



Consultation manual De Bieshoek (Zwijndrecht – Waaslandhaven)

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1. Preface

This market consultation is being used by the Scheldt Left Bank Corporation (MLSO) to test its vision on the new industrial/logistics zone (De Bieshoek) that is yet to be developed. This market consultation will be followed by an official market consultation at a later stage.

Referring to page 4 of the complex project, “Realisatie van Extra Containerbehandelingscapaciteit in het Havengebied Antwerpen” (“CP ECA”), [Realisation of Extra Container Handling Capacity in the Antwerp Port Area], additional industrial/logistical handling capacity is planned in the port on the left bank of the Scheldt. In the context of the implementation of this extra capacity, the Scheldt Left Bank Corporation (MLSO) is organising this market consultation.

This bundle contains an introduction to the port on the left bank of the Scheldt and the Scheldt Left Bank Corporation (MLSO). This is followed by an explanation of CP ECA in relation to De Bieshoek. The final part describes how you can register as an interested party to participate in this market consultation, and the information you need to include with your market consultation file.

2. The port on the left bank of the Scheldt and the Scheldt Left Bank Corporation (MLSO)

The port of Antwerp experienced steady growth during the 1960's. Port traffic increased at a rapid pace, and increasingly larger ships meant an expansion of the storage and distribution functions, as well as industrial sites, became necessary.

Due to a lack of expansion possibilities on the right bank of the Scheldt, only the Wase left bank of the Scheldt was eligible for further expansion. The conviction at the time was that expansion of the port of Antwerp was indispensable to ensure it remained one of the top international seaports.

After lengthy consultations between all parties involved, and taking account of both the principle of municipal autonomy and a number of factual situations, two fundamental decisions were taken:

- the maritime development, or the management and operation of the port, was entrusted to the city of Antwerp, which later became the Municipal Port Authority and is now Antwerp Port Authority NV under public law;
- land and industry management belonged to a special society with participation from the state and public authorities from both banks.

On 19 June 1978, these basic principles were approved by law – the so-called Chabert law. More than four years after this approval, and as a direct result of the law, the Maatschappij voor het Haven, Grond- en Industrialisatiebeleid van het Linkerscheldeoevergebied [Society for the Port, Land and Industrialisation Policy of the Left Bank Area], or in short the Scheldt Left Bank Corporation (MLSO), was founded on 15 December 1982.

In order to be able to implement the provisions laid down by the Chabert Act, the Scheldt Left Bank Corporation (MLSO) was given authority to acquire land and prepare it for construction.

- The land in the port area that is necessary for the management and operation of the port will then be transferred to the Antwerp Port Authority. The Antwerp Port Authority also manages the “wet” infrastructure: docks, locks and quay walls.

- The Scheldt Left Bank Corporation (MLSO) gives land intended for industrial and logistics activities to companies in concession.

The municipalities of Beveren and Zwijndrecht are still responsible for the police, firefighting, urban planning, spatial planning and environmental care. The Scheldt Left Bank Corporation (MLSO) does however have an advisory role in the construction and operating conditions in the industrial zone.

The Port Decree dated 2 March 1999 regulates the management law between Port Companies and the Flemish Region. The Scheldt Left Bank Corporation (MLSO) is not a Port Authority, but it does retain the powers of one. In addition, the Scheldt Left Bank Corporation (MLSO) was given an additional legal assignment: port policy/sub-regional policy. This means the Scheldt Left Bank Corporation (MLSO) advises in and around the port on the left bank of the Scheldt on matters concerning spatial planning, the environment, mobility and so on. The Scheldt Left Bank Corporation (MLSO) has grown into a real promoter of the port on the left bank of the Scheldt and coordinates the activities of the various services that play a role in its development.



3. CP ECA

3.1. The project

The port of Antwerp is an important growth centre for the Flemish economy, and with its unique scale, creates prosperity and work for the whole of Flanders.

Container handling in the Antwerp port area is recording record figures year after year. In order to be able to absorb the expected growth of container traffic in the years up to 2030, the Flemish Government wants to provide additional options for container handling in the Antwerp port area. This project is being managed under the “complex projects” procedure, and has been given the complex project nomenclature, “Realisatie van Extra Containerbehandelingscapaciteit in het Havengebied Antwerpen’ (CP ECA) [Realisation of Extra Container Handling Capacity in the Antwerp Port Area].

On 15 July 2016, the Flemish Government took the starting decision for the complex project, CP-ECA, and initiated the first phase: the research phase. CP ECA is currently in the elaboration phase: the final preferential decision was adopted on 31 January 2020. This market consultation is based on the knowledge underlying the current state of affairs of CP ECA. This document (including appendices) is in no way a preliminary to the final adoption of the project decision. The Scheldt Left Bank Corporation (MLSO) will amend documentation during the elaboration phase on the basis of the acquired knowledge.

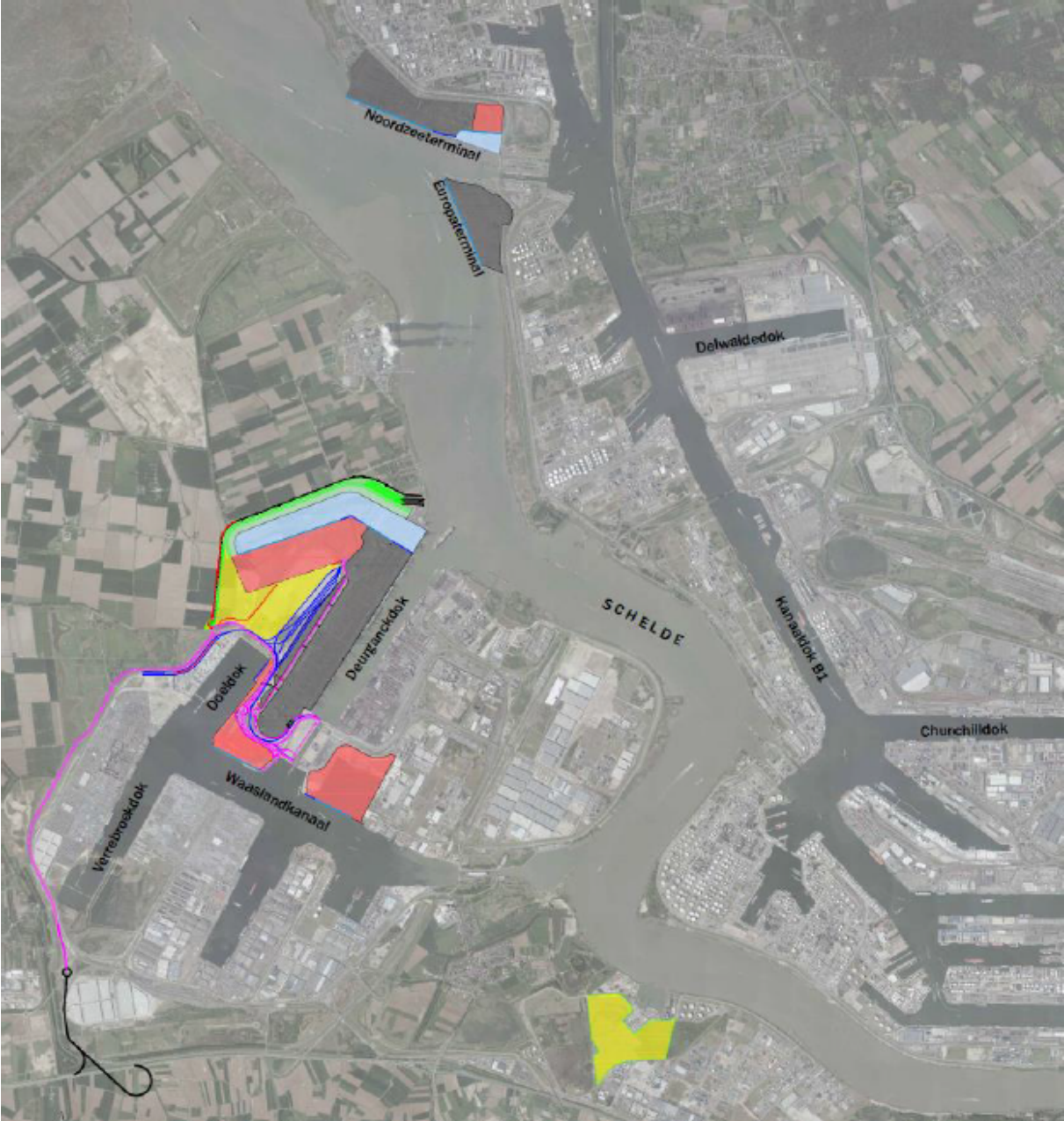
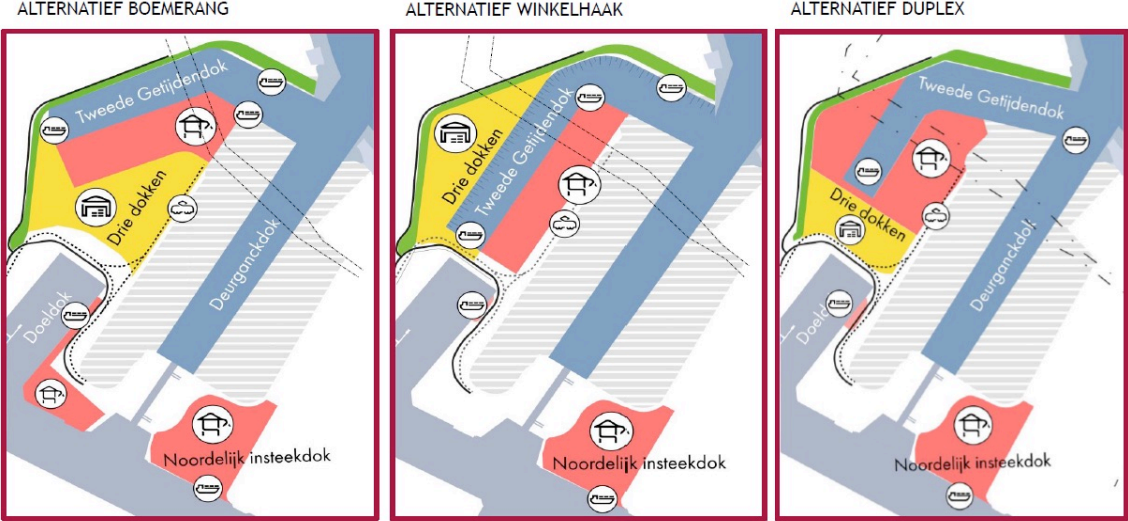


Figure: visual representation of CP ECA (as included in the preferential decision).

Extra container terminals will be erected within the area that has been developed as a port, and a new tidal dock will sit at right angles to the Deurganck dock.

Three design alternatives for this new tidal dock are currently being investigated in a “Tussennota voor Containercluster Linkerscheldeoever” [Interim Memorandum for Container Cluster on the Left Bank]: the boomerang (left on the figure below, as included in the preferential decision), the square (centre on the figure below), and the duplex (right on the figure below).



Parallel to this, a number of industrial/logistical port sites are being developed, as well as new roads and railways, while inland shipping possibilities are also being looked at. The new industrial/logistics port sites, of which De Bieshoek (south-eastern zone in Zwijndrecht, marked in yellow on the figure in the preferential decision) is a part, will be developed and managed by the Scheldt Left Bank Corporation (MLSO).

3.2. Purpose of the logistics/industrial sites

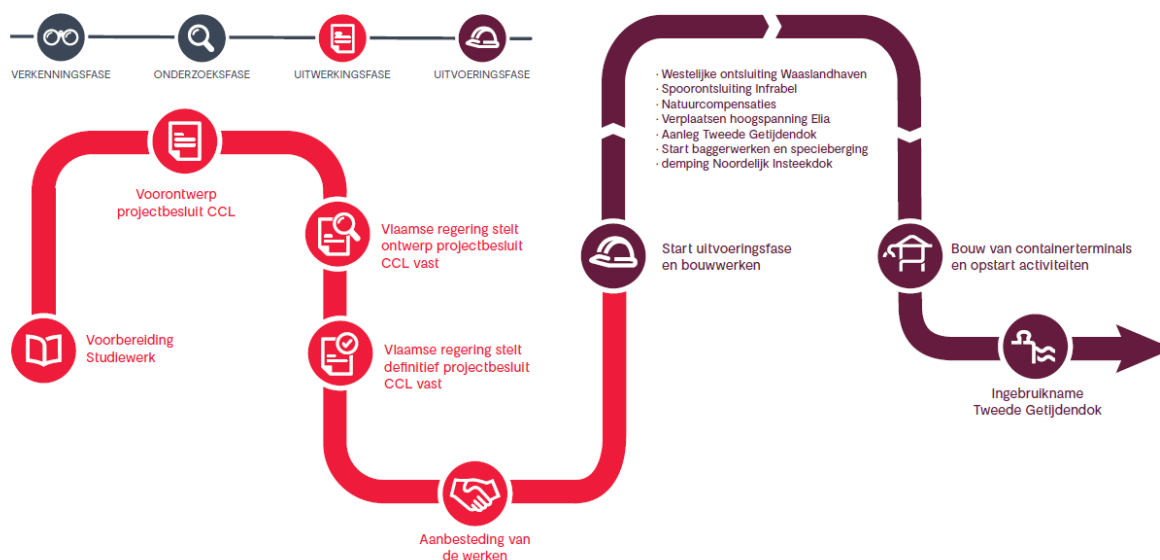
The development of container handling capacity is related to the development of the associated industrial/logistical land on the port platform. The cohesion comes from the economic fabric of the port of Antwerp, in which the mix between cargo handling, logistics and industry leads to mutual reinforcement. For example, maritime freight flows feed the port industry, which gives it an important location advantage. Meanwhile, the industrial cluster generates a lot of cargo, which considerably strengthens the hub function of the port of Antwerp. For these reasons, the development of new container handling capacity cannot be looked at in isolation from, and offers new opportunities for, the further expansion of logistics/industrial activities on the port platform. This explicitly concerns container logistics, industrial logistics, services to the aforementioned logistics, as well as sustainable energy production and delivery. New (petro)chemical industrial complexes are not foreseen within the CP ECA.

The various alternatives for container handling capacity (see below) all create additional capacity of approximately 7.1 million TEU (Maritime + inland shipping).

In the preferred alternative, the extra logistics handling capacity will be realised by two logistics zones, namely the Drie Dokken zone and the Vlakte van Zwijndrecht zone (hereinafter referred to as De Bieshoek). The focus of this market consultation is the development of De Bieshoek (approximately 65 hectares).

3.3. CP ECA Process

Roadmap containercluster Linkerscheldeoever (CCL)



4. Market consultation De Bieshoek

4.1. Purpose of this Market consultation

The elaboration phase, based on the final preferential decision of the Flemish Government, is currently underway. The building blocks of the preferred alternative will be converted into concrete projects. In order to inform this process, the Scheldt Left Bank Corporation (MLSO) wants to collect insights, points of view and any possible risks that participants in this market consultation foresee in the currently planned implementation (see below) of the various project components. The Scheldt Left Bank Corporation (MLSO) can then analyse and assess these insights in the further elaboration of CP ECA and, if necessary, include or take them into account, in their original or modified form.

This market consultation therefore has the following concrete objectives:

- Identifying interested parties for exploitation (candidate concessionaire);
- Gathering information for the further design and optimisation of De Bieshoek;
- Informing participants about possible obligations during the exploitation phase;
- Asking the participants for their insights and assessment;
- Checking the commitments potential operators are prepared to make in the context of CP ECA;
- Understanding what is expected of the Scheldt Left Bank Corporation to enable subsequent operators to meet obligations and commitments.

The Scheldt Left Bank Corporation (MLSO) will invite participants to take part in further meetings in response to and/or to clarify their response to this market consultation. After the market consultation,

and during the run-up to a final project decision to be approved by the Flemish Government, a formal market consultation will follow. This consultation will not be limited to the participants who registered for this market consultation. The participants in the market consultation can in no way derive any rights from the course and content of this market consultation, not even with a view to the subsequent market consultation that will lead to the granting of concessions. If deemed appropriate, participation may result in the development of the business park being more responsive to the needs and/or wishes of the participants.

Participants in the market consultation will be contacted personally upon the launch of the concession consultation(s) for De Bieshoek.

4.2. Object of the market consultation

In the final preferential decision, two logistics/industrial zones were defined, namely Drie dokken and De Bieshoek. This market consultation focuses on the latter of the two.

A design study was drawn up for De Bieshoek. The plan accompanying the study provides an indication of a possible future situation, but is not a definitive elaboration. The information provided should not prevent candidates from sharing their own initiatives or insights. In the first instance, the plan only reflects the basic principles for the implementation of De Bieshoek: rectangular building fields using an adaptable grid pattern, grafted onto a number of green-blue “fingers” with an access structure for pedestrians, cyclists and motorised traffic. With regard to the scale of the activities, large plots have been taken into account in the first place, up to 80,000 m² per building field, whereby the plots can still be adapted in size.

In the context of higher spatial efficiency and preventing unnecessary surfacing, the ambition is set to build as compactly as possible. Smart and increasingly automated storage systems require more compact building volumes, with a building height of 12-15 m no longer being an exception. Stacking and multiple use of space are therefore encouraged in order to limit the footprint and take advantage of the energy advantages offered by compact construction methods.

The logistics sector and industrial logistics are both in transition, which requires a new approach. We see an important role for co-operation and bundling around shared services and facilities. The exchange of shared workspaces and flexible divisions are among the possibilities gradually being introduced. Such co-operation can take place at the level of a construction site, a cluster of business units, or at the level of the entire business park, including a link with Fort Sint-Marie (which is yet to be renovated) and other companies within the port on the left bank of the Scheldt. Concrete forms of collaboration and bundling include: bundled parking systems linked to polyvalent functions such as iconic buildings on strategic sites; a common work floor and storage space; and exchange of energy flows, materials and process water.

More information about the current layout design of De Bieshoek can be found in the layout plan, included as an appendix.

5. Requested input in the context of the market consultation

The Scheldt Left Bank Corporation (MLSO) is asking participants to clearly state their vision/point of view regarding the development of De Bieshoek. In order to do this, the participant must fill in the necessary information on the registration form and e-mail it to info@mlso.be.

The main themes the Scheldt Left Bank Corporation (MLSO) wishes to discuss with the participants in the context of this market consultation can be found below. The list is not exhaustive and the Scheldt Left Bank Corporation (MLSO) may therefore request additional information. This information will be further analysed and assessed to see how it can be further used in the elaboration of the CP ECA.

Some of the ambitions and expectations discussed below come from the final preferential decision (which can be found on www.cpeca.be) and will play an important role in future decision-making for the CP ECA. As an area manager, the Scheldt Left Bank Corporation (MLSO) is convinced of the importance of fully committing to each of the themes in order to develop the port in a sustainable manner and to provide an answer to current and future challenges.

5.1. Mobility

Mobility is a core theme within the CP ECA. Ambitious objectives have been formulated within the CP ECA to provide an answer to problems related to accessibility and liveability of the port and the surrounding region.

The mobility calculations (concerning freight transport) carried out in the strategic EIA to substantiate the preferential decision are based on the following modal split of the traffic to and from De Bieshoek:

- Rail: 9%;
- Road transport: 91%;

5.1.1. Quay

Since the Antwerp Port Authority, the Scheldt Left Bank Corporation (MLSO) and the Flemish government are pursuing an ambitious modal split, an investigation is currently underway to see whether a quay in the immediate vicinity of De Bieshoek can contribute to this. The Scheldt Left Bank Corporation (MLSO) wishes to hear from the various candidates about how they could take advantage of this quay and whether they could use it effectively. Various locations are being investigated (see Appendix 2).

5.1.2. Railway transport

The Scheldt Left Bank Corporation (MLSO) wishes to hear from the candidates about how they could take advantage of rail access, and how the candidates want to achieve rail access individually. It is therefore important that infrastructural preconditions are provided by the candidate. An investigation is currently underway to see whether a continental intermodal rail terminal can be constructed on or in the immediate vicinity of De Bieshoek.

The participant is asked to share their expected traffic movements and applicable modal split expectation. For rail, road, water, pipeline, etc.: what is the modal split (taking the minimum requirements as imposed in the preferential decision of the CP ECA into account); how might it evolve over time; what are the points of attention (critical success factors and infrastructure) to achieve this modal split; and what are the associated opportunities according to the company's vision?

The Scheldt Left Bank Corporation (MLSO) would also like to see how it can use its concession policy and other instruments as optimally as possible in order to achieve and continuously monitor the

expected traffic movements and modal split. This too can be discussed during this market consultation.

5.2. Efficient use of space

Space is a scarce commodity in the port of Antwerp. This is why sufficient attention must be paid to sustainable and efficient use of space during the further elaboration and later exploitation. The Scheldt Left Bank Corporation (MLSO) is asking every participant to provide insight into how they will use the available space as efficiently and optimally as possible. The participants are therefore asked to share their insights about the following operational parameters and the degree of automation:

- Methods (to be) employed for handling incoming and outgoing goods flows;
- Storage methods and systems (to be) used (including building height/number of building volumes);
- Method of railway use;
- Method of handling trucks;

Sustainable and efficient use of space is the criterion for the allocation of concessions, as well as the follow-up of concession agreements. The Scheldt Left Bank Corporation (MLSO) would like to receive feedback on the general criteria it can use in that context:

- Envisaged volumes (In-out, in ton/TEU);
- Stored tonnes/TEU per m²;
- Added value per m²;
- Storage capacity (in tons/TEU).

If the participant can use additional relevant parameters with regard to the efficient use of space in combination with neighbouring companies, these may also be stated.

5.3. Ambitions for sustainable projects

5.3.1. Low-emissions

Limiting additional emissions as much as possible is an important ambition of the Flemish government. In order to make a realistic estimate, we are asking the participant to share transparent and truthful data during the market consultation about vehicle types, flows of goods and modal split, and operational exploitation of buildings/warehouses.

The Scheldt Left Bank Corporation (MLSO) wishes to know of any measures the participant would possibly consider to reduce CO₂, NO_x and fine particulate matter emissions. A combination of measures must be chosen that is effective, affordable, feasible and sufficiently ambitious.

Examples of measures are emission reduction, energy efficiency, the use of non-fossil-powered treatment techniques and renewable energy, etc.

5.3.2. Energy generation/consumption, and energy hub

What energy needs (both in terms of heat and electricity, including for transport) do you and your activities as a company have? How do you expect to meet this energy requirement yourself, and how will you generate the necessary energy? What is your vision concerning the sharing of energy (exchange) between different companies in the same business park, and how do you think you can

contribute to this yourself (through infrastructure, knowledge and experience, etc.)? What do you think are the critical success factors (such as existing infrastructure) for turning the business park into a sustainable business park?

5.3.3. Circular economy

What is your vision regarding the circular economy within De Bieshoek? Can the circular economy create synergy opportunities for your company? And if so, what are they? We are not only thinking of economic, but also sustainable and social valorisation.

5.3.4. Willingness to participate in business park management

The Scheldt Left Bank Corporation (MLSO) wants to focus on business park management for De Bieshoek. In short, it is the intention to set up a simple structure (e.g. non-profit association or the like), together with the companies that establish themselves here, under which tasks can be taken on together in order to jointly save costs through economies of scale and improved efficiency. Tasks that are too ambitious for an individual company in terms of cost or effort can become feasible by bundling with several companies, resulting in greater added value. The Scheldt Left Bank Corporation (MLSO) wants to do this with the companies that intend to establish themselves here and that therefore need to be members of the business park management structure (on a cost-sharing basis). The Scheldt Left Bank Corporation strongly believes in the added value of this, not only within De Bieshoek, but also with nearby neighbouring companies. What opportunities do you see in this regard for your company? Which facilities would be useful for your company? Could a multi-tenant building with common services such as multimedia and multi-purpose meeting or reception rooms, shared canteen or kitchen facilities, modularly expandable building volumes for future facilities such as fitness, ironing service, etc. be useful for your company? Do you have any other proposals for filling a multi-tenant building such as this?

5.4. Description of the tender company's activities

In order to estimate the relevance of the various files, the Scheldt Left Bank Corporation (MLSO) is also asking for more information about the intended activities of the participant. What is important in this regard is the necessity of their presence in the port of Antwerp (maritime traffic, collaborations and/or logistical integration with existing parties, synergies with an industrial cluster, etc.), how the activities would be spatially organised (installation or building, with preferably a plan sketch including estimated dimensions), and how the participant can see this fitting within the current layout plan.

5.5. Other feedback about the layout plan

In addition, you can always provide other feedback on the layout plan in order to strengthen or adjust the concept. This feedback may relate to, among other things, the layout, infrastructure, spatial regulations (building height, building volumes, etc.).

6. Article 6 – Market consultation principles

6.1. Applicable principles in the context of the market consultation

By registering for this market consultation, participants unconditionally agree to the following principles:

- The Scheldt Left Bank Corporation (MLSO) has the right to discontinue the market consultation at any time (if necessary, to organise a new market consultation at a later date, or to immediately organise an inquiry procedure with regard to De Bieshoek). Such termination does not entitle the participants to compensation. No liability on the part of the Scheldt Left Bank Corporation (MLSO) can be invoked by participants as a result of this market consultation.
- In addition to the previous point, participants fully bear any and all costs they incur in the context of this market consultation. Participants cannot claim a cost reimbursement for participation in the market consultation.
- The Scheldt Left Bank Corporation (MLSO) is in no way bound by terms that may or may not be stated in this consultation bundle with regard to the market consultation, or that may or may not be communicated later during the market consultation. These terms may be shortened or extended by the Scheldt Left Bank Corporation (MLSO) without the participants being able to derive any rights or compensation from them. On the other hand, all stated periods are binding for the participants.
- The consultation bundle can be supplemented, specified and/or amended by the Scheldt Left Bank Corporation (MLSO) during the course of the market consultation.

6.2. Indicative overview of the progress of the market consultation

An outline of the course of the market consultation (with or without indication of a target date) can be found below. The Scheldt Left Bank Corporation (MLSO) reserves the right to adjust the course and/or proposed timing, and will in that case, direct the required communication to the participants in good time:

1. Announcement of the market consultation/provision of the consultation bundle: 17 September 2021;
2. Registration of interested participants;
3. Submission of consultation files: 12:00 Midday CET, 17 November 2021
4. Examination of the consultation file by the Scheldt Left Bank Corporation (MLSO);
5. Consultation rounds with participants at the end of 2021/beginning of 2022;

The further course of the consultation rounds and planning thereof will be communicated to the participants in good time by the Scheldt Left Bank Corporation (MLSO) after submission of the consultation files.

6.3. Registration of participants for the purpose of asking questions and receiving answers

Oral questions will not be answered in writing. In order to maintain the principle of equality, written questions will be answered in an information memorandum that will be sent – anonymously – to all registered participants in good time.

7. Registration

7.1. Documents to be included

The Scheldt Left Bank Corporation (MLSO) is asking you to complete the form with as much detail as you possibly can and attach any necessary documents to ensure this market consultation can be useful and comprehensive. Participants are responsible for this themselves.

7.2. Processing of Personal Data

The Scheldt Left Bank Corporation (MLSO) processes personal data in accordance with the Privacy Policy (which can be found on the Scheldt Left Bank Corporation website: www.mlso.be). Should a participant exchange data in the context of showing interest/registering in the context of this market consultation, this participant declares:

- Full observance at all times of the applicable laws and regulations regarding data protection and the processing of personal data; and correct and lawful handling of personal data of, among others, employees of the Scheldt Left Bank Corporation (MLSO) that is processed in the context of this consultation procedure and the consultation file; for example, the participant will ensure data subjects are informed correctly, a processing register will be maintained, and appropriate technical and organisational measures will be taken to protect the personal data being processed. That personal data will only be processed in such a way that corresponds to the processing principles of the GDPR, and only on a lawful legal basis.
- That any Scheldt Left Bank Corporation (MLSO) personnel whose data is processed in the context of the consultation procedure and the consultation file will be referred to the Privacy Policy, and all personal data will be treated in accordance with the applicable laws and regulations regarding data protection and the processing of personal data.

7.3. Confidential character

The information provided will be treated confidentially, but may be shared with other government agencies that are part of the CP ECA's planning process. If the company explicitly requests it, this can be done anonymously.

Appendix 1 – De Bieshoek layout plan

Candidates who wish to view the complete layout study can obtain it on request by sending an e-mail to: liesbeth.vandriessche@mlso.be

Appendix 2 – Possible quay locations

Appendix 3 – Registration form