



## **Survey Oudedijk 2024**

**(Kallo – the port on the left bank of the Scheldt)**

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## 1. Preface

The Scheldt Left Bank Corporation (MLSO) is conducting a survey for the granting of a concession on the cadastral land identified as Beveren, Kallo, with the following details: cadastral section A number 294/H P0000, and section A number 491/V P000. In total, the area to be granted as a concession amounts to approximately 82,781 m<sup>2</sup>. Its location is shown below.



This bundle contains an introduction to the port on the left bank of the Scheldt and MLSO. This is followed by an explanation regarding the land. The final section outlines the application process for candidates wishing to participate in this survey, detailing the information that must be included with your application.

## 2. The port on the left bank of the Scheldt and the Scheldt Left Bank Corporation

### 2.1. History/task distribution in the port on the left bank of the Scheldt

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:

- "maritime development or the management and operation of the port" was entrusted to "the City of Antwerp," which has since become Antwerp-Bruges Port Authority NV of 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 said law, the Corporation 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, 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 subsequently be transferred to the Antwerp Port Authority. The Antwerp Port Authority also manages the "wet" infrastructure: docks, locks and quay walls.
- MLSO grants land intended for industrial and logistics activities to companies under concession agreements.

The municipalities of Beveren and Zwijndrecht are still responsible for the police, firefighting, urban planning, spatial planning and environmental care. 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. MLSO is not a Port Authority, but it does retain the powers of one. In addition, MLSO was given an additional legal assignment: port policy/sub-regional policy. This means 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. MLSO has grown into a genuine 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.



Figure: ©google earth

## 2.2. Port-related activities

Together with its partners, MLSO develops sustainable added value and employment optimally in the port on the left bank of the Scheldt, part of the port of Antwerp. MLSO creates an optimal environment for economic development for businesses and promotes the well-being and welfare of the citizens in Waasland and the surrounding areas. In this manner, MLSO illustrates how the port and surrounding entities can mutually reinforce each other, thereby establishing a strong foundation for collaboration.

Through concession agreements and other means, MLSO provides port sites to companies to support the realisation of their projects. MLSO and Port of Antwerp-Bruges are collaborating to promote sustainable port growth, with a focus on the economy, climate, people, and the environment. The port of the future must provide sufficient capacity while being accessible, sustainable, smart, and safe to remain appealing to investors.

The extent to which the activities of potential concessionaires are related to port operations is highly significant.

## 2.3. The importance of sustainability

In its long-term policy plan 2015- 2030, MLSO specified: By 2030, MLSO and its partners aim to have optimally developed sustainable added value and employment in the port on the left bank of the Scheldt, part of the port of Antwerp.

MLSO is committed to a sustainable concession policy. For this reason, sustainability criteria have been incorporated into the survey under point 4. Additional info as part of the survey.

The 17 Sustainable Development Goals (SDGs) of the United Nations are the basis for the guideline. We focus on five SDGs in which the port of Antwerp can excel:

- SDG 3 - good health and well-being;

- SDG 8 - decent work and economic growth;
- SDG 9 - industry, innovation and infrastructure;
- SDG 11 - sustainable cities and communities;
- SDG 13 - climate action.

A sixth SDG supports the five SDGs listed above: SDG 17 - partnership to achieve goals.

#### **2.4. Nature concerns**

The site is located within the Birds Directive Area BE2301336, known as the Schorren en Polders van de Beneden-Schelde. Consequently, it is prohibited to make any changes that could adversely affect the objectives of the Birds Directive Area.

To address this issue, MLSO and PoAB initiated the "Programme for Spatially Accommodating Economic Growth Opportunities for Companies Located in the Port on the Left Bank of the Scheldt" by utilising the "residual land." This program is usually referred to simply as the "residual land project". MLSO and PoAB have examined the cumulative effects of utilising all set-aside land. A public inquiry was conducted regarding the Environmental Impact Report (EIR), including compensation measures, and the Flemish Government has recognised the significant public interest in the utilisation of the residual land. Subsequently, MLSO and PoAB committed to compensating for the natural value of the affected derelict port sites to ensure their availability for economic development. However, an appeal against this is still pending.

Any permit application for the land currently under review must therefore consider the premises and boundary conditions outlined in the Environmental Impact Report (EIR) for the residual land. Moreover, this Environmental Impact Report (EIR) only assesses the effects of the actual acquisition of the sites on the objectives of the Birds Directive Area, without taking into account all other potential effects of a project. Therefore, the requirement for an Environmental Impact Report (EIR), if applicable, still applies to all other aspects of a project.

The other potential impacts on nature have not been examined in the "residual land" project. In other words, any project developed on this site must be evaluated in accordance with all relevant nature and environmental legislation (e.g. forest decree, restrictions on modifying certain vegetation).

In relation to protections under the Species Decree, reference should be made to the "Species Protection Programme" and the initiatives undertaken by PoAB and MLSO to ensure that any species present in business parks are accommodated within the Ecological Infrastructure Network. This enables a derogation from the prohibitions outlined in the Species Decree (Flemish government decision of 15/05/2009 regarding species protection and management).

More information regarding these elements can be provided to the future concessionaire upon request.

#### **2.5. Point of attention: pipeline zone.**

This concession area is crossed by several pipelines. You can request an information document (Dutch only) by contacting [info@mlso.be](mailto:info@mlso.be).

### 3. Candidates

#### 3.1 Representing candidate

In addition to the name, address, phone number, email, VAT number, contact person (along with their position), and nationality of the main company, the penholder should indicate in the registration form whether they are applying:

- as an independent company that separately realises and operates the project;
- on behalf of a group of companies to which it belongs;
- with a view to forming a consortium or concluding a cooperation agreement with other companies before the start of the concession.

To demonstrate that they have the necessary financial capacity to effectively realise and operate their project proposal, the candidate must submit the following documents:

- Audited financial statements for the candidate's last two fiscal years, along with those of the parent company, if applicable;
- Evidence of professional liability insurance.

To demonstrate relevant expertise in realising and operating the project, the candidate shall provide a description of the following elements:

- the main/supplementary activities of the company;
- the relative size of the project activity compared to its main and ancillary activities and their evolution over time;
- The locations where any primary and ancillary activities are or have been conducted;
- the company's market position in the project activity, if applicable, and its evolution; market position and the future evolution of the market position;
- If available, the company's most recent sustainability report.

Additionally, indicate whether it is a SEVESO company.

#### 3.2 Inclusion of land to be allocated in the development plan and port zoning

*Synergy with nearby businesses.*

In the context of higher spatial efficiency and preventing unnecessary surfacing, the ambition is set to build as compactly as possible. 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 candidate will provide MLSO with a site plan showing their proposed project.

In order to estimate the relevance of the various files, MLSO also requests more information about the intended activities of the candidate. In this regard, it is important to assess to what extent a presence in the port of Antwerp is essential (e.g. maritime traffic, collaborations and/or logistical integration with existing parties, synergies with the industrial cluster and use of pipelines). Additionally, it is crucial to outline how the activities would be organised spatially (including installations or buildings, ideally represented with a plan sketch and estimated dimensions) and how the candidate envisions these fitting within the concession boundaries.

Based on the developed and desired strategic vision, MLSO will only consider project proposals whose core activities are inextricably and directly connected to port operations or to other port-based companies.

The application must clearly contribute to strengthening, diversifying, and creating synergies within the port of Antwerp's platform. Candidates are asked to specify the extent of this contribution and the methods by which it will be achieved.

### **3.3 Project details**

Candidates are asked to specify the direct real estate investment required to carry out the proposed project.

What sustainable investments, both movable and immovable, do you anticipate for your project? In this assessment, we assume a "compliance plus" approach, where the candidate exceeds legal requirements. The investment ensures the sustainability of operations and aligns with the sustainability requirements set out in the EU Taxonomy Regulation (2020/852), as amended, including any delegated acts adopted under it.

Timing is also relevant and should be communicated. Within what timing does the candidate expect the proposed project to be realised and operational, including construction phases, and what is the expected evolution of activities?

What in-house value-added creation is associated with implementing the proposed project? To what extent can cost savings and economies of scale be achieved through this project?

How many full-time equivalent (FTE) jobs will be directly created during both the implementation and operational phases, at commissioning and in the future?

What are the primary professional skills required for the project, including the number of full-time positions by skill category (e.g. white-collar workers, port workers and management positions)?

Do you see opportunities for social employment, such as integrating social enclaves, outsourcing services to social service providers, or implementing job sculpting/job scraping tailored to specific social profiles?

## **4. Additional input in the context of the survey**

The items below serve to consider the application as a whole and help select the right candidate for the site.

Below are the main topics MLSO wishes to discuss with the candidates. The list is not exhaustive and MLSO may therefore request additional information.

### **4.1. Mobility**

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

The candidate is asked to share their expected traffic movements and applicable modal split expectation. For rail, road, water, and pipelines: what is the current modal split, how might it evolve



over time, and what are the key focus areas (critical success factors and infrastructure) required to achieve this modal split? According to the company's vision, what opportunities could be associated with this? This concerns the last mile as well as the preceding and following stages of transportation, beyond just the last mile.

MLSO is dedicated to making every effort to achieve and continuously monitor the expected traffic movements and modal split.

#### **4.2. 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. MLSO is asking every candidate to provide insight into how they will use the available space as efficiently and optimally as possible. This is also a condition of the residual land programme (see 2.4) that must be considered.

The candidates 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);
- Methods for the handling of incoming and outgoing goods;

Sustainable and efficient use of space is the criterion for the allocation of concessions, as well as the follow-up of concession agreements. Candidates are required to give MLSO feedback on the general criteria below:

- Envisaged volumes (In-out, in tons/TEU);
- Stored tonnes/TEU per m<sup>2</sup>;
- Added value per m<sup>2</sup>;
- 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.

The objective is to adopt a thoughtful philosophy for the efficient use of space in design. In other words, the floor, wall, and roof areas should be as sustainable and multifunctional as possible, considering the operational activities.

MLSO also wishes to gain insight into how a quality layout of the business site and the finishing of the business buildings, while aligned with the functional use, is pursued. Is consideration given to the aesthetics of the commercial buildings as well as the materials used in their construction?

What is your opinion regarding the exchange of materials or staff between various companies in the area surrounding the site? How do you intend to contribute to this yourself—through infrastructure, knowledge and experience, personnel, rolling stock, or other means? Which of the surrounding companies have you already contacted in this regard, and what was their response?

### **4.3. Commitment to sustainable projects**

#### **4.3.1. 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 candidate to share transparent and truthful data during the survey about vehicle types, flows of goods and modal split, and operational exploitation of buildings/warehouses.

MLSO wishes to know of any measures the candidate would possibly consider to reduce CO<sub>2</sub> and other greenhouse gases, NO<sub>x</sub> and particulate matter and other pollutants into the air. A combination of measures must be chosen that is effective, affordable, feasible and sufficiently ambitious. The candidate should apply the best available techniques in accordance with VLAREM regulations. Operations will be climate-neutral by 2050.

Examples of measures are emission reduction, energy efficiency, the use of non-fossil-powered treatment techniques and renewable energy. The candidate may also specify which pipelines or other utilities are required for this purpose.

Will the candidate also provide measures to reduce light and noise pollution?

#### **4.3.2. Energy generation/consumption, and energy hub**

What are your company's energy needs, including heat, electricity, and transport requirements? How do you expect to meet this energy requirement yourself, and how will you generate the necessary energy? What is your vision regarding energy sharing (exchange) with other companies in the vicinity of the site? How do you envision contributing to this yourself, whether through infrastructure, knowledge, experience, or other means? What do you consider to be the critical success factors (e.g. existing infrastructure) for enabling sustainable use of the site? How will you maximise renewable energy development in the business park?

#### **4.3.3. Circular economy**

What is your perspective on implementing a circular economy approach at the site? Do you see potential synergy opportunities for your company through a circular economy approach? And if so, which? We are considering not only economic but also sustainable and social value creation. To what extent will you achieve the valorisation of raw materials and by-products, along with the reuse of materials?

How will you maximise the recovery of (rain)water?

When selecting materials for all infrastructure, will recycled materials be employed wherever possible, without compromising infrastructure quality or hindering operational activities?

What plans does your company have to participate in a circular economy, including recycling and reusing materials?

Do your potential building plans comply with BREEAM standards? If so, which, what BREEAM score do you aspire to?

#### **4.3.4. Research, development, and innovation within the proposed project.**

Have you previously collaborated with knowledge institutions that focus on sustainability and/or innovation? If so, which? Do you have specific plans for collaboration with knowledge institutions for this site? If so, which institutions do you plan to collaborate with, and what will be the focus of that collaboration?

To what extent is research and development conducted within your company and at the future site? To what extent are your business activities knowledge intensive?

#### **Collaboration and co-innovation.**

- What are your specific plans for R&D collaboration and co-innovation projects with other companies, knowledge institutions, or governments in Flanders and beyond?

#### **Identification of the value chain.**

- In which value chain does your company operate, and what is the contribution of the activity you plan to undertake in this area? What additional positive and sustainable impact can we anticipate from your future use of the site?

### **5. Principles of the survey.**

#### **5.1. Applicable principles in the context of the survey**

By applying for this survey, candidates unconditionally agree to the following principles:

- MLSO reserves the right to terminate the survey at any time and to organise a new survey at a later date. Such termination does not entitle the candidates to compensation. No liability on the part of MLSO can be invoked by candidates as a result of this survey.
- In addition to the previous point, candidates fully bear any and all costs they incur in the context of this survey. Participants cannot request reimbursement for costs incurred while participating in the survey.
- MLSO is not bound by any deadlines that may be stated regarding the survey or communicated later during the process. These terms may be shortened or extended by MLSO without the candidates being able to derive any rights or a right to compensation from them. On the other hand, all stated deadlines are binding for the candidates.
- The bundle can be supplemented, specified and/or amended by MLSO during the course of the survey.
- A concession agreement consists of the General Conditions, the Special Conditions, and the submitted project proposal.

#### **5.2. Indicative overview of the progress of the survey**

An outline of the course of the survey (with or without indication of a target date) can be found below. MLSO reserves the right to adjust the course and/or proposed timing, and will in that case, direct the required communication to the candidates in good time:

1. Announcement of the survey/provision of the bundle: 7 November 2024;
2. Registration of interested candidates;
3. Submission of applications: no later than 17 January 2025, 12pm CET.
4. Perusal of applications by MLSO and any external experts;
5. Interviews with candidates spring 2025;

6. Site allocation is expected in the second or third quarter of 2025.

The scheduling and further details of the interviews will be communicated to the candidates by MLSO in a timely manner following the submission of applications.

### **5.3. Registration of candidates for the purpose of submitting questions and receiving answers.**

Oral questions will not be responded to in writing. To uphold the principle of equality, written questions will be addressed in an information memorandum that will be distributed—anononymously—to all registered candidates in a timely manner.

## **6. Registration**

### **6.1. Documents to be included**

MLSO requests that you complete the application form in full, provide detailed responses to the requested information, and attach the necessary documents to facilitate a useful and comprehensive survey. Candidates are responsible for this themselves.

### **6.2. Processing of personal data.**

MLSO processes personal data in accordance with its Privacy Policy, which is available on the MLSO website. Should a candidate exchange data in the context of expressing interest or registering for this survey, they declare:

- 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 MLSO that is processed in the context of this consultation procedure and the consultation file; for example, the candidate 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 be processed solely in accordance with the principles of the GDPR and only on a lawful basis.
- That any MLSO personnel whose data is processed in relation to the consultation procedure and the consultation file will be referred to the Privacy Policy, and all personal data will be handled in accordance with the applicable laws and regulations governing data protection and the processing of personal data.

### **6.3. Confidentiality**

The information provided will be treated confidentially, but may be shared with other government agencies. If the company explicitly requests it, this can be done anonymously.

MLSO may use outside experts to review applications. They must ensure the confidentiality of records.

**Appendix 1 – Site plan**

**Appendix 2 – Registration form**

**Appendix 3 – General Terms and Conditions for Concessions in the Antwerp Port Area**

**Appendix 4 – Rates for MLSO Concessions for 2025**