

Port and Region

Contents

Together with the region	3
Highlights 2010	4
In the region 1: Plan study into the construction of a new sea lock has been launched	11
In the region 2: Corporatization: desirable and feasible	12
In the region 3: The Port of Amsterdam promotes sustainability and innovation	13
In the region 4: Joining hands for a transshipment centre in Lelystad	14
In the region 5: Uniform port regulations and efficient supervision in the region	15
What does the Port of Amsterdam do?	16
The figures in 2010	17
Financial highlights Port of Amsterdam	18
Balance sheet December 31, 2010	19
Profit and loss account for 2010	21

Together with the region

2010 was a challenging year. Some companies did fine, others unfortunately were less successful. Nevertheless, the Amsterdam port witnessed a strong recovery towards the end of 2010. In fact, the Amsterdam port region as a whole booked wonderful results registering a 4.5% growth. We also did just fine compared to the rest of Europe; the city of Amsterdam is among the Top-5 of European ports. I am truly proud of that. In 2011 I expect the current transshipment level to stabilise.

The theme of this annual report is 'Port and Region'. The region is becoming increasingly important to the Amsterdam port which is why we plan to join hands more closely. Together we will be able to realise the expected growth in the North Sea Canal area and continue to build a strong and future-resistant port. At the nautical level, we are already acting as one unit from the (regional) Central Nautical Management.

In 2010 we levelled up the water regulations for different North Sea Canal municipalities, and in 2011 we will be launching one regional desk for port affairs such as permits and exemptions. Also, we have reached an advanced stage of the monitoring activities within the region seeking to ensure more effect and less inconvenience.

As far as I am concerned, the year 2011 will be the year of construction. We will continue to upgrade our organisation, prepare for a new large sea lock, strengthen our position and work together more intensively with clients at a regional, national and international level. We will investigate the opportunities and possibilities offered by the market outside Amsterdam and seek to further strengthen our position in the Netherlands and also in Europe.

The Port of Amsterdam's corporatization is a major step towards having a decisive and strong port. I look forward to the decision that will be taken this year. According to research conducted in order to determine the Port of Amsterdam's position, becoming a governmental public limited company is desirable and feasible at the same time. The next few months will be truly exciting. But, regardless of the outcome, we will remain dedicated to further professionalisation, service provision and regionalisation.

Dertje Meijer, CEO

Highlights 2010

Transshipment at the Amsterdam Seaports

- * Transshipment at the Amsterdam Seaports (the ports of Amsterdam, Beverwijk, Zaandam and Velsen/IJmuiden) increased by 4.5% in 2010.
- * Total transshipment amounted to 90.7 million tons.

Transshipment at the Amsterdam port

- * Transshipment at the Amsterdam port amounted to 72.7 million tons in 2010.
- * Transshipment remained almost unaltered; a 1% decline compared to 2009.



Year	Throughput (x 1mln) Amsterdam Seaports	Throughput (x 1mln) Port of Amsterdam	Year	Throughput (x 1mln) Amsterdam Seaports	Throughput (x 1mln) Port of Amsterdam	Year	Throughput (x 1mln) Amsterdam Seaports	Throughput (x 1mln) Port of Amsterdam
1980	17,4	11,6	1994	48,1	30,0	2004	73,2	51,9
1985	43,2	27,6	1995	50,3	31,2	2005	74,9	53,8
1986	44,7	29,4	1996	54,7	36,7	2006	84,4	61,0
1987	44,2	29,6	1997	56,5	36,7	2007	87,8	65,4
1988	44,2	28,2	1998	55,8	36,1	2008	94,8	75,8
1989	44,9	28,7	1999	56,1	37,6	2009	86,7	73,4
1990	47,0	31,4	2000	63,9	44,6	2010	90,7	72,7
1991	48,3	32,4	2001	68,3	49,4			
1992	49,2	33,2	2002	70,4	50,3			
1993	48,8	30,5	2003	65,5	44,5			

Source: Port of Amsterdam Harbour Dues System/regional sources

Goods at the Amsterdam port

- * Transshipment of oil products dropped from 35.3 (2009) to 34.7 million tons. In the second half of the year transshipment picked up as a result of improving blend margins vis-à-vis the world market.
- * Coal transshipment declined from 14.7 (2009) to 14.2 million tons. Transshipment strongly picked up in the second half of the year.
- * Transshipment of agricultural bulk increased from 8 (2009) to 8.9 million tons.
- * Transshipment of sand, gravel and minerals increased from 5.5 (2009) to 6.6 million tons.
- * Transshipment of Roll-on/Roll-off recovered strongly, from 0.6 (2009) to 0.9 million tons.
- * Container transshipment declined from 1.9 (2009) to 0.8 million tons.

Throughput by category of assets in the port of Amsterdam (in mln ton)								
	1995	2000	2005	2006	2007	2008	2009	2010
Oil products	7.094	11.207	19.131	23.428	24.866	30.617	35.252	34.653
Coal	4.760	11.289	12.597	12.314	17.266	17.290	14.656	14.199
Agribulk	7.529	10.044	8.299	8.085	8.323	8.740	7.958	8.906
Sand, gravel and minerals	3.952	4.623	6.707	7.325	6.852	5.797	5.502	6.586
Containers (in 1.000 tons)	1.111	782	925	3.257	3.435	3.902	1.868	830
Other	6.778	6.669	6.160	6.602	7.132	9.475	8.157	7.525
Total	31.225	44.614	53.819	61.011	67.874	75.821	73.393	72.699

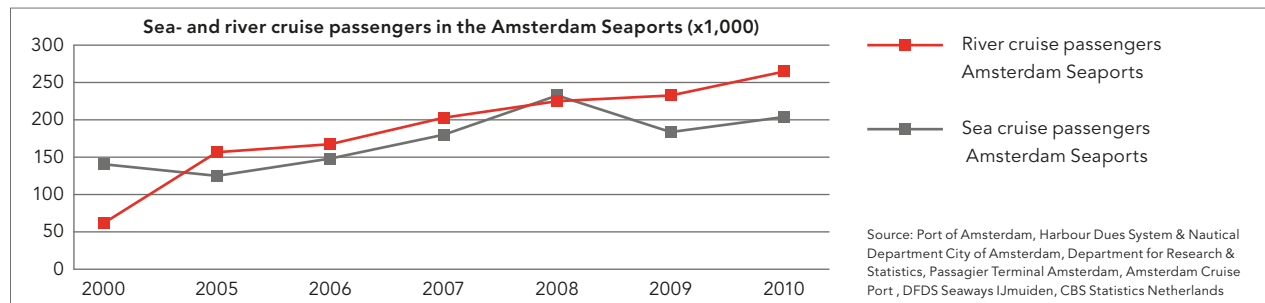
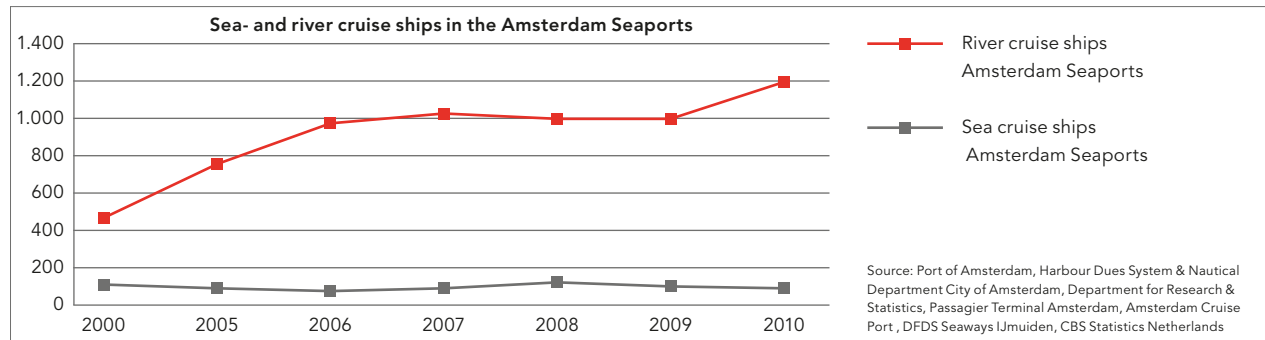
Source: Harbour Dues System, Port of Amsterdam

Cruisevaart

- * The number of sea cruise ship passengers in Amsterdam increased from 181,548 (2009) to 198,530.
- * The number of sea cruise ships in Amsterdam dropped from 93 (2009) to 90.
- * The number of river cruise ships at the Amsterdam Seaports increased from 999 (2009) to 1,195.
- * The number of river cruise ship passengers at the Amsterdam Seaports increased from 233,766 (2009) to 264,540 in 2010.

Cruise in Amsterdam-noordzeekanaalgebied								
		2000	2005	2006	2007	2008	2009	2010
Sea cruise	Sea cruise ships Port of Amsterdam	102	88	75	77	117	93	90
	Sea cruise passangers Port of Amsterdam	100.624	122.105	135.548	161.380	227.591	181.548	198.530
Sea cruise	Sea cruise ships Amsterdam Seaports	112	100	91	98	131	103	101
	Sea cruise passangers Amsterdam Seaports	142.781	125.714	148.094	182.638	234.617	186.703	202.655
River cruise	River cruise ships Amsterdam	470	771	981	1.020	998	999	1.195
	River cruise passangers Amsterdam	61.817	154.961	166.996	201.960	228.012	233.766	264.540
Total cruise schips		582	871	1.072	1.118	1.129	1.102	1.296
Total cruise passangers		78.905	280.675	315.090	384.598	462.629	420.469	467.195

Source:
Port of Amsterdam,
Harbour Dues System
& Nautical Department
City of Amsterdam,
Department for Research
& Statistics, Passagier
Terminal Amsterdam,
Amsterdam Cruise Port ,
DFDS Seaways IJmuiden,
CBS Statistics Netherlands



Logistics site

* In the Netherlands 200,000 m² of logistics site are under construction half of which will be claimed by Amsterdam (100,000 m²).

Source: Holland International Distribution Council (Nederland Distributieland)

* In 2010 the Port of Amsterdam issued approximately 25 hectares of land: 19 ha in Atlaspark and also in Stadhaven Minerva as well as for the oil terminals.

Amsterdam Seaports ... the fourth port in Europe

The Amsterdam Seaports managed to occupy the fourth position in the European ports rankings following Rotterdam, Antwerp and Hamburg. This achievement clearly demonstrates that the port region is doing well compared to the rest of Europe.

Port of Amsterdam Sustainability and Innovation Fund

In February and again in October the first subsidies for the Sustainability and Innovation Fund were granted. Each year the Port of Amsterdam dedicates a EUR 2 million subsidy to projects that should contribute to a sustainable and innovative development of the North Sea Canal area. Click [here](#) for more information.

The Council supports the new large sea lock at IJmuiden

In February the Amsterdam municipal council assented unanimously to the agreement with the central government and the Province regarding the construction of a new large sea lock at IJmuiden. Along with other authorities, the central government will be launching the plan study into the construction. The ambition is to have the lock ready towards the end of 2016. Click [here](#) for more information.

Start of the Greenmills construction

In February the construction activities for **Greenmills** will be launched. Greenmills is to become the largest biodiesel factory of Amsterdam with a capacity touching 200,000 tons of sustainable biofuel annually, generated from organic waste such as used frying fat and orange peels. The entire factory will be up and running towards the end of 2011. For more information click [here](#).

Regional port regulations for the North Sea Canal area

In March all of the North Sea Canal municipalities (Amsterdam, Beverwijk, Velsen and Zaanstad) agreed to the regional port regulations for the North Sea Canal area. This basically means that all ports located along the North Sea Canal will apply the same rules whenever shipping and inland navigation are involved. Also, one desk will be dedicated to handling requests for permits and exemptions for port-related matters. For more information click [here](#).

Walradar: more safety and better flow in the North Sea Canal

In March the Directorate-General for Public Works and Water Management and the Port of Amsterdam took the initial steps towards having a shipping monitoring system (Vessel Traffic Services). Around the entire North Sea Canal, interconnected radar masts will be built which, as of fall 2011, will provide an updated traffic image of navigation in the North Sea Canal area. This should improve safety, flow and information supply for seaway users and the environment of the increasingly busy North Sea Canal. For more information click [here](#).

Zänph wins port song

After a most exciting competition, in March the band from Zaandam called Zänph won the finals of the New Amsterdam Port Song. In August forewoman Ellen ten Damme and Zänph performed live on stage during SAIL. Click [here](#) to download the new song 'In de haven van Amsterdam' for free.

Vopak doubles capacity

In March tank terminal operator **Vopak** decided to strongly increase the capacity of its developing storage terminal for oil products at the Amsterdam port; the terminal covering 620,000 cubic metres will be provided with another 570,000 cubic metres. It is a major impulse for future growth at the Amsterdam port. For more information click [here](#).

New harbourmaster: Janine van Oosten

On 1 April Janine van Oosten (59) became the new harbourmaster of Amsterdam.

Previously she was the head of the Traffic Department. Janine van Oosten succeeded Astrid Kee as head of the Nautical Sector at the Port of Amsterdam, harbourmaster and managing director of the Central Nautical Management. For more information click [here](#).

Amsterdam connected to the Betuwe Route

In June the port of Amsterdam became connected to the **Betuwe Route**. This means an efficient expansion of (sustainable) rail transport from and to the hinterland. The number of freight trains using the Betuwe Route is increasing strongly, reaching 350 weekly towards the end of 2010.

Air measurements in the port area

In July the results were presented of the so-called Rapportage Luchtkwaliteit Havengebied Amsterdam (Report on the Air Quality in the Amsterdam Port Area) conducted for the first time in 2009. To this purpose five permanent measuring stations were provided in and around the port area to continuously measure the open air. It is the Port of Amsterdam's ambition to have a sustainable port. At the same time it is seeking to find out and demonstrate how business activity in Westpoort is contributing to the air quality of its environment and whether standards are met. This was the case in 2009.

New patrol boat

In July the Port of Amsterdam named its new, fourth sustainable patrol boat called 'Athena', which will replace Pollux that had been operating since 1978. Sustainable Athena should last 25 years and has been provided with clean engines, particulate filters and storage space for used liquids.

SAIL Amsterdam

Working closely together with many parties in the region and city, in August the Port of Amsterdam regulated, monitored and facilitated shipping traffic during SAIL Amsterdam, the five-yearly event attracting more than 600 participating ships and one million and a half visitors. Also, the Port of Amsterdam was clearly present with public activities such as Zänph's new port song, a performance by the Dutch famous singer Ellen ten Damme, the 12th ART-on-a-BOX coast container and - on the youth island - the 5HarboursCityTour, a mobile sewing workshop, performance poetry and the Construction Challenge. For more information click [here](#).

Port photo exhibition at Stopera

From late-August to mid-October Stopera exhibited 20 life-size photos of the Amsterdam port. These photos were taken by participants of the photo competition which the Port of Amsterdam had organised together with the Dutch daily newspaper De Telegraaf and the free newspaper Sp!ts. The theme was The Port of Amsterdam, where worlds meet. Mayor Eberhard van der Laan announced the prize winners and officially opened the exhibition. For more information click [here](#).

Westpoort ... the best kept industrial estate

Early in September and for the third time in a row, the Port of Amsterdam won the ORAM prize for the best kept industrial estate of the city, being Westpoort. Westpoort is the largest industrial estate of Amsterdam, housing port-related and industrial companies and offices.

Hydrocarbon Hotel builds tank storage terminal

In September Hydrocarbon Hotel, a joint venture of the Dutch North Sea Group BV and the British Blue Ocean Associates Ltd, launched the construction of a tank storage terminal at the Amsterdam port. The plan is to build 11 tanks, with a total capacity of 140,000 m³. These will be used for exporting and blending petrol, and also for storing petrol components and biofuels. The terminal is expected to be ready on 1 December 2011.

HET DAK (THE ROOF) wins design competition for Danzig lot

In October the Port of Amsterdam chose the winning design for the Danzig lot in Stadhaven Minerva, where a timber port is to be converted into a versatile business park. **PFC² Envelopment** will be developing this 15,000m² site using the 'HET DAK' design which they have prepared together with Piet Hein Eek. HET DAK meets users' requirements, it is fully partitionable and, as required, guarantees sustainable use of energy and (raw) materials.

Joining hands for a transshipment centre in Lelystad

In October the Port of Amsterdam joined hands with the municipality of Lelystad and Van der Wiel Planontwikkeling aiming at the construction and development of the multimodal business park Flevokust in Lelystad. Flevokust is centrally located and perfectly accessible by water. It also ensures efficient rail and road connections and should help exchange road freight transport for transport by water and rail.

Rewarding clean ships

In November the Port of Amsterdam announced that the ports of Amsterdam, Moerdijk, Dordrecht and Rotterdam together will be the first to reward clean ships with a discount off port dues as of 1 January 2011. The ships involved are those that score points in the **Environmental Ship Index (ESI)**, a new international standard for ship emission into the open air. Ships performing even beyond the legal standard will be rewarded. For more information click [here](#).

Stadhaven Minerva nominated for the ESPO Award

In November Stadhaven Minerva was nominated for the annual European ESPO Award. This award is presented for innovative projects and initiatives tuned to the integration of city and port. Other nominees were Antwerp, Helsinki, Koper, Marseille and Ponta Delgada. Amsterdam only just lost from Helsinki. Within a few years the successful project will help Stadhaven Minerva develop from an out-of-date port area into a trendy area with lots of creative and small-scale nautical companies, interesting catering facilities and beautiful look-out points. Here, port and city will be joined in a special way. For more information click [here](#).

The minister supports corporatization

During the Port Guild Dinner in November, Minister Schultz (Infrastructure and Environment) said she supported the corporatization of the Amsterdam port authority. "An independent company is simply able to take decisions faster", she explained. In 2010 the desirability and feasibility of a possible conversion into a governmental public limited company was studied. Amsterdam's municipal council is expected to take a decision in the first quarter of 2011. For more information click [here](#).

In the region 1:

Plan study into the construction of a new sea lock has been launched

In February the Amsterdam municipal council consented unanimously to the covenant with the central government and the North Holland Province concerning the construction of a new sea lock at IJmuiden. Subsequent to this decision and expecting financing as of year-end 2009, the Directorate-General for Public Works and Water Management, the Port of Amsterdam and the Province launched the plan study into the construction of the lock.

A new large sea lock is required for different reasons. The Northern Lock (Noordersluis) goes back to 1929 and simply needs to be replaced. Due to intensified shipping traffic, the Northern Lock is too small and certainly will not provide sufficient capacity in the future. Also, a new large sea lock is necessary to continue to meet market expectations. In the next few years the locks complex will be reaching its capacity limit.

Not only the Amsterdam port will benefit from a new sea lock; the latter will add to the employment level in the region and also to the logistics position of the entire Netherlands. According to port alderman Freek Ossel's calculations, the lock could provide 5,000 more jobs in 2020. Late in 2010 Minister Melanie Schultz (Infrastructure and Environment) said she supported the construction of a new sea lock at IJmuiden, just like her predecessor Camiel Eurlings.

In 2010 the plan study called 'Zeetoegang IJmond' (See access to IJmond) was launched studying the required dimensions of the lock, its position, the most efficient construction method and whether all environmental requirements can be met. The plan study includes two important decision moments for the central government, the Province and the city of Amsterdam: 1) the choice of a preferred variant and 2) the conclusion that a consortium can be engaged within the set budget (construction is scheduled to start in 2013).

The lock will be tendered through a Design-Build-Finance-Maintain contract. In other words: one consortium will be responsible for designing, building, financing and maintaining the lock. The consortium will be paid provided the lock can meet the availability requirements, applicable for 30 years. According to plan the new large lock should be operational towards the end of 2016.

In the region 2:

Corporatization: desirable and feasible

In 2010 we studied whether the corporatization of the Port of Amsterdam is desirable and feasible. It is a major step towards having an efficient and strong port company able to handle competition at an international level.

The area in which the Amsterdam port is located is experiencing serious developments. Corporatization should allow the port company as the developer, operator and manager of the Amsterdam port to better realise the objectives referred to in the Port Vision, handle international competition, further promote regional cooperation, equally divide the joys and burdens, stimulate water and rail mobility and protect urban dynamics and development possibilities.

The Municipal Executive decided that corporatization is desirable and feasible. The idea is to have a governmental public limited company, with the city of Amsterdam being the only shareholder for the time being.

Corporatization will ensure the best conditions for working together with strategic partners at an international, national and regional level. Such is required to be able to compete in the changing interplay of forces in the international logistics domain. Corporatization will also provide more possibilities and power to proceed in the hinterland as a proactive chain director and developer of alternative port locations, and also to realise a sustainable shift in hinterland transport from road to inland navigation and rail. This will protect the Randstad (urban agglomeration of western Netherlands) road from becoming overloaded. What's more, corporatization will help clearly separate roles, responsibilities and risks, have a commercial management based on professional expertise and more transparency between municipal departments and NV Haven Amsterdam.

The Port of Amsterdam becoming independent is also feasible from a practical point of view. Public tasks and authorities, the land, the organisational structure and finances can be divided and arranged as such allowing NV Haven Amsterdam to continue to engage its expertise, operate efficiently and protect the public and municipal interest.

According to expectations the municipal council will decide on the matter in spring 2011.

In the region 3:

The Port of Amsterdam promotes sustainability and innovation

There is a major interest in the Port of Amsterdam's Sustainability and Innovation Fund. In 2010 ten companies were granted a subsidy for several sustainable and innovative projects.

With the Sustainability and Innovation Fund, since 2010 the Port of Amsterdam has been dedicating EUR 2 million to projects that should contribute to a sustainable and innovative development of the North Sea Canal area. Throughout the year companies may apply for a subsidy for development, pilot and demonstration projects as well as feasibility projects. The fund, granting subsidies twice a year, is very popular. Companies pay most part of the investment, while the Port of Amsterdam's contribution is considered an additional impulse to make projects possible.

In 2010 the following development, pilot and demonstration projects were granted a subsidy:

- * current production with a new biomass combustion system using soya hulls and cacao shells (Cargill BV)
- * the construction of pipelines to recycle other companies' waste water streams and convert these into energy (Orgaworld)
- * mixing, cleaning and loading incoming cacao onto train wagons instead of shipping it from cooled warehouses by truck to the public loading platform, which means 1,200 fewer truck trips annually (Handelsveem/Steinweg)
- * an experiment involving the storage of released energy from floating cranes (Maja Stuwadoors Groep)
- * the introduction of a new technique (atmospheric dome tanks with an internal floating roof) capturing, transporting and processing volatile vapours in a safe manner, reducing emission by at least 75% (Vopak Terminal Westpoort)
- * the development of a mobile system for degassing inland navigation tankers free of emission and restoring the captured gas to the original product (Specialised Tanker Services)
- * the realisation of a liquid methane tank station, destined particularly for truck traffic (LNG Europe)
- * the production of biodiesel from used and consumed oils and fats (VESTA Biofuels Amsterdam B.V.)
- * regain vapours causing odour nuisance at an oil terminal (BP Europa SE - BP Nederland).

For more information click [here](#).

In the region 4:

Joining hands for a transshipment centre in Lelystad

The Port of Amsterdam is involved in a joint venture for the multimodal business park called Flevokust in Lelystad. This business park should cause a shift from road transportation of goods to water and rail transport.

Since year-end 2010 the Port of Amsterdam, the municipality of Lelystad and Van der Wiel Planontwikkeling from Drachten have been studying whether together they could construct and operate the multimodal logistics business park Flevokust in Lelystad. This 115 ha business site with quays and about 15 ha of quay area is perfectly accessible by water, but it also ensures efficient rail and road connections. It is centrally located in the Netherlands, along through sea lanes.

At the moment many goods are shipped on the road, which means having a seriously congested road network. Transshipment centre Flevokust should enable a shift from road transport to water and rail transport. It is a major 'building stone' for Peaks in Accessibility, the sustainable accessibility plan of authorities and companies in Randstad's North Wing (Noordvleugel). To the Port of Amsterdam the Flevokust project is a good opportunity to realise more sustainability and cooperation when it comes to transportation of goods to the hinterland.

In 2011 a plan study and a business case prepared by the Port of Amsterdam and Van der Wiel should clarify whether Flevokust is in fact feasible. If so, the plan will be submitted to the municipalities of Lelystad and Amsterdam for a final decision.

Amsterdam's port alderman Ossel is wildly enthusiastic, "This clearly shows how the Port of Amsterdam, across the Amsterdam borders, will be having a regional role in the development of the water-based transportation of goods. Together we are contributing to a major step in the sustainable economic development of the Metropolis Region of Amsterdam."

In the region 5:

Uniform port regulations and efficient supervision in the region

Regional port regulations, less administrative burden and more efficient supervision ... To this purpose, in 2010 the North Sea Canal municipalities took a major step.

Early in 2010 the municipal councils of Amsterdam, Beverwijk, Zaanstad and Velsen/IJmuiden agreed to having regional port regulations for the North Sea Canal area. They have been applying the same (commercial) shipping rules ever since. In 2009 the Central Nautical Management (in which the four North Sea Canal municipalities, Tata Steel and IJmuiden Seaports work together) had given the instruction to reach uniform port regulations.

In 2010 the CNB also instructed professionalization to reduce the administrative burden and realise an unequivocal service, supervision and enforcement at the same time. The initial step was to develop one desk for permits, exemptions, questions, remarks and reports on port issues in the North Sea Canal area. The launching of this desk has been postponed until mid-2011.

The basic principle was changed from 'nothing is allowed, until you ask for permission' to 'everything is allowed, provided you stick to the rules'. It makes quite a difference in terms of the administrative burden. This turnaround is expected to be completed early in 2012.

Finally, smarter and more efficient supervision in the region is being studied, which is in line with the national development towards smarter inspections with more effect and less burden for ships and shipping companies. By joining hands with other supervisors, based on more selective supervision and combining information about all the activities and ships in the North Sea Canal area, we will be able to understand perfectly what is happening in the region. This should allow us to better judge where the largest risks exist within the region and ensure more and better tuned monitoring activities.

Uniform regulations, one desk for port matters and smarter supervision guarantee those using the North Sea Canal area more clarity; they reduce administrative burdens and provide more safety.

What does the Port of Amsterdam do?

On behalf of the municipal administration the Port of Amsterdam manages, utilises and develops the Amsterdam port with more than 1,900 hectares of port area (harbour sites, quays, roads, railways, ditches and green areas) and 600 hectares of waterways. Port of Amsterdam seeks to be a reliable port and sustainably manage economic activity and employment at the Amsterdam Seaports. The Amsterdam Seaports comprise the ports of Amsterdam, Zaanstad, Beverwijk and Velsen/IJmuiden.

The Port of Amsterdam has three major tasks:

1. Optimising service and the business climate in the port region. In doing so the Port focuses on existing clients, attracting new flows of cargo and companies as well as marketing and promotional activities.
2. Constructing and maintaining infrastructure, renewing the port and managing Amsterdam's port area Westpoort.
3. Encouraging the smooth, safe and environmentally responsible handling of shipping traffic 40 kilometres from the coast at IJmuiden up to the Orange locks (Oranjesluizen), partly by means of legislation and enforcement.

Port of Amsterdam

- * fourth port in Europe
- * sustainable growth
- * smart port
- * cooperation partner
- * proactive chain director

Smart port

The Port of Amsterdam is the fourth port in Europe and seeks to be a smart port with sustainable growth being the key ambition. Growth that should create more jobs and incomes, whereby the port uses the available space efficiently. Growth without damaging the quality of the water, soil and air. Growth that should make the people of Amsterdam even prouder of the port area referring to is as being interesting and attractive. To this purpose the Port of Amsterdam plans to work together closely with partners in the business community, the city and the region at a national and international level.

The figures in 2010

The net result realised increased from € 41.4 million in 2009 to € 42.2 million in 2010. The rise of € 0.8 million was mainly the result of the lower external hiring, research and advice costs, higher debt serving charges and an incidental profit in 2010 in the form of a dividend distribution by Hallum Cruise BV.

Rental and lease revenues (exclusive of redemption of the ground lease) decreased by 1.5% from € 59.7 million in 2009 to € 58.8 million in 2010.

Transshipment of goods at the Amsterdam port decreased from 73.2 million tons in 2009 to 72.7 million tons in 2010. A decline of more than 1%. The average price per ton at € 0.63 per ton remained equal to 2009. Revenues from port charges increased by 0.5% reaching € 46.1 million compared to 2009.

Investment in port infrastructure, buildings and sites totalled € 36.7 in 2010, € 4.3 million of which was invested in the acquisition of sites.

Financial highlights Port of Amsterdam

	2010	2009	2008	2007	2006
Capital employed (x € 1 million)					
Total capital employed	632,1	614,6	582,0	556,3	572,0
Tangible fixed assets	522,0	504,4	469,0	452,5	472,0
Gross investments	36,7	53,2	35,9	39,4	37,8
Financial impact (x € 1 million)					
Turnover	123,4	122,4	125,3	157,0	100,0
Operating profit	42,2	41,4	45,0	46,8	29,3
Depreciation	15,0	15,7	16,0	57,7	16,9
Cash flow	57,2	57,1	61,0	104,5	46,2
Key figures					
Profitability (profit + interest on loans as a % of the total capital employed)	10,0	9,7	10,5	11,2	7,7
Profit margin (profit as a % of turnover)	34,2	33,8	35,9	29,7	29,4
Transshipment (in millions of tons)	72,7	73,4	73,6	65,4	61,0
Of which:					
- Liquid bulk	36,8	37,9	33,6	26,5	25,4
- Dry bulk	31,6	29,6	33,0	32,8	30,1
- General cargo	3,2	4,3	7,0	6,1	5,5
Number of ships passing through the port	5.448	5.450	6.029	5.635	5.742
Average port charges per ship (x € 1)	8.466	8.447	7.113	6.427	6.228
Number of staff at the end of the financial year	365	364	361	318	310
Average wage costs per position (x € 1000)	71,5	69,4	64,8	67,8	64,9
Absenteeism (%) > 1 year	5,2	4,8	5,2	4,5	3,7

Balance sheet December 31, 2010

(detailed breakdown of the various balance sheet items in €)

ASSETS	31-12-09	31-12-10
A Fixed assets		
Intangible fixed assets	0,00	433.274,86
Tangible assets	504.424.026,09	521.971.292,84
Financial fixed assets	14.805.377,46	14.482.971,60
Capital contribution	426.320,16	426.320,16
Other long-term loans	11.209.289,30	11.336.565,03
Contributions to assets owned by third parties	3.169.768,00	2.720.086,41
Appropriated reserves invested	87.019.036,77	86.306.531,61
B Current assets		
Stocks	0,00	0,00
Receivables	28.309.682,52	26.466.658,69
Liquid assets	44.096.308,22	54.367.915,57
Prepayments and accrued income	6.163.096,68	7.194.048,65
C Other prepayments and accrued income		
Intra-municipal receivables	527.557,44	6.174.386,35
Current account balances with Group Finance	50.535,99	0,00
Current account balances with the City of Amsterdam	57.804,13	0,00
	685.453.425,30	717.397.080,17
A Fixed assets	606.248.440,32	623.194.070,91
B Current assets	78.569.087,42	88.028.622,91
C Other prepayments and accrued income	635.897,56	6.174.386,35
	685.453.425,30	717.397.080,17

LIABILITIES	31-12-2009		31-12-2010	
A Long-term liabilities				
Shareholders' equity		95.389.535,62		95.333.914,84
Reserves	95.389.535,62		95.333.914,84	
Provisions		29.492.042,85		29.672.894,48
Long-term debts		519.167.612,33		536.764.963,64
Capital debt to the City of Amsterdam	518.482.067,37		536.345.532,99	
Private loans	0,00		0,00	
Guarantee deposits (securities)	685.544,96		419.430,65	
B Current liabilities				
Short-term debts		10.464.555,48		8.618.763,73
Current account relationships with non-financial institutions	1.282.320,98		322.619,23	
Other debts	9.182.234,50		8.296.144,50	
Accrued liabilities		30.939.679,02		33.476.058,08
C Other accrued liabilities				
Intra-municipal debts		0,00		431.710,74
Current account balances with the City of Amsterdam		0,00		13.098.774,66
		685.453.425,30		717.397.080,17
A Long-term liabilities		644.049.190,80		661.771.772,96
B Current liabilities		41.404.234,50		42.094.821,81
C Other accrued liabilities		0,00		13.530.485,40
		685.453.425,30		717.397.080,17

Profit and loss account for 2010

(Port of Amsterdam including the maintenance of public roads in €)

	2009	2010
Operating income		
Rents, leases and quayage	59.970.441	64.610.015
Seaport dues	46.037.358	46.121.630
Inland port charges	3.738.704	3.350.470
Environmental tax (H.A.P. = Port Waste Materials Plan)	1.257.760	1.244.240
Contribution for maintenance of public roads	5.475.115	6.811.779
Other operating income	4.866.043	489.858
	121.345.421	122.627.992
Operating expenses		
Staff costs	28.986.803	27.993.604
Depreciation	15.668.257	15.005.855
Interest on capital loan	18.216.073	20.739.283
Maintenance of infrastructure etc.	5.298.923	7.563.561
Waste disposal charges	1.538.628	2.008.825
Accommodation costs	1.667.338	1.551.721
Other operating expenses	14.736.765	12.973.581
	86.112.787	87.836.430
Operating profit	35.232.634	34.791.563
Capitalised interest	376.891	427.374
Reserves	5.474.496	5.360.818
Income and expenditure	5.268.164	5.607.732
Extraordinary income and expenditure	-416.166	640.454
Provisions	697.970	1.116.831
Profit before transfer to reserves	46.633.989	47.944.772
Transfer to reserves	-5.248.039	-5.710.593
Net result	41.385.950	42.234.179

Port of Amsterdam

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Port of Amsterdam is a company of the city of Amsterdam