

# zeebrugge port information handbook



1983

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139







# President's Introduction

Zeebrugge is in full development.

The port has acquired world reknown mainly for unit loads: for the handling of container and ro/ro-vessels, both for services to Great Britain and Scandinavia and for intercontinental services.

Today, Zeebrugge is one of the most important ports in Europe for general cargo. In other fields too, the port's activities are considerable.

These results were achieved, thanks to its seaboard location and modern equipment, and particularly to the dedication of the labour force and the reliability of the port services.

But Zeebrugge also is one of the great building sites of Europe.

The year 1983 will be a milestone in its history: a new sealock will give access to a new inner port.

In addition, the new outer harbour will become operational in 1986. In this way the country will add a new dimension to its port infrastructure and so safeguard its future role in maritime traffic.

This publication intends to provide precise information to port users and potential customers. At the same time, it is an invitation to get acquainted more closely with this working community.

For a port is not only an area where commodities are handled; it is also a place where people meet, work together, learn to know and to appreciate each other.



**Fernand Traen**  
President.







# 2

## Historical Synopsis

<b>1877</b>	November	"Over eene rechtstreeksche verbinding van Brugge met de zee" (On a direct link of Bruges with the sea) published by Baron A. De Maere-Limnander.
<b>1891</b>	March 25	Installation of the "Commission mixte de Bruges Port de Mer" (Mixed Committee Bruges-Seaport), which on
	September 20	invites designs for the construction of a seaport at Bruges with an outlet to the sea via Heist.
<b>1892</b>	March 31 November 24	Opening of the entries. Approval of the design introduced by Messr. Coiseau and Cousin.
<b>1894</b>	June 1	Convention concluded between the Belgian Government, the City of Bruges and Messrs. Coiseau and Cousin for the construction of the harbour complex along the lines of their approved project.
<b>1895</b>	August 23 September 6 September 13	Approval by the Chamber of Representatives and by the Senate, of the above mentioned convention. Publication in the Official Gazette of the law concerning approval of the convention.
	November 25	Foundation of the "Compagnie des Installations Maritimes de Bruges" (now: "Maatschappij van de Brugse Zeevaartinrichtingen", or in short M.B.Z.) the Bruges Port Authority.
<b>1907</b>	July 23	Official inauguration of the harbour complex by His Majesty King Leopold II.
<b>1924</b>	April 23/24	Establishment of the "Société Belgo-Anglaise des Ferry-Boats" (Anglo-Belgian Company of Ferry-Boats) and inauguration of the first trainferry service between Zeebrugge and Harwich.
<b>1953</b>		Opening of the trainferry terminal in the outer port.
<b>1962</b>		Call of the first Sinclair tanker and inauguration of the Prince Philip Dock.
<b>1966</b>	March 16	Start of the first carferry service between Zeebrugge and Dover.
<b>1968</b>	March 19	Call of the first container vessel on the Zeebrugge-Harwich run.
	May 9	Call of the first VLCC for Texaco Oil Company.
	June 21	Official inauguration of the Short-Sea Container Terminal.
<b>1970</b>		Government decision in favour of the extension of the port of Zeebrugge.
<b>1971</b>	June 10	Official inauguration of the "Ocean Containerterminal Zeebrugge".
<b>1972</b>	March 1	Start of the construction of the new sealock.
<b>1976</b>	September	Approval by the Government of the framework contract for the construction of the outer port.
<b>1980</b>	August 9	Government decision on the final dimensions of the new outer port.



## 3.1 Legal basis

The Port of Brugge-Zeebrugge is managed and operated by the "Maatschappij van de Brugse Zeevaartinrichtingen" (M.B.Z.), under a joint concession from the Belgian State and the City of Bruges.

## 3.2 Structure of M.B.Z.

The M.B.Z., founded on November 25, 1895, has the legal status of a "limited company"; but in its quality of "institution of public utility", it is a semi-official body and is placed under the supervision of the Minister of Public Works.

The highest authority is the General Assembly of Shareholders. The board of Directors counts at least 5 and, at most, 15 members; two of them are appointed directly by the Belgian Government, two other directly by the City of Bruges; the remaining members are appointed by the General Assembly of Shareholders. Directors are appointed for a period of 6 years and are reeligible.

The Board elects a President among its members, who also acts as Deputy-Director.

Control by the Higher Authority is exercised by an Auditor of the Government (Ministry of Public Works) and by a Representative of the Minister of Finance.

The College of auditors is appointed by the General Assembly; its strength is at least 3 and at most 5 members. Daily Management is performed by the President-Deputy-Director in collaboration with the General Manager and the Inspector-General, and assisted by the department heads.



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### 3.3 Organization

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#### **General Assembly of Shareholders (G.A.S.)**

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##### **Board of Directors (B.D.)**

2 appointed by the Belgian Government (\*)

2 appointed by the City of Bruges (\*\*)

11 appointed by the G.A.S.

President – Managing Director: *Fernand Traen\*\**

Members: *Albert Claes, Jean Cousin,  
Johan Demoen\*, Louis Gilles,  
Etienne Hurtecant\*\*,  
Robert Jonckheere, Jean Leclercq,  
Paul Nicod, Hendrik Olivier,  
Robert Simoen\*,  
Philippe Van den Borre,  
Marcel Vandewiele, Olivier Vanneste*

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**Auditor of the Government** *Eric Stroobants*

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**Representative of the Minister of  
Finance** *Frans Schenk*

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##### **College of Auditors**

(5 members, appointed by the G.A.S.)

*André Goossens, Pieter Leys,  
Emile Tytgadt,  
Andries Van den Abeele,  
Johan Van Oostveldt*

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**Revisor** *Ernest Couckuyt*

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##### **Management**

General Manager: *Maurice Michiels*  
Inspector-General: *Jan Eerdeken*

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##### **Departments**

Administration: *Johan Kimpe, Assistant Adviser*  
Financial Department: *Raymond Valcke,  
Administrative Secretary*

Commercial Department and  
Public Relations: *Louis Vande Kerckhove, Adviser*  
Harbour Master's Office: *René Van Havere,  
Senior Harbour Master  
Robert Creyne, Harbour Master*  
Technical Department: *Jean Decort, Adviser  
Donald Duthieuw, Project-leader*

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## 3.4 Addresses

### **Head Office:**

Louis Coiseaukaai 2  
B-8000 Brugge  
Tel. 050 - 33.52.24 (6 l.)  
Tlx. 81.201 porbrg b  
Telegrams:  
Ports Brugge B  
V.A.T. 205.097.392  
Register of Commerce: 95 (Brugge)

### **Harbour Master's Office:**

Carferry Building 301  
Doverlaan 7  
B-8380 Zeebrugge-Brugge 5  
Tel.  
050 - 54.42.63  
050 - 54.41.70 (Port Control)  
050 - 54.69.29 (Port Administration)  
Tlx. 81.205 porzrg b

### **Sealock operations:**

Kapitein Fryattstraat 1  
B-8380 Zeebrugge-Brugge 5  
Tel. 050 - 54.40.12

### **Technical department Zeebrugge:**

Zeestation:  
Leopold II-Mole 25  
B-8380 Zeebrugge-Brugge 5  
Tel. 050 - 54.42.64

Mole gate watchmen:  
Tel. 050 - 54.47.67

Swedish Quay gate watchmen:  
Tel. 050 - 54.47.67

Slipway, Prince Philip Dock:  
Tel. 050 - 54.62.64

Bridge "Herdersbrug" at Dudzele:  
Tel. 050 - 54.47.67

#### 4.1 Geographical position

Zeebrugge lies directly at the Belgian coast of the North Sea, 22.4 km West of the mouth of the Scheldt estuary, 10 km West of the Dutch-Belgian border.

Geographical coordinates  
(lighthouse Mole):  
51°20'N – 03°12'E.

Administratively, Zeebrugge belongs to the City of Bruges.

#### 4.2 Maritime access

**Approach:**

starts at A.1 buoy, 14 miles N.W. of the port (co-ordinates: 51°22'30"N, 2° 53'30"E).

Fairways: "Het Scheur" – "Ribzand" – "Wielingen".

**Access Channel:**

"Pas van het Zand", beaconed;  
4,600 m long, 500 m wide;  
depth Z (– 11 m) LLWS over a width of 300 m; direction NW-SE.

**Tidal currents:**

rising tide: direction SW-NE  
average velocity: 2 knots  
outgoing tide: direction NE-SW  
average velocity: 2 knots

**Tidal discrepancies:**

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• mean tide:

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+ 4.35 m at HW  
+ 0.70 m at LW  
+ 4 m from 50 min before HW  
to 1.20 hr after HW  
+ 3 m from 1.40 hr before HW  
to 2.50 hr after HW

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• spring tide:

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+ 4.70 m at H.W.  
+ 0.40 m at L.W.

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• neap tide:

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+ 3.82 m at HW  
+ 1.05 m at LW

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**Wireless traffic:**

• Ostend Radio for all messages  
VHF channel 16

• pilotage:

A1 buoy: VHF channel 6

Port entrance: VHF channel 9

• port control: VHF channel 13

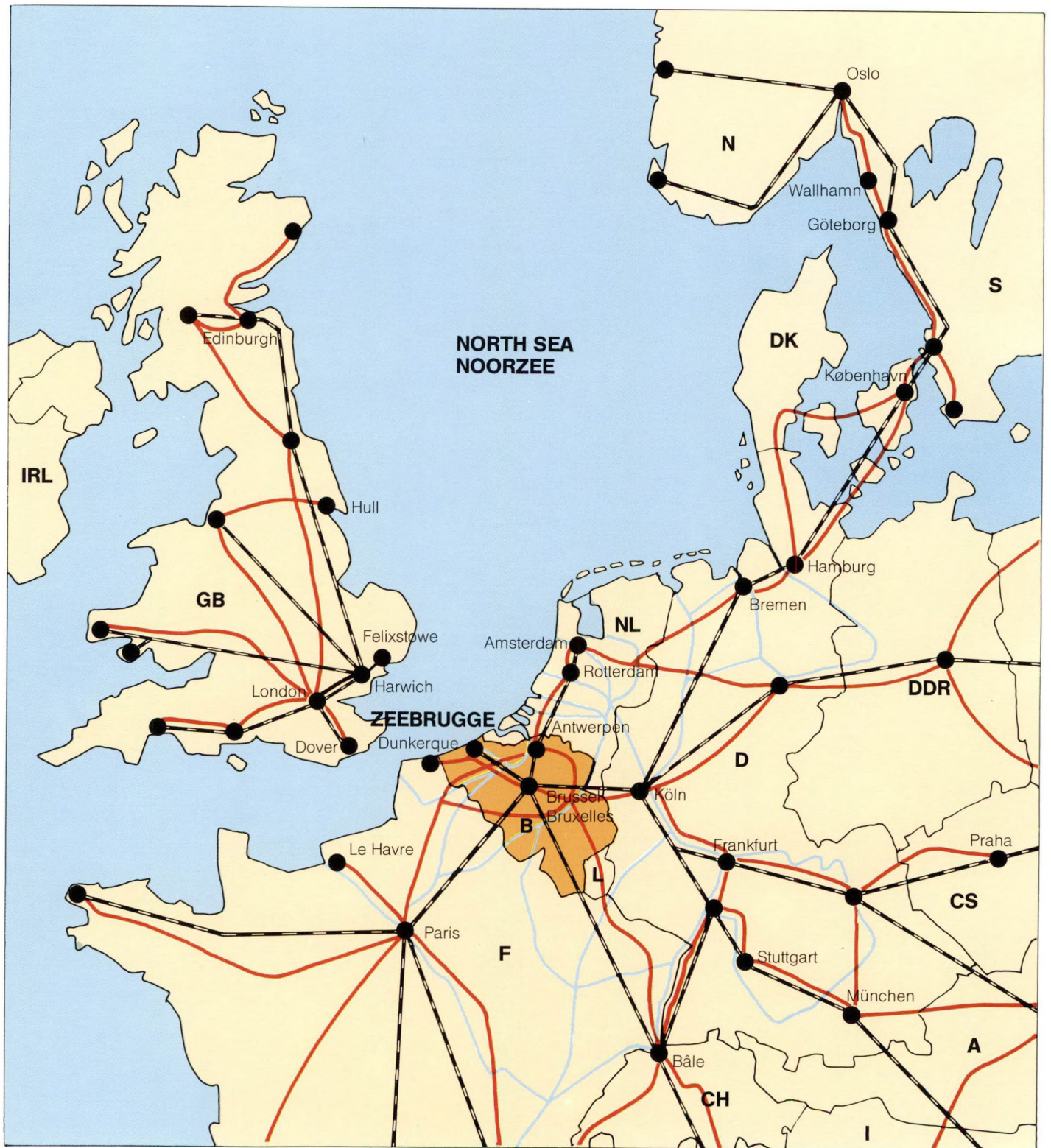
• tugs: VHF channel 13

**Lighthouses:**

• port entrance (top Leopold II-mole):  
uninterrupted white light; occultation:  
15 sec (12 sec light, 3 sec darkness)  
visible at 25 kms;

• leading lights (indicating channel  
axis): two superposed fixed white  
lights, visible at 9.5 kms.







4.3  
Port subdivision

• Semaphore:

	Entrance prohibited	Departure prohibited	All traffic suspended
<b>Day</b>	● sphere ▲ cone p. up ● sphere	▼ cone p. down ▲ cone p. up ▼ cone p. down	▼ cone p. down ▲ cone p. up ● sphere
<b>Night</b>	● red ○ white ● red	● green ○ white ● green	● green ○ white ● red

**Pilotage:**

- from Al-light buoy (14 miles NW of the port; co-ordinates: 51°22'30"N, 02°53'30"E) or
- from Zand-1 buoy (entrance "Pas van het Zand")
- applications to pilot station "Wandelaar", via Ostend Radio, VHF channel 16
- addresses Pilotage Service: Ostend:  
Sir Winston Churchillkaai 2,  
B-8400 Oostende  
Tel. 059 - 70.77.01/02/03

Zeebrugge:  
Loodswezenstraat 30  
B-8380 Zeebrugge-Brugge 5  
Tel. 050 - 54.50.72

**Towage:**

- from Zand-1 buoy
- permanently available:  
4 tugs, bollard pull from 1,500 to 4,000 HP (19 to 43 tons);  
2 tugs in inner port (bollard pull 400 and 1,000 HP)
- extra tugs available on request
- applications to U.R.S. (address below), via Ostend Radio, VHF, channel 13
- Address Towage Service:  
Unie van Reddings- en  
Sleepdiensten (U.R.S.)  
c/o Ruys & Co  
Leopold II Mole 2  
B-8380 Zeebrugge-Brugge 5  
Tel. 050 - 54.42.60  
Tlx. 81.332

**Salvage:**

- via Ostend Radio, VHF channel 13
- operated by U.R.S. (see Towage, above)

**Water salinity:**

- 1,025

The port installations of Brugge-Zeebrugge cover a total net area of 582.5 ha

**The three main port areas are:**

- the outer port at Zeebrugge, 120 ha
- the inner port at Zeebrugge + the sea canal (Baudouin canal) from the sea lock up to the "Herdersbrug" (road bridge) at Dudzele, 142.5 ha
- the Baudouin canal (from the "Herdersbrug" at Dudzele to the lock at Bruges) and the inner port at Bruges (comprising the new industrial area "Herdersbrug"), 320 ha.





# 4.4 The outer port at Zeebrugge

(See map, page 12)

## 1 The Harbour Mole or Leopold II-mole, area 11 ha.

The outer port and the roadstead are protected by a concrete massive breakwater, with a quarter circle shape.  
Total length:  
2,487 m, of which 1,571 m of quayage, fronting the roadstead.  
width: 74 m

Subdivision and equipment of the Mole

### Quays

Number	Length	Water depth
1, 2, 3	450 m	10.50 m LLWS
3, 5, 6 (partly)	375 m	9 m LLWS
6 (partly)		
7, 8, 9	746 m	7.20 m LLWS

Cranes: 13 electric travelling cranes

Number	Lifting capacity	Reach
6	8 t	24.50 m
5	8 t	32 m
	16 t	16 m
2	3 t	26.25 m

Sheds: total area: 8,700 m²

Number	Dimensions	Floor area
I	25 x 25 m	625 m²
II	50.40 x 15 m	776 m²
III	35 x 25 m	875 m²
IV	25 x 25 m	1,250 m²
V	60 x 20 m	1,200 m²
VI	125 x 15 m	3,983 m²

Open air storage: approx. 4 ha

Other installations :  
Bunkering station:  
5 tanks, total capacity 20,450 m³  
(bunkering from lighter, however, is possible on all quays).  
(see 6.9.1)

Gasfreeing station:  
(near bunkering station);  
capacity 4,000 m³ in gaseous nitrogen (see 6.9.2)  
  
Maritime station:  
• equipped for the embarkation and disembarkation of cruise-ship passengers (hall, banking services, refreshment rooms, etc.);  
• restaurant (capacity: two rooms with approx. 100 persons each)

Tank storage for molasses:  
10 tanks with a total capacity of 87,350 tons  
  
Berths for tugs:  
4 berths for tugs in stand-by at quays nrs 9 and 10.

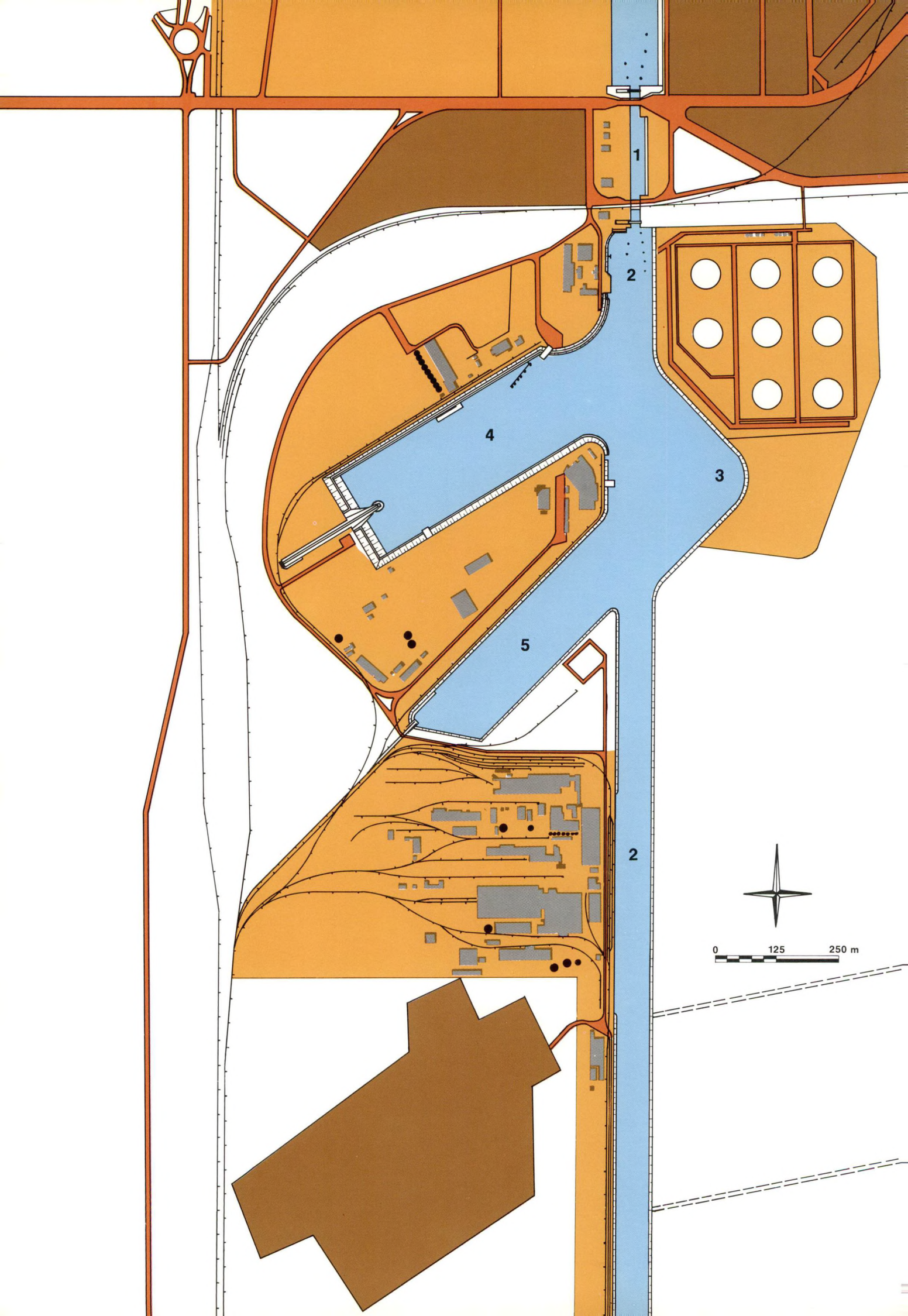
## 2 The carferry terminal

Area:  
3.5 ha (for extension, see 8.2.3)  
Quays 10, 11, 12:  
2 public ro/ro berths  
Quay 13: 1 private berth  
Technical description: see 6.2.1.

## 3 The Western Peninsula

Area: 18 ha  
Total quay length:  
1,615 m, of which 1,525 m with a water depth of Z (– 13 m) LLWS;  
quay height 8 m above LLWS  
West quay:  
quay n° 13: 90 m of connecting quays  
quay n° 14, 15: 715 m for Ocean Containerterminal Zeebrugge  
North quay:  
quay n° 16: 205 m for OCZ and waiting quay  
East quay: quay n° 17, 18, 18a:  
595 m; terminals for the discharge of crude oil and refined products.







**4**  
**The Train Ferry Terminal (T.F.T.)**

Area: 4 ha  
Quay n° 19: berth for trainferry ships  
water depth: Z (– 6.70 m) LLWS.

**5**  
**The Short-Sea Container Terminal (S.C.T.)**

Area: 9.5 ha  
Quays n° 21, 22: length 270 m;  
terminal for charging/discharging  
container vessels  
water depth: Z (– 7 m) LLWS  
quay height: Z (+ 7.30 m) LLWS.

**6**  
**The Swedish Quay**

Area: 12.4 ha  
Quays: B, C + reserve quay:  
length 825 m  
water depth: Z (– 18 m) LLWS  
quay height: Z (+ 8 m) LLWS  
Includes SeaRo terminal

Note:  
The prince Albert Dock and the Tidal  
Dock form no part of the MBZ  
concession. They are part of  
the Zeebrugge fishing harbour which  
is managed and operated by the City  
of Bruges.  
Address:  
Stedelijke Vismijn,  
Vismijnstraat,  
B-8380 Zeebrugge-Brugge 5  
Tel. 050 - 54.41.20

**4.5**  
**The inner port at  
Zeebrugge**

(See map, page 16)

**1**  
**The sealock**

Length: 210 m  
Width: 19.70 m  
Sill depth: Z (– 5.50 m) LLWS.  
The water level in the Baudouin canal  
is at Z (+ 3.50 m); according to  
the level of the tide in the outer port,  
the usable water depth in the lock  
varies between 5.50 and 9 m.

**2**  
**The Baudouin canal**

Length between the sealock to  
the bridge at Dudzele: 5.5 km  
Width at water surface: 70 m  
Width at bottom: 22 m  
Depth: 8 m = Z (– 4.50 m) + canal  
level Z (+ 3.50 m).  
Quays, with a length of 450 m, in  
front of the Coke and Glass works.

**3**  
**The turning area**

Length: 500 m  
Width: 175 m  
Depth: 8 m

**4**  
**The Prince Philip dock**

Length: 560 m  
Width: 200 m  
Depth: 8.40 m

**5**  
**The former Ferrydock**

Length: 500 m  
Width: 130 m  
Depth: 8 m

**4.6.**  
**The inner port  
at Bruges**

**1**  
**The Baudouin canal**

Length between the bridge at  
Dudzele to the entrance of the  
West dock: 4.950 km  
Width at water surface: 125 m  
Width at bottom: 77 m  
Depth: 8 m

**2**  
**The East dock**

Length: 370 m  
Width: 90 m  
Depth: 8 m

**3**  
**The West dock**

Length: 550 m  
Width: 90 m  
Depth: 8 m

**4**  
**The Industrial dock**

Length: 1,080 m  
Width: 125 m  
Depth: 8 m

**5**  
**The junction lock**

Length: 115 m  
Width: 12 m  
Sill depth: 4 m





6  
Equipment

Quays

Number	Dock	Length
1 - 2 - 3 (Quenastkaai)	East dock	389 m
4 - 5 (KaaP Hoorntkaai)	East dock	228 m
6 (Albertakaai)	East dock	148 m
7 - 8 - 9 (Graaf Visartkaai)	West dock	315 m
10 - 11 - 12 - 13 - 14 (Julius Sabbekaai)	West dock	520 m

Total quay area: 35,000 m<sup>2</sup>  
Total length of embankments (including quays): 13,080 m

Sheds

Number	Dimensions	Floor area
I	150 x 15 m	2,250 m <sup>2</sup>
II	130 x 30 m	7,800 m <sup>2</sup>
III	60 x 30 m	1,800 m <sup>2</sup>
IV	50 x 30 m	1,500 m <sup>2</sup>
V	40 x 26 m	1,040 m <sup>2</sup>
VI	96 x 60 m	6,000 m <sup>2</sup>
VII	20 x 30 m	600 m <sup>2</sup>
X	40 x 25 m	1,000 m <sup>2</sup>

Total area 21,990 m<sup>2</sup>

Open air storage area: approx. 25 ha

Cranes

Number	Make	Lifting capacity	Reach
2	BM	5 t	32 m
2	BM	8 t	32 m







5.1  
Port of call for various North Sea freight and passenger services, mainly to and from Great Britain and Scandinavia

Located at the sea-board, Zeebrugge is especially suited for all forms of modern, quick turn-round traffic. However, it is also a multi-purpose port and plays an important role in the Belgian economy. These functions vary widely.

More than:  
120 sailings per week or 6,000 per year  
5 million tons of cargo  
2.3 million passengers.

Evolution

Year	Number of sailings	Cargo (x 1,000 t)	Passengers (x 1,000)	TEU's (number)
1970	2,750	1,805	498	± 92,000
1975	4,888	3,596	1,164	112,500
1980	6,805	5,414	2,305	108,200

Regular services calling at Zeebrugge

	Operated by	Number sailings	Type of service
Zeebrugge-Harwich	British Rail	2 or 3 per day	Trainferry (freight and passengers)
Zeebrugge-Dover	Townsend Thoresen	8 to 10 per day	Carferry (freight and passengers)
Zeebrugge-Felixstowe	Townsend Thoresen	3 per day	Carferry (freight and passengers)
Zeebrugge-Hull	North Sea Ferries	1 per day	Carferry (freight and passengers)
Zeebrugge-Wallhamn	North Sea RoRo AB	4 per week	Ro/ro (freight only)
Zeebrugge-Oslo	North Sea RoRo AB	2 per week	Ro/ro (freight only)
Zeebrugge-Harwich	British Rail	2 per day	container (freight only)



5.2

Base port for intercontinental container  
and ro/ro services

Regular deep sea services calling at Zeebrugge

Operated by	Number of sailings	Ports of call
<i>Australia/New Zealand</i>		
A.N.Z.E.C.S.	every 10 days	Fremantle, Melbourne, Sydney, Auckland, Wellington, Lyttelton, Port Chalmers
A.C.T./A.N.L.	every 10 days	Fremantle, Melbourne, Sydney, Auckland, Wellington, Lyttelton, Port Chalmers
A.B.C. Container Line	every 3 weeks	Melbourne, Sydney, Fremantle, Adelaide, Brisbane + U.S. Gulf Ports: New Orleans, Houston and Savannah
ScanCarriers A/S	every month	Fremantle, Adelaide, Melbourne, Burnie, Sydney, Newcastle, Brisbane, Townsville, Auckland, Napier, Timaru and Jeddah
<i>North America</i>		
<i>Pacific Coast</i>		
Johnson Scanstar	every week	Long Beach, Los Angeles, Oakland, Stockton, Sacramento, Vancouver, Seattle, Portland
<i>Caribbean Islands</i>		
Carol	every week	Bridgetown, Port-of-Spain, Willemstad, Oranjestad, Ponce, Rio Haina, Port-au-Prince, Kingston, Santo-Tomas-de-Castilla, Puerto Cortes

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### ***Africa***

Africatainers S.N.C.D.V.	every 2 weeks	Abidjan, Apapa, Téma, Lomé, Cotonou, Douala, Libreville, Port Gentil, Pointe Noire
Woermann Linien D.A.L.	every 2 weeks	Abidjan, Apapa, Téma, Lomé, Cotonou, Douala, Libreville, Port Gentil, Pointe Noire
East Asiatic Cy	every 2 weeks	Dakar, Freetown, Monrovia, Abidjan, Téma, Lomé, Lagos, Apapa, Douala, Las Palmas de Gran Canaria, Santa Cruz de Tenerife
O.T. Africa Line AB	every 2 weeks	Dakar, Abidjan, Téma, Lagos/Apapa + other ports
Safcon (Saecs)	every 5 days	Durban, Port Elisabeth, Cape Town.

### **Evolution of intercontinental container traffic**

Year	Number of ships	Cargo (x 1,000 t)	Number of TEU's
1975	198	404	± 40,000
1980	342	905	72,800
1981	366	1,005	88,800





5.3  
Port of charge  
and discharge for raw materials  
and energy products

Year	Tonnage liquid fuels (x 1,000 t)	Tonnage solid fuels (x 1,000 t)	Building materials (x 1,000 t)
1970	5,981	456	668
1975	6,315	276	958
1980	5,424	374	1,781

5.4  
Transshipment port  
for conventional general cargo

Year	Tonnage of conventional cargo (x 1,000 t)
1970	172
1975	196
1980	196

5.5  
Passenger port, with a wide range of sailing  
possibilities to Great Britain  
Also embarkation for international cruises

Year	Passengers (x 1,000)
1970	510
1975	1,170
1980	2,314







# 6

## Technical Characteristics of the various Terminals

### 6.1 Train Ferry Terminal (T.F.T.)

#### *Operation and Management:*

Belgisch-Engelse Vennootschap der Ferry-Boats

#### Head Office:

Frankrijkstraat 85  
B-1070 Brussel  
Tel. 02 - 524.01.08  
Tlx. 23.584 ferybo b

#### Terminal Office:

Loodswezenstraat  
B-8380 Zeebrugge-Brugge 5  
Tel. 050 - 54.47.91  
Tlx. 81.120

**Area:** 4 ha

Water depth: Z (– 6.70 m)

#### *Description of the berth:*

##### • Slope:

length: 195 m  
width: 25 m  
inclination: 1%  
equipped with two tracks

##### • Loading ramp:

length: 50 m  
width: 9.60 m  
inclination: 4%  
max. load: 600 kg/m<sup>2</sup> (125 lbs/sq.ft)

##### • Berth cage:

semicircular; cross section 18.50 m, with special provisions to safely accomodate train ferries for loading and unloading operations

##### • Ships:

max. length allowed: 163 m  
max. width allowed: 18.50 m  
normal draft: 4 m

##### • Terminal area:

parking for 250 cars. Additional fenced area for a further 850 cars

##### • Terminal building:

office accomodation, terminal services and customs control.

### 6.2 Carferry terminals

#### **6.2.1 Outer port terminal**

#### *Operation and management:*

MBZ

#### Head office:

L. Coiseaukaai 2  
B-8000 Brugge  
Tel. 050 - 33.52.24  
Tlx. 81.201

Harbour Master's Office, port control and administration:

Carferrybuilding, Doverlaan 7  
B-8380 Zeebrugge-Brugge 5  
Tel. 050 - 54.42.63/54.41.70/54.69.29  
Tlx. 81.205

**Present Area:** 3.5 ha  
(for extension, see 8.2.3.1)

#### *Description:*

##### • Ramps:

number: 2  
length: 53 m  
width of the bridge, including two separate protected footpaths for passengers: 7.10 m  
max. load capacity: 400 kgs/m<sup>2</sup>  
(heavy articulated loads to a maximum of 60 tons with an axle load of 20 tons over 4 wheels)

##### • Berths:

number: 2, on both sides of a line of 6 dolphins with a diameter of 10 m, linked with a gangway  
length: 145 m  
water depth: Z (– 7 m) LLWS

##### • Ships:

max. length allowed: no limitation  
max. beam allowed: 21.20 m with the ship's axis in line with the ramp axis (ships of 33 m beam, however, can berth obliquely, or out of axis)

##### • Bridge complex and jetty:

each bridge moves between two bridge piers which serve as bases for the hoisting towers. The jetty is protected by two buffer fenders (steel diaphragms of 7 by 10 m each, with two rubber "giant fenders").

Both main bridges rest on sliding hinges on the land side.

They are slug in cables with counterweights and can always be lifted immediately, even during power cuts. The lifting speed is 0.20 m/sec.

• The connection between the main bridge and the ship is by means of a drawbridge (length 4.50 m, width 3.32 m) which is lowered either directly onto the ship's loading deck or onto an interposed pontoon (in case the ship itself is equipped with a drawbridge).

• The ramps are controlled from the engine rooms by means of two closed circuit TV-cameras which show the position of the main bridge and the drawbridge.

• The terminal area has a capacity of 600 cars and is divided into separate waiting lanes for incoming and outgoing traffic.

• Handling of unaccompanied vehicles, containers and special cargoes can be done with tugmasters(5,800 cc) and fork lift trucks (ranging from 2 to 15 tons).

• The terminal building (65 by 30 m, three storeys) contains office accomodation for the harbour master services, customs and immigration officers, shipowning companies, ship agencies, shipping companies. Spacious, up-to-date accommodation ensures passenger comfort: waiting hall with video, restaurant and cafeteria (capacity 200 people) exchange, etc.







## 6.3 Container terminals

### 6.2.2 Inner port terminal

#### *Operation and management:*

North Sea Ferries (Belgium) nv  
Lanceloot Blondeellaan 5  
B-8380 Zeebrugge-Brugge 5  
Tel. 050 - 54.56.01  
Tlx. 81.322

**Area:** 5.50 ha

#### *Description:*

- Bridge:  
length: 24 m  
width: 7.80 m  
max. load: 60 tons in articulated vehicles, with a max. of 20 tons per axle  
operation: from a fixed jetty (the water level variations in the Prince Philip dock, max. 0.70 m, being absorbed by the ship's ramp).

- Ships:  
max. length (limited by sea lock dimensions): 205 m  
max. beam (idem): 19 m  
max. width of bow ramp: 8 m

- Terminal area:  
divided into separate areas for freight traffic (100 lorries and trailers and 50 passenger cars)

- Handling of unaccompanied vehicles:  
containers and special loads: by means of tugmasters, forklift trucks, tractors and a mobile crane of 30 tons.

- The terminal building (40 by 24 m) accommodates the North Sea Ferries booking offices and administration, customs offices and passenger hall (capacity: 150 people).

### 6.3.1 The Short Sea Container Terminal (S.C.T.)

#### *Operation and management:*

Belgisch-Engelse Vennootschap der Ferry-Boats

#### Head Office:

Frankrijkstraat 85, B-1070 Brussel  
Tel. 02 - 524.01.08  
Tlx. 23.584

#### Operations Office:

Loodswezenstraat  
B-8380 Zeebrugge-Brugge 5  
Tel. 050 - 54.52.11  
Tlx. 81.110

**Area:** 8 ha

#### *Description:*

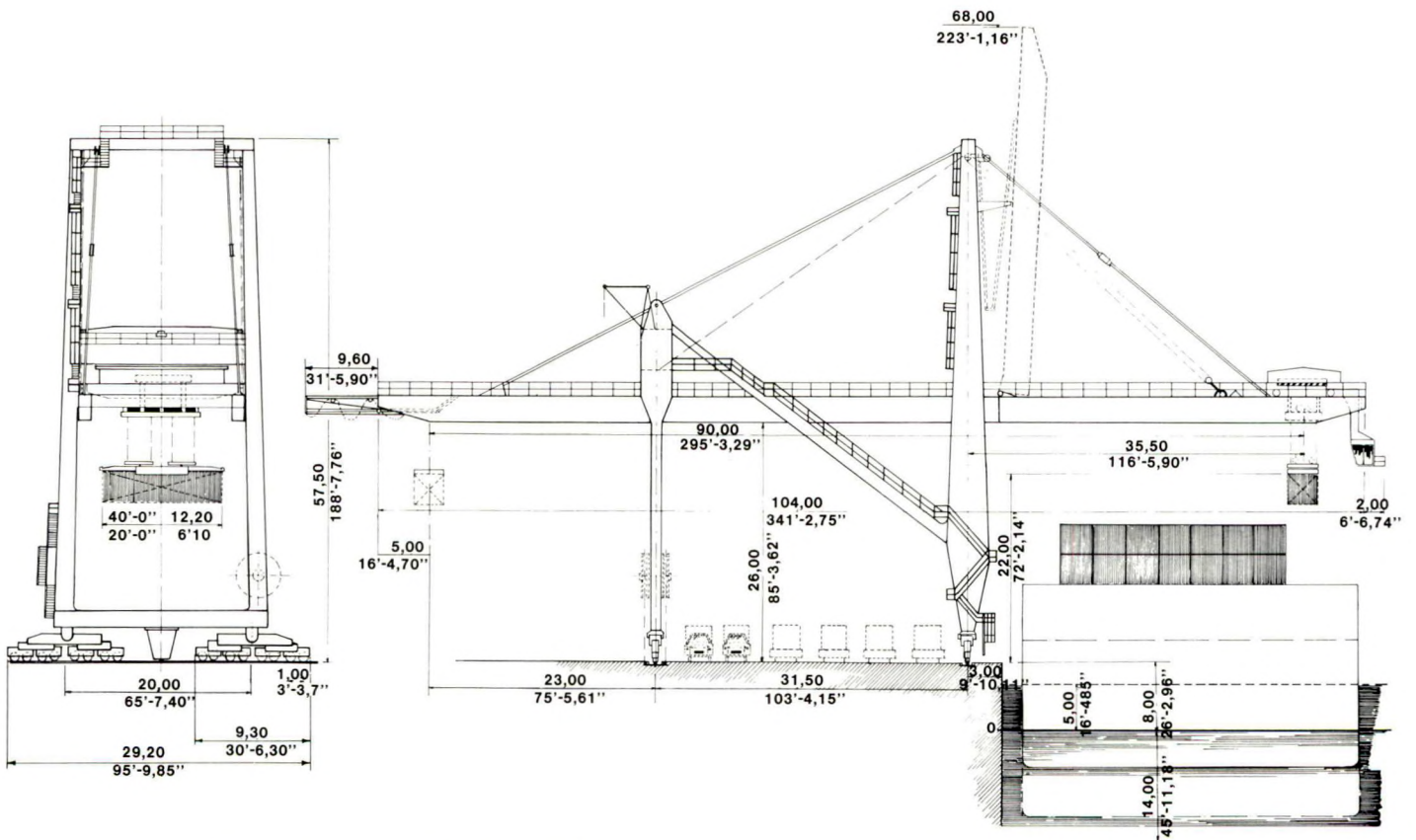
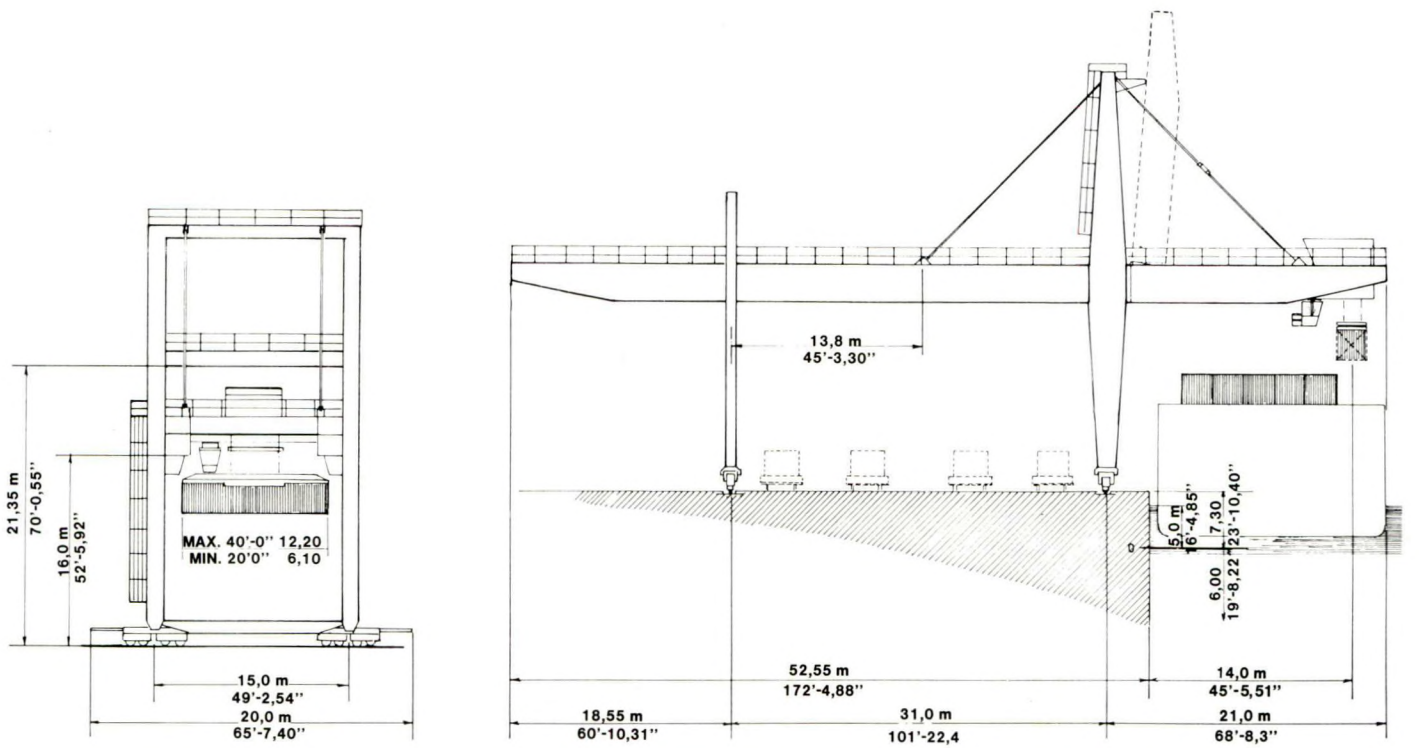
- Quays:  
length: 270 m  
width: 53 m + 26 m handling area  
waterdepth: Z (− 7 m) LLWS  
quay height: Z (+ 7.30 m) LLWS  
two berths for container vessels

- Gantry cranes:  
number: two  
make: Peiner, with double headbeam  
lifting capacity: 30 tons s.w.l.  
length of the headbeam: 70.50 m of which 18 m overspan the water  
intermediate width of headbeams: 15 m  
portal height: 21.35 m  
rail width: 31 m  
max. lifting height above HHWS: 15 m  
max. depth under LLWS: 6 m  
max. reach beyond seaward fenderedge: 14 m  
max. hoisting speed: 35 m/min.  
max. speed of longitudinal travel: 50 m/min  
spreader: dead weight: 9 tons  
automatically adaptable to I.S.O. container dimensions 20 ft, 30 ft, 40 ft.

railway tracks served by the cranes  
number: four, parallel with the quay and under the cranes  
total length: 1,124 m (4 x 281 m)  
capacity: 160 rail cars  
terminal area: 5 ha  
capacity: 2,200 TEU's

- further terminal equipment:  
parking containers:  
two Peiner straddle carriers  
lifting capacity: 30 tons  
handling of special loads:  
fork lift trucks and tractors  
rail car shunting:  
ASEA shunting device (see 6.3.2).





6.3.2  
Ocean Container Terminal  
Zeebrugge (O.C.Z.)

Operation and management:  
Belgisch-Engelse Vennootschap der  
Ferry-Boats

Head Office:  
Frankrijkstraat 85  
B-1070 Brussels  
Tel. 02 - 524.01.08  
Tlx. 23.584

Operations Office:  
New Yorklaan  
B-8380 Zeebrugge-Brugge 5  
Tel. 050 - 54.52.71  
Tlx. 81.277

Area: 15 ha  
of which 14 ha for the actual terminal  
(3.50 ha front quay, 10.50 ha rear  
quay, parkings and buildings)  
1 ha for access railway yard

Description:  
• Quays:  
length: 1,020 m  
West quay: 725 m + 90 m  
connecting quay  
North quay: 205 m  
width:  
front quay: 55 m  
rear quay: 140 m average  
height: 8 m above LLWS  
water depth: Z (– 13 m) LLWS

• Gantry cranes

Number: 3	2 Munck (double headbeam)	1 Boomse Metaalwerken (monorail type)
lifting capacity (s.w.l.) (spreader with dead weight 10 tons not included)	45 tons	30 tons
length of headbeam(s)	104 m	101 m
outreach beyond fender	37 m	35 m
backreach beyond quay	23 m	23 m
width between headbeams	14 m	—
width between legs	16 m	15.30 m
rail width	31.50 m	31.50 m
spreader width	12.20 m	11.00 m
portal height	26.00 m	25.00 m
max. lift	25 m above HHWS 43 m over-all	23 m above quay 40 m over-all
max. depth below quay level	22 m	16 m
max. hoist speed		
laden	45 m/min	45 m/min
empty spreader	91 m/min	90 m/min







max. trolley speed	120 m/min	150 m/min
longitudinal gantry speed	50 m/min	50 m/min
rotation of the spreader	360°, 1RPM	360°, 1RPM
occasional heavy lifts	60 t	45 t
max. wind velocity when operating	20 m/sec (7/8 Beaufort) pressure: 32 kg/sq.m	25 m/sec (9/10 Beaufort) pressure: 39 kg/sq.m
spreader: dead weight	10 tons automatically adaptable to I.S.O. 20 ft, 30 ft, 40 ft.	10 tons
rail tracks served by the cranes	number: 4, parallel to quay and under the cranes length: 3,020 m (4 x 755 m)	

• ASEA shunting system:  
Automatic remote control shunting of railway cars under the cranes avoiding use of locomotives. This system is available on all four tracks; the crane driver (or quay personnel) can control the railcars on one or several tracks at will.

• Terminal area:  
surface area: 3.50 ha for charging/ discharging operations;  
Rear quay surface area: 10.50 ha, used as back-up area for the storage of containers (up to 10,000 TEU's), for the erection of various service buildings and sheds and additional service equipment, a.o.

consolidated freight station (C.F.S.); installations for chilled and reefer containers;  
sheds for stuffing and stripping of containers;  
sheds for repair and maintenance; transtainer area.

• Equipment for handling containers on the quay area:  
10 straddle-carriers (6 Valmo, 4 Peiner) with a lifting capacity of 35 tons; can stack three high;

15 fork lift trucks (ranging from 2 to 30 tons);  
1 trailer tractor;  
2 tractors.

• Consolidated Freight Station (C.F.S.):  
covered sheds:  
4,000 m<sup>2</sup> with railsiding and out;  
7 loading bays for lorries;  
7 loading bays for containers  
canopy of 1,000 m<sup>2</sup> for stripping and revaning of containers and for handling IMCO cargo.

• Reefer installations:

1  
*General*  
Special care is paid to chilled and deep frozen container cargoes during their stay on the terminal. Several hundreds of containers with perishable goods and deep frozen products can be maintained at the desired temperature.

2  
*Various reefer systems*

a)  
mechanical chilling:  
containers are kept cool by cold air circulation. The system can be used for chilled containers and for deep-frozen products.

b)  
cryogenous chilling: the system uses liquid nitrogen. It can be used on deep-frozen products, either through direct injection into the cargo space, or by means of a cargo clip-on or cryo-tower unit.  
The latter alternative is also possible for chilled products.

3  
*Various container systems*

- integrated containers: have a built-in chilling system, powered by a diesel-electro, an electro or a propane engine. Containers are usually stacked on deck and are connected to the ship's engine or stand-by engines.
- porthole containers: are connected to a cold air-installation either on board of the ship or on-shore (static chilling system with liquid nitrogen or clip-on system powered by various energy suppliers).

4  
*Various reefer installations on O.C.Z. terminal*

a)  
Mechanical systems.  
• Wall systems, Gresco type: 24 slots. Wall systems are powered from a central engine room. Cold air circulates through pipes from air coolers on both sides of the engine room. Every separate pipe (with individual air cooler) can ensure the desired temperature, independent of the temperature in the other pipes.







## 6.4 Roll-on/Roll-off terminal

The systems comes in sets of 24, 48 or 72 container slots which can keep up a temperature between + 13° C and – 25° C.

- Tower system, Holima type: 54 slots. Tower systems deliver chilled air for two containers in chain per tower or for three or four containers in chain if the towers are stacked two high. Fit for both chilled and deep-frozen products with temperatures varying between + 13° C and – 18° C.
- Clip-on system, Air Liquide type: 48 slots. Clip-on systems are used for chilling standard reefer containers. Fit for chilled and deep-frozen products.

b)  
Cryogenous systems  
• Fixed stations:  
freeze-point type: 48 slots, by Air Products

cryo clip-on: 20 slots, by Air Products  
Fixed stations with liquid nitrogen consist of a large, air tight insulated storage tank for liquid nitrogen with a pipe network for distribution (surface or subsoil) in combination with cryo-tower or cryclip-on systems (for all types of products) or with freeze points (LIN-injection with temperature control and LIN-injections at regular intervals) for deep-frozen products.

- Mobile stations:  
number of slots unlimited.  
Mobile installations (liquid nitrogen dump charging): liquid nitrogen is injected at regular intervals with an adapted mobile unit.  
This system especially befits terminals where the number of reefer containers is highly fluctuating (as it needs no investment for a fixed installation) and where containers remain on the terminal for a limited time. Is used only for deep-frozen products.

### *Operation and management:*

SeaRo nv  
Zweedse Kaai  
B-8380 Zeebrugge-Brugge 5  
Tel. 050 - 54.63.77  
Tlx. 81.983

**Area:** 12.40 ha  
Parking space for 800 lorries or trailers

### *Description:*

- Quays:  
total length: 825 m  
width: 120 m  
water depth: Z (– 18 m) LLWS
- Equipment for the berthing of ro/ro vessels:  
The SeaRo terminal, specially designed for Zeebrugge by MacGregor, consists of a pontoon, which bears a rectangular platform (50 x 33 m).  
The four pontoon pillars rest on the bottom by means of chainsupported weights of 160 tons at each corner.  
When these weights are lifted, the pontoon can be moved at will with tugs.  
The chains can be pulled at two corners in such a way that the platform can be tilted to an inclination of max. 10% which can absorb the height difference between the quay and the ship's loading ramp.
- Other equipment:  
two railway tracks  
total length 1,400 m  
two-lane road, total length 900 m  
terminal building with office accommodation for SeaRo nv terminal users and customs offices.
- Handling of unaccompanied vehicles, trailers, containers and special loads:  
1 mobile crane (40 tons)  
fork lift trucks (5 to 30 tons)  
trailers (up to 60 tons on 10% slope).

## 6.5 Combined road/rail traffic terminal

### *Operation and management:*

T.R.W. (Transport Rail Weg)  
  
Head Office:  
Min. Vandenpeereboomstraat  
Station West  
B-1080 Brussels  
Tel. 02 - 425.62.51  
Tlx. 24.829

Operations Office:  
Zweedse Kaai  
B-8380 Zeebrugge-Brugge 5  
Tel. 050 - 54.41.29

- Technique adopted in Zeebrugge: vertical loading and unloading of the units (wheels of trailer removed for transportation, therefore decrease of volume and weight)
- Equipment on the terminal:  
Autogru Belotti (lifting capacity 40 tons) equipped with a special crane and four splitting arms which frame the unit (frame dimensions: 4.87 m x 2.50 m x 3 m).  
Containers can also be handled (with use of a spreader).
- Special rail cars used for combined traffic  
length: 16.44 m  
width of undercarriage: 2.98 m



## 6.6

### Liquid storage terminals

#### 6.6.1 For crude oil

**Operation and management:**  
Texaco Oil Company

Head Office Belgium:  
Louizalaan 149  
B-1040 Brussels  
Tel. 02 - 538.80.10/539.38.38  
Tlx. 22.629

Operations Office:  
Meeuwenstraat 13,  
B-8380 Zeebrugge-Brugge 5  
Tel. 050 - 54.49.92

**Area:** 3 ha

#### **Description:**

- Quayage:  
length:  
priority on 367 m on East Quay  
width: 35 m  
water depth: Z (– 13 m) LLWS  
height: Z (+ 8 m) LLWS  
max. length of ships: no limitation  
max. beam of ships: no limitation  
max. draft of ships: 12 m

- Discharge equipment:  
number of discharge hoses: 3  
capacity:  
1 m<sup>3</sup>/sec per hose, or approx.  
10,000 m<sup>3</sup>/hr over-all, by the ship's  
pumps  
pipe-line to tank farm:  
diam. 36" (0.90 m)  
length: 1.5 km

- Tank farm in inner port:  
area: 21 ha  
number of storage tanks: 8  
storage capacity: 320,000 m<sup>3</sup>  
pipe-line to Ghent refinery:  
length 55 km  
diam. 20" (0.50 m)

#### 6.6.2 For refined products

Name + address	Number of storage tanks	Total storage capacity
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#### 1 Outer port

• Zeetank nv New Yorklaan 12 B-8380 Zeebrugge-Brugge 5 Tel. 050 - 54.46.12 Tlx. 81.304	11	146,000 m <sup>3</sup>
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#### 2 Inner port

• Petrover nv L. Coiseaukaai, B-8000 Brugge 1 Tel. 050 - 59.94.17/59.94.18	4	12,500 m <sup>3</sup>
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• Detavernier pvba L. Coiseaukaai 29 B-8000 Brugge 1 Tel. 051 - 65.58.14	3	5,500 m <sup>3</sup>
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• L. François Baron Ruzettelaan 308 B-8320 Brugge 4 Tel. 050 - 35.51.51	2	4,000 m <sup>3</sup>
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• Groep Rosseel L. Coiseaukaai 21 B-8000 Brugge 1 Tel. 050 / 33.99.14	2	4,000 m <sup>3</sup>
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• Lambert & Dauw L. De Bruynestraat 75-81 B-8310 Brugge 3 Tel. 050 - 35.44.20/35.49.68	3	3,500 m <sup>3</sup>
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• Traen Gebr. pvba Pathoekeweg 50 B-8000 Brugge 1 Tel. 050 - 31.51.15	9	10,000 m <sup>3</sup>
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### **6.6.3 For glues**

Merckx nv

Head Office:  
St.-Janslaan 1,  
B-1150 Brussels  
Tel. 02 - 762.70.95  
Tlx. 21.521

Operations Office:  
Loodswezenstraat 21,  
B-8380 Zeebrugge-Brugge 5  
Tel. 050 - 54.56.51

Storage capacity: 4,200 m<sup>3</sup>  
(glues and other raw materials for  
timber industry)

### **6.6.4 For molasses**

Tameco nv  
Leopold II-Mole,  
B-8380 Zeebrugge-Brugge 5  
Tel. 050 - 54.43.18  
Storage capacity: 29,700 m<sup>3</sup>

### **6.6.5 For cereals**

Borlim nv

Head Office:  
Lanceloot Blondeellaan  
B-8380 Zeebrugge-Brugge 5  
Tel. 050 - 54.48.61

Storage capacity:  
9 siloes, total capacity: 35,000 tons  
Discharge capacity: 150 tons/hr  
Loading capacity: 300 tons/hr  
Shore and quay length:  
total shore length: 160 m  
actual quay length: 99 m

Dumingra  
Pathoekeweg 32,  
B-8000 Brugge 1  
Tel. 050 - 31.51.61  
Storage capacity:  
2 siloes, 11,300 tons

H.E.L.B.  
Krakeleweg 34,  
B-8000 Brugge 1  
Tel. 050 - 31.50.24  
Storage capacity:  
95 cells, 10,000 tons.

Voeders Huys  
Krakeleweg 28,  
B-8000 Brugge 1  
Tel. 050 - 31.80.38  
Storage capacity:  
84 cells, 8,000 tons

WACO  
Pathoekeweg 68a,  
B-8000 Brugge 1  
Tel. 050 - 31.80.08 – 016 - 24.26.43  
Storage capacity:  
34 cells, 15,000 tons

## **6.7 Various other facilities and services**

### **6.7.1 Bunker Station**

Belgische Bunkeroliemaatschappij  
Administrative Office:  
Wetstraat 33,  
B-1040 Brussels

Head Office:  
Zeebrugge Shipping and  
Bunkering Cy,  
Minister Beernaertstraat 9,  
B-8380 Zeebrugge-Brugge 5  
Tel. 050 - 54.42.60  
Tlx. 81.138

The bunkering station situated at  
the end of the mole delivers all  
grades of marine fuel. Supplies can  
be effected directly ex-wharf (quays 1  
and 2) or by barges and tanklorries  
throughout the port. The depot is  
offering 24-hour service.  
Operators are Messrs. Belgische  
Bunkeroliemaatschappij.

### **6.7.2 Cleaning station**

Euroservices nv  
Minister Beernaertstraat 9  
B-8380 Zeebrugge-Brugge 5  
Tel. 050 - 54.42.61  
Tlx. 81.138

The nitrogen plant operated by  
Euroservices nv offers gasfreeing  
and cleaning facilities for liquid  
gascarriers. The station is equipped  
with a ground flare and provides the  
necessary equipment to change  
grade in the shortest delay. 24-hour  
service is guaranteed (quay n° 1).





### **6.7.3 Towage service**

Unie van Reddings- en  
Sleepdiensten (U.R.S.)  
Jordaenskaai 15,  
B-2000 Antwerpen  
Tel. 031 - 32.38.80  
Tlx. 31.864

Represented in Zeebrugge by  
Ruys & Co  
Leopold II-Mole  
B-8380 Zeebrugge-Brugge 5  
Tel. 050 - 54.42.60  
Tlx. 81.930

Three tugs are permanently available  
in the port (quay 9); additional tugs  
can be requested, if necessary.

### **6.7.4 Ships' maintenance and repair**

Slipway on the transverse quay of the  
Prince Philip Dock in the inner port at  
Zeebrugge.

Management: MBZ

Operated by:  
nv Valcke Frères  
Tijdokstraat 26,  
B-8380 Zeebrugge-Brugge 5  
Tel. 050 - 54.41.79  
Tlx. 81.426

Actual maintenance of ships is done  
by the company commissioned by  
the shipowner.

Slope:  
length: 248 m  
width of the cradle: 17.50 m  
capacity: ships up to 1,000 t  
Transfer area:  
length: 85 m  
width: 25 m  
Equipment:  
tower crane:  
lifting height: 30 m  
max. reach: 30 m  
lifting capacity:  
1.8 t with jibs at 29 m  
6 t with jibs at 11 m

Several ships can use the slope and  
the transfer area simultaneously.  
Area of the adjacent grounds:  
3.8 ha, which can be used by various  
ship repairers.







## 7.1 Rail

### 7.1.1 Location

All terminals for cargo transshipment in the outer and inner ports at Zeebrugge, as well as the passenger stations in Zeebrugge, are connected, via line 50 bis (Zeebrugge-Bruges, 10 km) with the international line n° 50 (London - Ostend - Bruges - Ghent - Brussels - Liège - Aachen - Cologne...) with junctions at Brussels to all important European destinations. Zeebrugge has been included in the networks of Interfrigo, Intercontainer, Interferry and T.R.W., who supply special custom-made rail cars, available on request. If necessary, special trains are put on with rail cars of one and the same type only (= block trains).

### 7.1.2 Main regular train services to and from Zeebrugge

**T.E.E.M.-trains**  
(Trans-Europ-Express-Marchandises)  
Transportation of bulk cargo, goods charged in isothermic or refrigerated cars or in large containers with regulated temperature and perishable goods.  
Service speed: 85 to 100 km/hr  
Min average speed for the whole itinerary: 45 km/hr

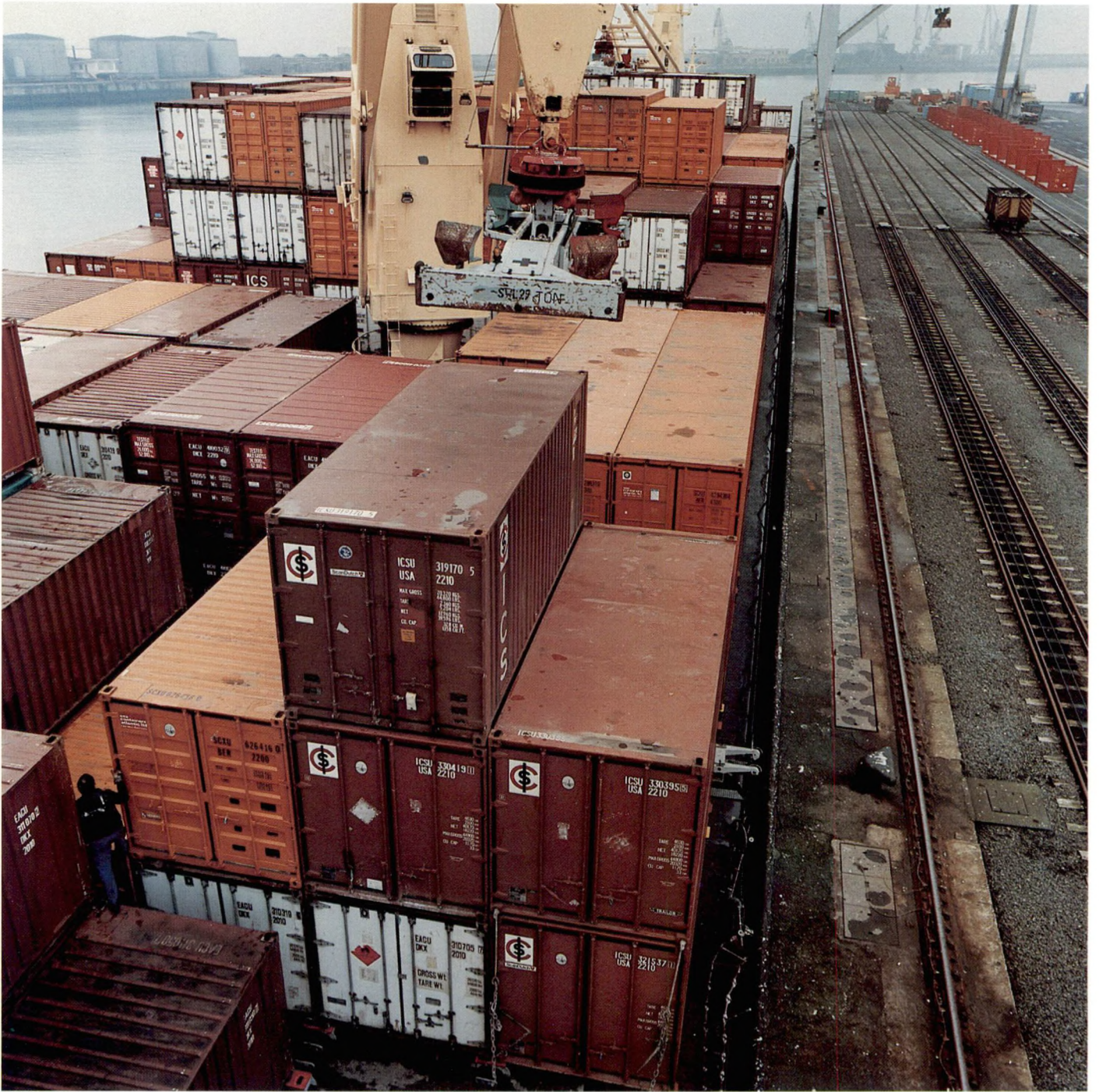
**T.E.C.-trains**  
(Transport Européens Combinés)

T.E.C. trains provide the most rapid international transportation mode for large containers (from 20') and road vehicles (lorries and trailers)

#### Some of the main destinations, effective 6 times per week

Countries and stations	Distance (kms)	Duration (hrs)
<b>Luxembourg</b> Bettembourg	366	9
<b>Netherlands</b> Rotterdam	251	10
<b>France</b> Thionville St.-Louis Paris	387 709 438	10 14 19
<b>West-Germany</b> Aachen Köln	287 365	7 10
<b>Switzerland</b> Bâle Chiasso Zürich	716 1,029 918	15 25 40
<b>Austria</b> Wien	1,029	31
<b>Italy</b> Milano Bologna	1,090 1,294	28 32
<b>Other</b> Budapest Praha Beograd	1,740 1,169 1,968	40 32 61
<b>Great Britain</b> (the duration includes the sea voyage Zeebrugge-Harwich)		
London Liverpool Glasgow	115 398 639	23 25 37







### 7.1.3

#### **Transport structure, especially for container transport**

##### **Domestic Traffic:**

Dealt with by Belgian National Railways.

*"Nationale Maatschappij der Belgische Spoorwegen, N.M.B.S."*

Frankrijkstraat 85,  
B-1070 Brussels  
Tel. 02 - 523.80.80  
Tlx. 25.035

##### **Traffic between Belgian and Dutch ports:**

Transport of large containers between Belgian (Antwerp, Zeebrugge) and Dutch ports (Amsterdam, Rotterdam) is dealt with by N.M.B.S. and Dutch Railways (NS).

##### **International Traffic**

Is co-ordinated by "Intercontainer" the International Company for Transport by Transcontainers, which is formed by the national railway companies of 23 European countries as well as the international company "Interfrigo".

Intercontainer acts as a "Common Commercial Agency" which represents the railway companies of these 23 countries in international container transport.

Intercontainer puts on special container block trains (TECE) on certain lines; moreover, Intercontainer provides individual shipments which are normally routed through the networks of TEEM or TEC.

*Intercontainer,*  
Margarethenstrasse 38,  
CH-4008 Basle  
Tel. 41.61 - 22.25.25  
Tlx. 62.298

represented in Belgium by:

*Interferry nv*  
Zomerweg 26,

B-2030 Antwerp  
Tel. 031 - 41.69.50  
Tlx. 32.529

Both for domestic and for international transport of transcontainers every shipper can negotiate individually with N.M.B.S. or Intercontainer.

To rationalize organisation of container transportation throughout Europe, in particular by rail, the "Railtrans nv" company was established. It counts over 100 members (shippers, shipowners, non-vessel operators, road haulage companies, etc.) This company groups the members' shipments and intermediates between them and N.M.B.S. and Intercontainer. This scheme ensures more advantageous transport conditions.

*Railtrans nv*  
Zomerweg 26,  
B-2030 Antwerp  
Tel. 031 - 42.03.10  
Tlx. 31.338

### 7.1.4

#### **Tariffs for container transport**

##### **British Rail/Freightliner tariff 3022**

Is applicable for transport between Zeebrugge on the one hand and Harwich and all Freightliner terminals in the U.K. on the other, as well as for inland transport in the U.K. from all Freightliner terminals to Harwich and the adjoining sea voyage to Zeebrugge:

*N.M.B.S. commercial management*  
Frankrijkstraat 85,  
B-1070 Brussels  
Tel. 02 - 523.80.80

##### *Belgisch-Engelse Vennootschap der Ferry-Boats*

Frankrijkstraat 85,  
B-1070 Brussels  
Tel. 02 - 524.01.08

##### *British Rail*

General Representation  
Rogierplein 23,  
B-1000 Brussels  
Tel. 02 - 218.74.25

##### **Belgian Inland Tariff (special tariff 0902)**

Applies exclusively to transport of transcontainers between container terminals mutually, and between these terminals and any railway station in Belgium.

The special tariff 0902 is a mileage-tariff, influenced by the size of the container and the type of rail car used.

Information: All commercial agencies and railway stations of N.M.B.S. in Belgium.

##### **Tariff 9574**

Applies to transport between the Belgian ports of Antwerp and Zeebrugge, and the Dutch ports of Amsterdam and Rotterdam.

##### **Intercontainer or General Transcontainer tariff 9145**

Only applicable to international container transport.

The rates are not calculated according to mileage, but to link or service destination (the type of commodity and usually the weight of cargo of no importance).

The freight rate depends on the size of the container and its gross weight, loaded or empty.

The tariff is calculated in UIC-francs (average value of the member country currencies).

Basically, this tariff is at par for container transport from the Benelux ports to destinations in Switzerland, Italy, Austria, Yugoslavia, Hungary and a large number of West-German landterminals. It applies only to international traffic; for inland traffic the national tariffs of the various countries are applicable.







7.2  
Motorways

State road n° 905 (dual carriageway) Zeebrugge - Bruges (17 kms) links the port of Zeebrugge directly with the E5 motorway (exit 8 south of Bruges), which opens up Europe from North-West to South-East (Great-Britain to Italy). The motorway interchange E5/E3 at Ghent (40 kms from Bruges) links up with the North-South axis of Western Europe (Scandinavia - Portugal). Via the interchanges of other motorways with the motorways E5 and E3, any destination in Europe can be reached by motorway conveniently. The A17 (Tournai - Kortrijk - Roeselare - Bruges) presently under construction, will link the port with its immediate hinterland, with the South of West-Flanders, and via the E41 with Wallonia and via the E3 with Northern France.

*Dinstances from Zeebrugge to some important european cities:*

	Distance (kms)	Via E-motorway
<b>Belgium</b>		
Ghent	55	E5
Brussels	120	E5
Antwerp	125	E5/E3
Liège	210	E5
<b>Netherlands</b>		
Amsterdam	305	E5/E3/E10
Rotterdam	220	E5/E3/E10
<b>Luxembourg</b>		
Luxembourg	320	E5/E40
<b>France</b>		
Lille	130	E5/E3
	70	A17
Paris	330	E5/E3/E10
<b>West-Germany</b>		
Aachen	260	E5
Köln	340	E5
Bremen	495	E5/E3
Hamburg	600	E5/E3





## 7.3 Inland navigation

### 7.3.1 **Zeebrugge - Brugge**

Both ports are linked by the Baudouin Canal (for description, see 4.5 and 4.6) which gives access to the canal Ostend - Bruges - Ghent.

### 7.3.2 **Link Bruges - Ostend**

Via the canal in westerly direction  
canal width: 35 m  
water depth: 4.50 m

### 7.3.3 **Link Bruges - Ghent and the complete network of Belgian and European waterways**

Via the canal in easterly direction (navigable for inland water crafts up to approx. 900 metric ton, soon to be extended to 1,350 tons).

### 7.3.4 **Estuary class inland water craft**

Estuary-ships (which have a tonnage certificate both as sea-going vessel and as inland water craft) can call and leave at Zeebrugge via the Hont (Wester Scheldt) and the Flushing approaches.

## 7.4 Pipe-lines

### 7.4.1 **Crude oil**

A pipe-line leads from the oil terminal in the outer port to the tank farm in the inner port (diam. 36" or 0.90 m; length 1.5 km) and from this tank farm to the Texaco refinery in Ghent (diam. 20" or 0.50 m; length 55 kms) (see also under 6.6.1).

### 7.4.2 **Natural gas**

Zeebrugge is connected to the European pipe-line grid. At this moment, gas arrives from inland in the Zeebrugge peak-shaving storage plant, situated in the inner port.

As from 1986, when the Zeebrugge maritime LNG terminal will become operational, the pipe-line networks will be used in a reversed direction.

## 7.5 Air links

### 7.5.1 **Ostend Airport:**

situated at 30 kms from Bruges and Zeebrugge. Especially suited for regular daily flights to the U.K. (Gatwick and Southend). Also charters and private business flights.

### 7.5.2 **Brussels Airport:**

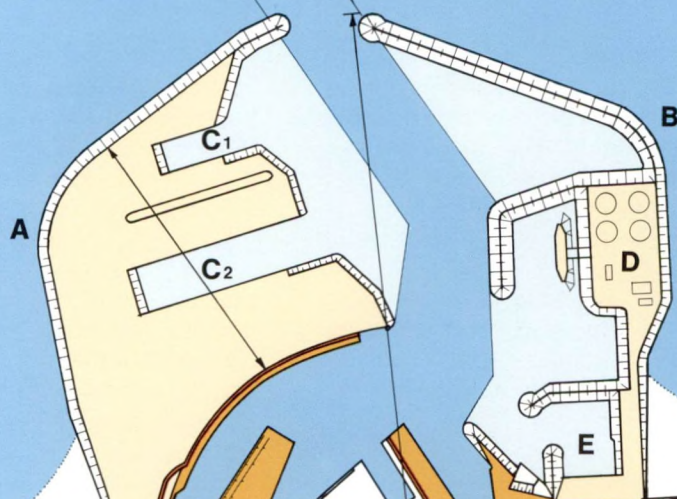
at 120 kms from Bruges and 135 kms from Zeebrugge (to be reached via E5-motorway and Circular road R1 around Brussels) or by rail (1.5 hr ride).

More than 50 air-line operators have landing rights at Brussels Airport. An average of 200 take-offs and landings take place every day, of which 80% to and from european airports and 20% to and from outside Europe. These flights are either direct or indirect via the closest transit airports of Amsterdam, Paris, London, Frankfurt.





500 1000 2000 m



- A western dam
- B eastern dam
- C planned docks
- D LNG terminal
- E working harbour
- F new sealock  
(length: 500 m, width 57 m,  
usable depth: 18,50 m)
- G connection dock
- H northern inlet basin
- I southern inlet basin
- J transhipment terminal for bulk goods  
(Seabulk) and coke works
- K widening of the Baudouin canal
- L green area
- M canal for pusher barges





## 8.1 Government decisions and evolution

Early 1970 the then Government decided to extend the port. This decision has been preceded by a feasibility study to build a new port for large ships either in the open sea or on the Belgian coast. The study had shown that preference should be given to the extension of a multi-purpose deepwater seaport at Zeebrugge.

The first decision included the construction of a big sealock, of an inner port (limited to 1,300 ha) and in principle, the extension of the outer port in order to ensure the access of the port and the sealock for large ships. The works for the sealock were commenced in 1972.

The detail decision concerning the construction of the outer port followed after thorough studies of all relevant aspects (hydraulics, nautical and sedimentological aspects and their environmental impact).

After these extensive studies the Government, in 1978, gave the order to start the work for the actual construction of the outer port.

The August 1980 decision was the final one in a series which is to give Zeebrugge its definitive future shape.

The definitive plan is composed of two main sections:

- the construction of a protected outer port reaching to greater sea depths.
- the construction and equipment of a new inner port completely alongside deep fairways, and accessible via a big sealock.

## 8.2 The new outer port

### 8.2.1 Study and contracting

In 1976, after an international call, the Government passed a frame-contract for the construction of the outer port with the "Tijdelijke Vereniging Zeebouw-Zeezand (TVZ2)" (Temporary Association Sea Construction – Sea Sand), a group of contractors specialised in civil engineering water works.

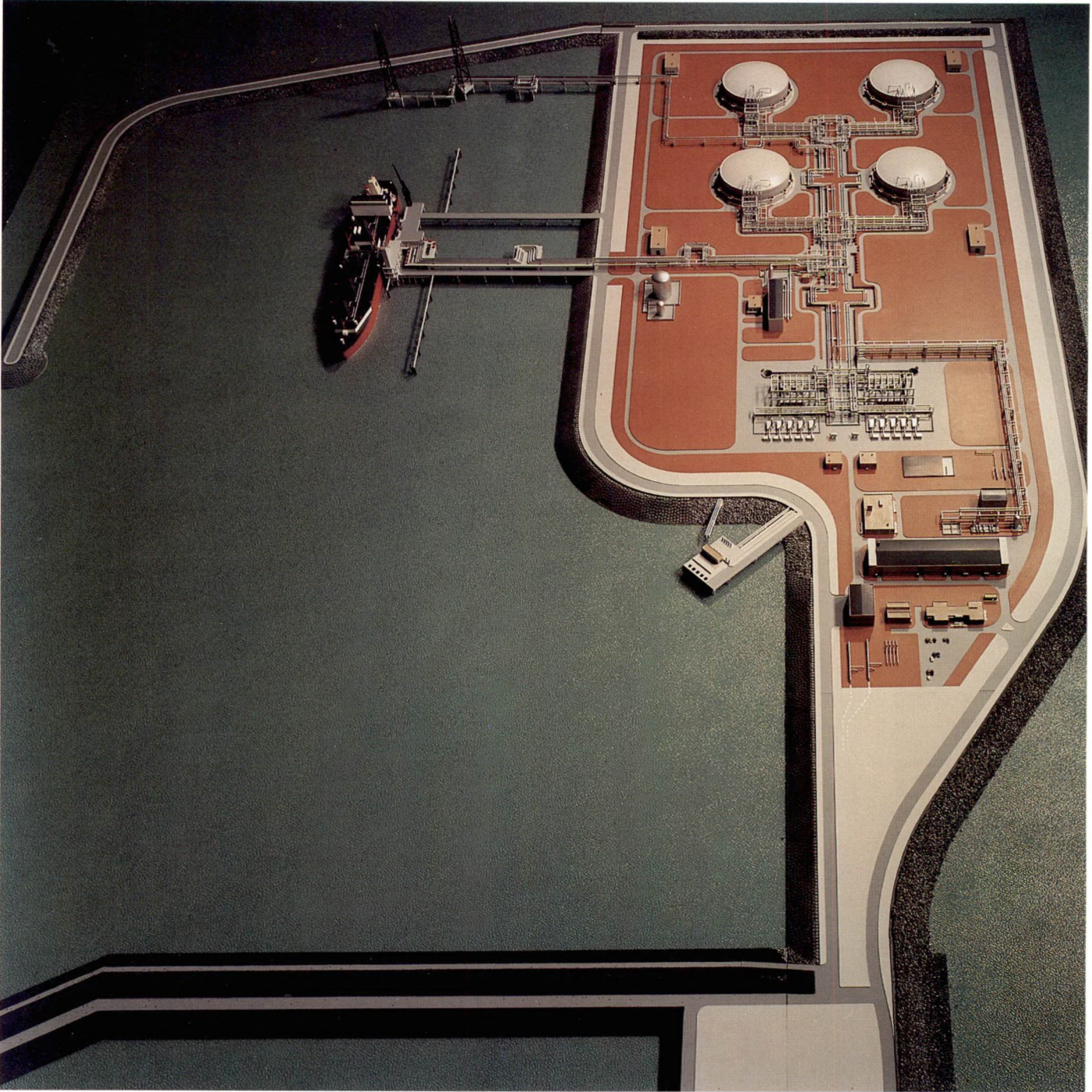
TVZ2 was charged with both the study of the project and its complete execution, in close co-operation with and under the supervision of the Ministry of Public Works, Direction of Waterways, Office of the Coast.

### 8.2.2 Schedule and timing of the works

The contract for the study and the execution of the works, proposed by TVZ2 and approved by the Government, has been subdivided into several subcontracts.

Contract number	Contents	Completion date
I	Study	1985
II	Beach improvement works for the East Coast	1978
III A & B	Construction of the working harbour, the working site and the basis of the Eastern breakwater	1978/1979
IV A & B	Construction of the southern section of the Eastern breakwater; construction and completion of the LNG-site	1981
V A & B	Construction of the first section of the Western breakwater and completion of the Eastern breakwater	1984
VI	Completion of the Western breakwater and dredging of the new outer port and its access.	1985







### 8.2.3

#### **Description** (See map page 46)

The new outer port will be protected by two long breakwaters with a length of 4,250 m for the Western (A) and of 4,000 m for the Eastern (B) breakwater respectively. The shape and dimensions of this outer port follow from the so-called "Project 1,750 G" which was considered to be the most favourable; therefore, the outer port will extend 1,750 m into the sea beyond the existing outer port; the distance from the actual coast line to the breakwaters ends will be 3,000 m. Within this enclosure, a new port area of 350 ha will be reclaimed from the sea; it will be divided into a western and an eastern area which will have distinct functions.

#### **Western zone**

The extension length of this zone allows the construction of two inlet basins:

- the northern dock (C<sub>1</sub>), most remote from other port facilities and specially protected, will be reserved for the handling of dangerous goods, specials, Imco, ...;
- the southern dock (C<sub>2</sub>) will specifically be constructed and equipped to deal with all modern modes of maritime transport and handling techniques for general cargo e.g. container- and ro/ro-vessels. The length foreseen for the quays in this dock will be 2 x 1,200 m with a water depth of Z (– 16 m) LLWS.

Its direct access and favourable location, modern equipment and spacious surface area of the adjacent quay grounds will allow a considerable increase of the port's transshipment capacity. It will also enable to cope with future maritime transport and cargo handling developments.

The southern part of the new outer port area, between the Western breakwater and the Leopold II-môle, will be reserved for the extension of carferry terminal parking grounds. Along the Leopold II-môle additional berths for ferries will be built, using these parking areas.

#### **Eastern zone**

Following the Government decision of 1975 by which Zeebrugge was selected as port of discharge, storage and distribution for LNG, which will be supplied by ship, the national gas utility Distrigaz decided to build its LNG-terminal (D) in this part of the outer harbour.

A plot of 40 ha, completely protected by the Eastern breakwater, was put at its disposal for this purpose. This terminal will include a discharging facility, storage tanks for liquid gas and a regazification plant.

The terminal is scheduled to become operational in 1985; its distance from the adjacent beaches Knokke-Heist will be 1,500 m.

South of the area exists the working harbour (E) which is a special dock, used temporarily by the constructors for berthing all floating-stock and equipment which they use on the port's construction.

## 8.3

### Sealock and new Inner Harbour

(See maps page 46 and 54)

#### 8.3.1

##### **Study and contracting**

The sealock and the inner harbour are built in accordance with a schedule decided in 1970. Each separate part of it is allotted through public tendering (lock, connection dock, northern and southern inlet basin).

The total service area of that new inner port will be 1,300 ha, of which 300 ha for docks and waterways, so that the net service area of the quay grounds will be 1,000 ha.

#### 8.3.2

##### **Sealock (F)**

Along both sides of the access channel to the lock, new quay walls have been built:

- the Western quay (or Swedisch quay) has a length of 825 m and is equipped with stilling basins with indented sill, in order to dissipate the energy of the incoming surf (see also SeaRo terminal 6.4);
- the Eastern quay will have a length of 500 m upon completion and will function as a waiting quay for ships.

The foreseen water depth will be Z (– 18 m) LLWS, which will allow, even at low tide, the use as a waiting quay for deep-draft ships. The dimensions of the sealock are: length: 500.30 m (between outer gates) width: 57 m sill depth: Z (– 15 m) LLWS; as the water level in the inner harbour is at Z (+ 3.50 m), the usable depth of the sealock goes up to 18.50 m.

Every lock head is equipped with two steel sliding doors, meaning that a reserve-door is always available. Both the sea-side and land-side heads are equipped with two drawbridges each, in order not to interrupt traffic along the coastal road.







### 8.3.3

#### **The Connection dock (G)**

This dock links the new sealock with the northern and southern inlet basins and with the Baudouin Canal. Total length is 3,500 m, subdivided into the following four sections:

- 300 m at a width of 200 m
- 1,500 m at a width of 425 m
- 800 m at a width of 600 m (to be used as a shipturning area)
- 900 m at a width of 400 m

Water depth is 18 m everywhere; all banks will be slanting.

### 8.3.4

#### **Northern inlet basin and adjacent quay grounds (H)**

The northern part of the inner harbour (approx. 150 ha, situated north of the Connection dock) is being equipped with terminals for loading/unloading container and ro/ro vessels and for handling general cargo such as perishables, also timber, neo-bulks.

Quay length:

West quay wall: 1,130 m

East quay wall: 894 m

Width:

at entrance (South): 275 m

at transverse: 225 m

Water depth: 14 m

the northern transverse quay will be equipped with a disembarkation ramp for ro/ro vessels.

#### **Sheds**

- on the Eastern quay, one shed has already been built, with following characteristics:

length along quay: 142.90 m

width: 39 m

surface area: 5,434 m<sup>2</sup>

free height: 10 m

- three additional sheds of the same type will be built, to be equipped with a loading bay and platform for loading/unloading road vehicles.

#### **Cranes**

- Eastern quay:

general cargo grab cranes of 8 tons at 32 m;

additional cranes will be erected;

- Western quay:

two heavy general cargo grab cranes each with a lifting capacity of 20, 28 and 40 tons at a reach of 50, 36 and 25 m respectively.

#### **Rail and road connections:**

foreseen on all quays and quay grounds (total track length: 3,000 m; road length: 5,200 m).

### 8.3.5

#### **The South inlet basin and adjacent quay grounds (I)**

The southern part of the inner harbour (approx. 850 ha situated South of the Connection dock) is intended for transshipment of general cargo, bulk cargo and energy products and for the implantation of marine-orientated industries.

#### **Planned docks**

- the Southern inlet basin has been planned with the following dimensions:

length: 2,500 m

width: 400 m

water depth: 18 m

- between the connection dock and the railway bridge at Dudzele, the Baudouin Canal will be widened (K) from 70 to 250 m, over a length of 4,150 m, and will be deepened to 17.50 m.

Rail and road connections are foreseen on all quays and adjacent grounds.

#### **Existing and planned facilities**

##### **1**

#### **Gas peak shaving installation**

Distrigaz nv built two natural gas storage tanks (capacity 114,000 m<sup>3</sup>) in 1978. During low consumption periods, natural gas is stored in liquid form.

It is regasified and redistributed during consumption peaks.

##### **2**

#### **Transshipment terminal for bulk goods (J)**

Management and operation:

Seabulk nv (established July 1980 with the participation of private and public bodies) with head office at: L. Coiseaukaai 2, B-8000 Brugge.

Site:

60 ha along the South bank of the Connection dock (600 m) and the West bank of the South inlet dock (1,000 m).

The surface area covered by the adjacent grounds for railtracks is 18 ha (length 1,500 m; width 120 m).

Quays:

length: along the Southern inlet basin: 600 m (unloading quay)

along the Connection dock: 250 m (loading quay)

water depth: 18 m

capacity:

unloading quay: ships of 125,000 tons

loading quay: ships of 80,000 tons

Quay grounds:

Stage 1:

40 ha for simultaneous storage of coal and other bulk;

transshipment capacity:

8 million tons p.a.

Stage 2:

40 additional ha for doubling the storage and transshipment capacity.







Equipment:

2 gantries, (capacity 50,000 tons of iron ore or 40,000 tons of coal per 24 hours);

3 stacker -reclaimers (capacity 5,200 m<sup>3</sup> per hour as stacker, or 3,000 m<sup>3</sup> per hour as reclaimer).

### 8.3.6

#### Other current projects

##### Ferry-berths in the outer port

Along the Leopold II-mole, two additional berths for carferries will be built for which the recently reclaimed grounds between this breakwater and the new Western breakwater will serve as parking area.

- The first berth will be constructed along quay n° 6. It will be equipped to accommodate twindecked ships, in order to accelerate loading and unloading operations.
- The second berth will be built along quay n° 5, mainly for North Sea Ferries, who are planning to affect their jumbo ferries to the Zeebrugge service.

The car loading installations will be of the same type as the N.S.F. one in the inner port (see 6.2.2), with mobile main and drawbridges.

Ships with a length up to 160 m and a beam up to 30 m will be able to berth.

The terminal building, with passenger hall (capacity 150 seats), N.S.F. office accommodation, customs and immigration offices and forwarding agencies, will be directly accessible from the ship via a covered exit.

The terminal is scheduled to become operational in the second half of 1983.

The adjacent quay grounds will be equipped and subdivided to serve as joint parking lots for freight and tourist vehicles for both berths.

#### Railway links

The existing railway line from Zeebrugge to Knokke-Heist will be disrupted at the new sealock, and will be replaced by a diversion link which will cross the Baudouin Canal at Dudzele, then to follow the South and East perimeter of the new inner port area.

At Zeebrugge, a few hundred metres South of the new sealock, the new railway line will cross the Leopold and Schipdonk canals in order to again link up with the existing line to Knokke-Heist.

The diverted line will also carry all the railway branches necessary to develop the southern part of the new inner port.

The bifurcation and the electrification of railway line n° 66 Brugge-Kortrijk (planned for 1985) will assure a better service to the southern part of the Province of West-Flanders, Hainaut and Northern France.

#### Motorways

##### A17

The A17 (Tournai - Kortrijk - Roeselare - Brugge) provides a direct link between the E3 at Kortrijk and the E5 at Brugge.

At this moment, approx. 50 km have been built; completion is scheduled for 1985.

This motorway will ensure a yet more direct connection with the Southern part of the province, via the E41 with Wallonia, and via the E3 with Northern France.

#### Waterways

Northern Canal:

The Zeebrugge port extension is expected to result in appreciable increase in traffic.

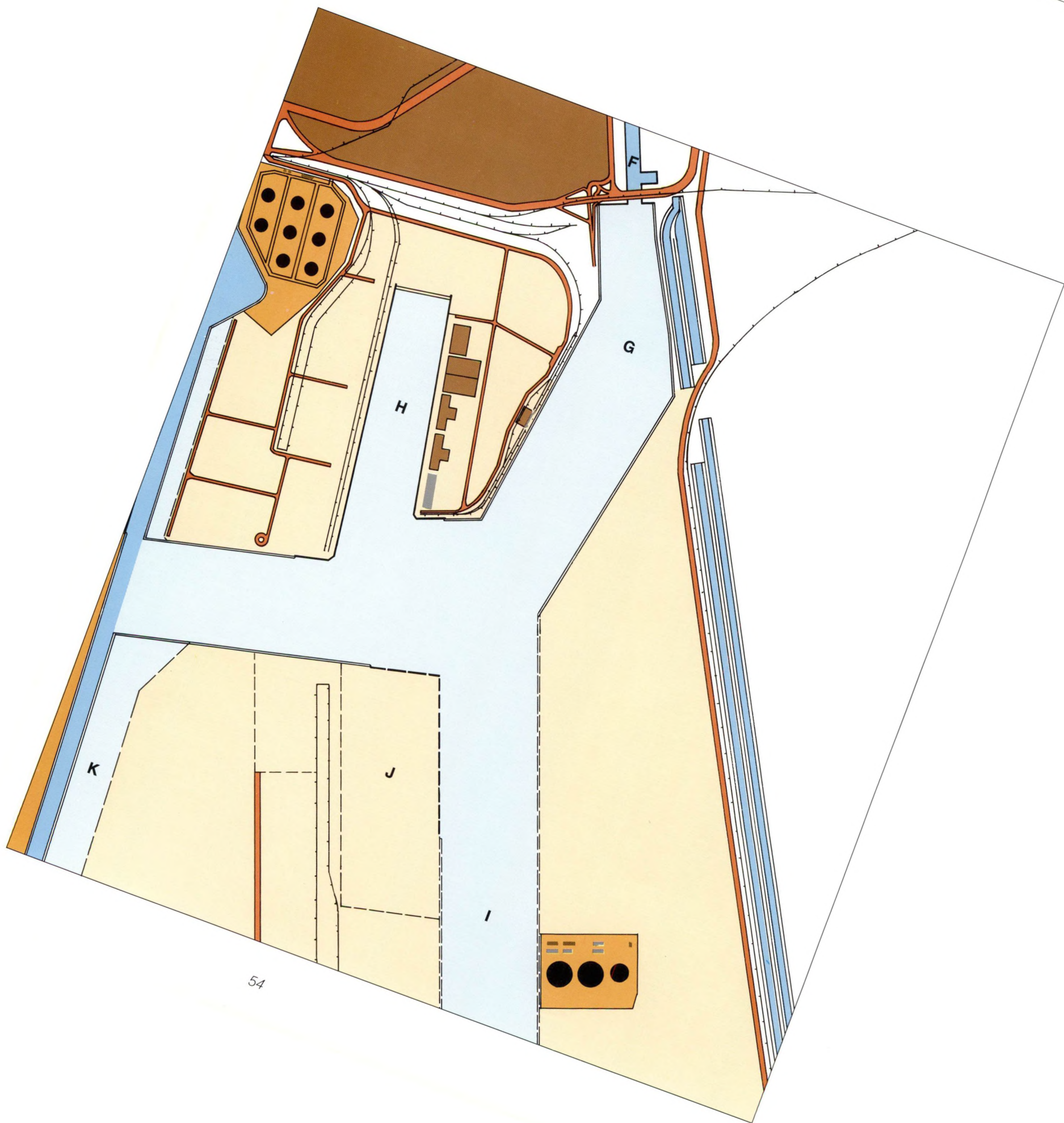
Also to avoid the passage of large inland watercraft through the City of Bruges, consideration has been given to adapt the port's waterways connections with the hinterland to the size of large inland watercraft and pusher convoys.

The "Northern Canal" plan envisages two stages:

- the adaptation of the Schipdonk canal to handle 2,000 ton inland watercraft between Zeebrugge and Merendree (junction with the Bruges - Ghent canal).
- the further adaptation of this section, to receive pusher convoys of 10,000 tons and its connection with the Terneuzen - Ghent canal.

This project will allow Zeebrugge to fully link up with the Scheldt - Rhine water transport system, of which it is the most southerly port.







## 9

## Statistical Information

9.1  
Evolution of  
Maritime Traffic

Year	Number of ships	Gross tonnage (1,000 t GRT)	Imports (tons)	Exports (tons)	Total	Index (1970 = 100)
1910	1,031	—	784,166	245,126	1,029,292	10.8
1920	73	—	7,804	1,716	9,520	0.1
1930	1,415	—	767,056	328,467	1,095,523	11.5
1940	218	—	120,179	29,784	149,963	1.6
1950	911	—	153,879	186,861	340,740	3.6
1960	1,679	—	792,092	420,467	1,212,559	12.7
1965	2,280	3,761	1,683,333	568,470	2,206,803	230
1970	4,691	18,765	8,332,853	1,177,176	9,510,029	100.0
1971	4,746	22,471	8,816,590	1,284,998	10,101,588	106.2
1972	5,658	26,866	8,768,656	1,766,647	10,535,303	110.8
1973	6,105	29,546	10,478,291	2,216,662	12,694,953	133.5
1974	6,796	32,541	11,272,168	2,771,601	14,043,769	147.7
1975	7,452	35,987	9,465,970	2,639,329	12,105,299	127.3
1976	7,593	36,511	9,828,182	2,700,207	12,528,389	131.7
1977	8,373	39,654	9,727,783	3,182,712	12,910,495	135.7
1978	8,700	42,001	10,028,139	3,437,560	13,465,699	141.6
1979	9,043	45,163	10,884,931	4,190,686	15,075,617	158.5
1980	9,550	48,212	10,087,862	4,101,620	14,189,482	149.2
1981	9,043	45,368	8,551,096	4,289,226	12,841,122	135.0







## 9.2

### Traffic breakdown per commodity

Commodities	1970	%	1980	%	1981	%
<b>1</b>						
<b>General cargo</b>						
<i>Roll-on/roll-off</i>						
Trainferry	343,805	3.6	450,025	3.2	487,980	3.8
Carferry	491,756	5.2	3,881,616	27.3	3,540,900	27.6
Total	835,561	8.8	4,331,641	30.5	4,028,880	31.4
<i>Containers</i>						
European	962,404	10.1	1,083,035	7.6	1,101,926	8.5
Intercontinental	—	—	169,697	6.4	1,126,209	8.8
Total	962,404	10.1	1,988,264	14.0	2,228,135	17.3
Other general cargo	142,192	1.5	169,697	1.2	194,309	1.5
Grand total	1,940,157	20.4	6,489,602	45.7	6,451,324	50.2
<b>2</b>						
<b>Liquid products</b>						
Crude oil	5,408,103	56.9	4,531,344	31.9	3,741,267	29.1
Refined products	573,253	6.0	892,682	6.3	716,824	5.6
Other liquids	349,223	3.7	88,469	0.8	90,502	0.7
Total	6,330,579	66.6	5,512,495	38.8	4,548,953	36.4
<b>3</b>						
<b>Solid bulk</b>						
Coal and coke	488,278	5.1	373,870	2.7	368,391	2.8
Building materials	721,318	7.6	1,781,643	12.6	1,354,546	10.5
Other solid bulk	29,697	0.3	31,872	0.2	117,800	9.1
Total	1,239,293	13.0	2,187,385	15.5	1,840,817	14.4
Overall total	9,510,029	100.0	14,189,482	100.0	12,841,122	100.0







### 9.3 Evolution of transit traffic (in percentages)

Year	Unloadings Import	Transit	Loadings Export	Transit	Total Imp./Exp.	Transit
1970	82.0	18.0	32.6	67.4	73.6	26.4
1971	85.7	14.3	40.3	59.7	78.4	21.6
1972	86.2	13.3	48.3	51.7	79.8	20.2
1973	87.2	12.8	51.9	48.1	81.1	18.9
1974	86.4	13.6	43.7	56.3	78.0	22.0
1975	79.5	20.5	38.5	61.5	69.5	30.5
1976	82.8	17.2	39.5	60.5	73.0	27.0
1977	78.6	21.4	36.4	63.6	68.2	31.8
1978	79.2	20.8	36.0	64.0	68.7	31.3
1979	80.4	19.6	41.6	58.4	71.1	28.9
1980	79.5	20.5	40.0	60.0	69.5	30.5

### 9.4 Evolution of container traffic (in TEU's)

Year	Number	Index (1970 = 100)
1970	92,400	100.0
1971	84,800	91.8
1972	130,300	141.0
1973	126,200	136.0
1974	155,600	168.5
1975	152,500	165.0
1976	147,500	160.3
1977	180,200	195.0
1978	191,800	208.3
1979	190,000	205.6
1980	181,000	196.7
1981	222,200	241.5

### 9.5 Evolution of passenger traffic

Year	Number of Passengers	Index (1970 = 100)
1970	510,500	100.0
1971	530,900	104.0
1972	701,600	137.4
1973	781,000	153.0
1974	884,400	173.2
1975	1,170,300	229.2
1976	1,344,200	263.3
1977	1,605,900	314.6
1978	1,732,800	339.4
1979	1,691,300	331.3
1980	2,313,800	453.3
1981	2,309,800	452.5







# Useful Addresses

Port Authority  
Brugge/Zeebrugge

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**Maatschappij van de Brugse  
Zeevaartinrichtingen n.v. MBZ**

Louis Coiseaukaai 2,  
B-8000 Brugge  
Tel. 050 - 33.52.24  
Tlx. 81.201

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National bodies

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**Ministry of Public Works**

• Direction of the Waterways  
Office of the Coast,  
Residentie "De Mast"  
Ernest Feysplein 15, B 5,  
B-8400 Oostende  
Tel. 059 - 50.19.61  
Tlx. 81.604  
• Public Relations (Regional Office)  
Spanjaardstraat 7,  
B-8000 Brugge  
Tel. 050 - 33.94.20

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**Ministry of Finance**

• Customs and Excise Office  
Louis Coiseaukaai,  
B-8000 Brugge  
Tel. 050 - 33.69.16  
• Zeebrugge Customs Office  
Baron de Maerelaan 4,  
B-8380 Zeebrugge-Brugge 5  
Tel. 050 - 54.54.55

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**Ministry of Communications**

Marine Administration &  
Sea Salvage Service,  
Immigration Officer,  
Chief Pilot  
Loodswezenstraat,  
B-8380 Zeebrugge-Brugge 5  
Tel. 050 - 54.40.07

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**Belgian Foreign Trade Office**

Regional Direction for West Flanders  
Baron Ruzettelaan 35,  
B-8320 Brugge 4  
Tel. 050 - 35.81.40

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**Regional Development Authority**

(GOM – West-Vlaanderen)  
Baron Ruzettelaan 33,  
B-8320 Brugge 4  
Tel. 050 - 35.81.31

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**State Police (Gendarmerie)**

Predikherenrei 3,  
B-8000 Brugge,  
Tel. 901 or 050 - 33.75.44  
Port Brigade Zeebrugge  
Veerbootstraat 1,  
B-8380 Zeebrugge-Brugge 5  
Tel. 901 or 050 - 33.75.44

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**Belgian Railways (N.M.B.S.)**

Head Office:  
Frankrijkstraat 85,  
B-1070 Brussel  
Tel. 02 - 513.18.70  
Commercial Department  
Station Brugge  
Tel. 050 - 33.69.97  
Station Zeebrugge  
Tel. 050 - 54.50.27

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**Employment Office**

Rijksdienst voor Arbeidsvoorziening  
R.V.A.  
Spanjaardstraat 17,  
B-8000 Brugge  
Tel. 050 - 33.52.03  
Noordhinderstraat 12,  
B-8380 Zeebrugge-Brugge 5

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Provincial bodies	Municipal bodies	Private organizations
<hr/> <b>Government of West-Flanders</b> Burg 3, B-8000 Brugge Tel. 050 - 33.06.41 <hr/> <b>Military Authority of West-Flanders</b> Kuipersstraat 21 B-8000 Brugge Tel. 050 - 33.44.17 <hr/>	<hr/> <b>City Administration Bruges</b> City Hall Burg 4, B-8000 Brugge Tel. 050 - 33.07.46 <hr/> <b>Tourist Information</b> Tourist Office Markt 7, B-8000 Brugge Tel. 050 - 33.07.11 Tlx. 81.328 <hr/> <b>Municipal Police</b> Hauwerstraat 7, B-8000 Brugge Tel. 906 or 050 - 33.77.33 St.-Donaasstraat 6, B-8380 Zeebrugge-Brugge 5 Tel. 906 or 050 - 33.77.33 <hr/> <b>Fire Brigade</b> Walweinstraat B-8000 Brugge Tel. 900 or 050 - 33.10.10 <hr/>	<hr/> <b>Chamber of Commerce and Industry</b> Ezelstraat 25, B-8000 Brugge Tel. 050 - 33.36.96 <hr/> <b>Association Port of Zeebrugge Interests</b> APZI Ezelstraat 25, B-8000 Brugge Tel. 050 - 33.49.68 <hr/> <b>Seamen's Club Zeebrugge</b> Duinpad 1, B-8380 Zeebrugge-Brugge 5 Tel. 050 - 54.44.63 <hr/>

## Emergency telephone numbers

<b>900:</b>
General (accidents, catastrophes, etc.
<b>901:</b>
State Police (Gendarmerie)
<b>906:</b>
Municipal Police



# Table of Contents

	Page	
1	President's Introduction	3
2	Historical Synopsis	5
3	Management and Operation	6
4	Present Situation	9
5	Port Functions	19
6	Technical Characteristics of the various Terminals	25
7	Connections with the Hinterland	39
8	Port Extension Works	47
9	Statistical Information	55
	Useful addresses	61

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