICS	2070	Zwijndrecht	www.vanmoer.com	•	•
VANGUARD LOGISTICS	2030	Antwerp	www.vanguardlogistics.com	•	•
VANHEEDE ENVIRONMENTAL LOGISTICS	7040	Quevy-le-Grand	www.vanheede.com	•	•
VERHELST LOGISTICS	8400	Ostend	www.verhelstlogistics.be	•	•
VERSUS	4031	Angleur	www.renory.be	•	•
VERVOIR FRÈRES	4367	Crisnée		•	•
VINCENT LOGISTICS	4040	Herstal	www.vincentlogistics.com	•	•



PRESENTATION OF THE SECTOR

ENTITY NAME	ZIP	CITY	WEBSITE	TRANSPORT	LOGISTICS
VPD TRANSPORT & LOGISTICS	1730	Asse	www.vpd.eu	•	
WALLENIUS WILHELMSSEN SOLUTIONS	8380	Zeebrugge	www.walleniuswilhelmsen.com		•
WDP	1861	Wolvertem	www.wdp.eu		•
WEERTS SUPPLY CHAIN	4460	Grâce-Hollogne	www.weerts.be	•	•
WIJNGAARD NATIE	2030	Antwerp	www.wijngaardnatie.be	•	•
YUSEN LOGISTICS	9120	Melsele	www.yusen-logistics.com/en/europe/benelux		•
ZEUS.AERO	8400	Ostend	www.zeus.aero		•
ZIEGLER	1020	Brussels	www.zieglergroup.com	•	•
ZUIDNATIE	2040	Antwerp	www.zuidnatie.be		•





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