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PRESS RELEASE
The economic importance of the Belgian ports - Flash estimate 2006

To meet the demand for rapidly available indicators on developments at Belgian ports, the National Bank has published, since 2006, a flash estimate based on the annual accounts filed at the end of August at the latest, six months prior to the publication of the annual study containing the exhaustive statistics.

Remark: the figures for 2006 are estimates produced by means of statistical techniques. Consequently, the final figures, which will be published in spring 2008, might be slightly different.

DIRECT VALUE ADDED AT FLEMISH PORTS AND THE LIEGE PORT COMPLEX

(millions of euros – current prices)

	Maritime cluster		Non-maritime cluster		Total	
	2005*	2006 e	2005*	2006 e	2005*	2006 e
Antwerp	2,956.0	2,871.9	6,450.7	6,405.9	9,406.7	9,277.7
Ghent	206.3	227.9	3,285.2	3,261.3	3,491.4	3,489.2
Ostend	101.8	109.7	315.9	328.9	417.7	438.5
Zeebrugge	324.9	347.4	479.8	523.5	804.7	870.8
Liège port complex	24.8	26.7	1,274.6	1,339.0	1,299.4	1,365.7
DIRECT VALUE ADDED	3,613.7	3,583.5	11,806.2	11,858.5	15,419.9	15,442.0

Source: NBB.

DIRECT EMPLOYMENT AT FLEMISH PORTS AND THE LIEGE PORT COMPLEX

(full-time equivalents)

	Maritime cluster		Non-maritime cluster		Total	
	2005*	2006 e	2005*	2006 e	2005*	2006 e
Antwerp	24,848	26,261	38,407	38,471	63,255	64,732
Ghent	2,128	2,173	25,944	25,982	28,072	28,156
Ostend	1,414	1,362	3,150	3,333	4,564	4,696
Zeebrugge	4,578	5,038	6,088	6,144	10,666	11,181
Liège port complex	379	424	11,506	11,294	11,885	11,718
DIRECT EMPLOYMENT	33,347	35,258	85,094	85,224	118,442	120,482

Source: NBB.

e = estimates

* the minor differences compared with the figures previously published are due to additional improvements.

Comment

The estimates for 2006 reveal an overall stabilisation of the value added, after a year 2005 marked by a sharp rise. The value added of the enterprises established in the ports of Ostend, Zeebrugge and Liège rose nevertheless by some percentage points. After years of continuous growth, the decline noted at Antwerp, particularly in the maritime branches, was mainly caused by a status quo, if not a fall, in the results of the shipping companies, and in the depreciation expense.

As regards employment, it increased in most ports, except in the Liège port complex, where a moderate drop was observed.

Value added 2000-2006e

Employment 2000-2006e



