

Port of Antwerp-Bruges

Factsheet Throughput Figures 2025

Total throughput

In 2025, Port of Antwerp-Bruges recorded total maritime throughput of **266.5 million tonnes**, a **4.1%** decrease compared with the previous year. This decline was entirely due to bulk traffic (-12.8%), while the general cargo segment – including containers, conventional general cargo, and RoRo – still grew by **0.7%** over the full year.

Verenigde Staten

In 2025, the United States became Port of Antwerp-Bruges' largest trade partner, with total throughput of **31.3 million tonnes** (19.7 million tonnes inbound and 11.7 million tonnes outbound), overtaking the United Kingdom. Container traffic with the US was almost unchanged over the year (-0.6%) but experienced significant fluctuations during the year due to announcements and adjustments of import tariffs. In the spring, anticipation of a possible European response to new US tariffs caused a temporary surge in imports, which eased during the second quarter, while European exporters adopted a more cautious approach.

Container imports from the US rose (**+4.7% in TEU**), underlining Port of Antwerp-Bruges' role as a key logistics hub for US goods. Energy traffic saw a strong increase in liquid bulk from the US (**+32%**), mainly thanks to LNG, which more than quadrupled to **3.7 million tonnes**.

China

The sharply increased US import tariffs on Chinese goods had a clear impact on global container flows and the deployment of shipping capacity in 2025, prompting a shift in flows towards Europe. At Port of Antwerp-Bruges, imports from China increased by **3.8%** over the whole of 2025, while exports to China fell by **3.3%** (full containers: -2.5%). As a result, the structural imbalance between inbound and outbound container flows widened further, reinforcing the need to reposition empty containers.

China remained the leading partner country for containers and also gained ground in automotive traffic. In 2025, imports of new cars from China rose by **11%** compared with the previous year, allowing China to overtake Japan as the main country of origin.

Containers

After a stronger than expected first half of the year, container throughput eased somewhat from August onwards. October was badly affected by adverse weather conditions and industrial action, but this setback was partly offset in November and December. On an annual basis, this resulted in a slight increase of **0.4%** in tonnage (**149.4 million tonnes**) and **0.7%** in TEU (**13.6 million TEU**). Market share in the Hamburg-Le Havre Range fell by **1.2 percentage points** to **29.3%** in the first nine months, marking the first decline since the merger, driven by congestion, industrial action, and changes in alliances.

Conventional general cargo

Conventional general cargo also picked up in the second half of the year. After a marked decline compared with 2024 in the first six months (-4.6%), the year ended with growth of **1.6%**, supported by strong import volumes in the fourth quarter. Throughput of iron and steel fell by **1.7%** year on year, a clear improvement compared with **-11.7%** at midyear. Steel imports in particular picked up sharply in the third and fourth quarters, in anticipation of stricter European trade measures against dumping and the introduction of the Carbon Border Adjustment Mechanism (CBAM). On a yearly basis, imports increased by **6.7%**. At the same time, exports remained under pressure (-13.9%), due to weaker shipments to the United States (-7.8%) and Mexico (-25.1%).

Steel imports from China grew by **22%** to **700,000 tonnes**, making China the largest country of origin, ahead of India (680,000 tonnes, -9.2%), Turkey (513,000 tonnes, +121%), and Vietnam (490,000 tonnes, +13.3%).

Other conventional general cargo flows increased by **14.4%**, with positive developments in, among others, fruit and other refrigerated goods (+12%) and miscellaneous cargo (+15%), while wood declined (-21.6%).

RoRo

RoRo throughput increased by **3%** in 2025. A total of **3,186,000** new cars were handled, a slight decrease of **1.2%**, mainly due to lower imports (-3%). Notably, imports from China grew strongly (+11%), with China overtaking Japan as the main country of origin. In addition, throughput increased for trucks (+3.4%), high and heavy equipment (+6.3%) and especially used cars (+37%), although volumes for used cars are still well below pre-COVID levels.

Traffic of unaccompanied freight grew slightly (+0.8%), with a small decline to the UK (-1.5%) but increases to Ireland (+15.5%) and Scandinavia (+5.8%). Traffic with the Iberian Peninsula came under pressure (-19%): growth to Portugal (+65%) was offset by a sharp decline to Spain (-31%).

Dry bulk

In 2025, **13.1 million tonnes** of dry bulk were handled, a decrease of **12.1%** compared with the previous year. Fertilizers remained the main component, but their performance varied across the quarters, resulting in a **3.7%** decline for the year. Supplies increased by **6.3%**, supported by higher imports from Russia (+61%), Canada (+7%), and Morocco (+34%), while exports – which account for around **60%** of the volumes – fell by **9.4%**.

Exports to several African and Latin American countries came to a complete halt, as these markets are increasingly sourcing their supplies from Asia. Other dry bulk flows were also under pressure, such as coal (-61.6%), sand and gravel (-11%), other building materials (-13.7%) and non-ferrous ores (-6.2%). Only scrap (+10.4%) and kaolin (+10.5%) recorded growth.

Liquid bulk

Throughput of liquid bulk was strongly affected in 2025 by a large drop in petroleum products (-19%), which make up about **60%** of this segment. Gasoline experienced a sharp decline (-40.8%) due to the loss of exports to West Africa, particularly Nigeria, and a much lower supply from the UK (-84%) following refinery closures.

Diesel supplies (-23.2%) and naphtha throughput (-25.1%) also fell sharply, due to refinery closures and weaker demand. Kerosene (+44.1%) and energy gases (+13.7%) were the only petroleum products to record growth in 2025.

Within chemicals, a clear divide emerged: biofuels grew strongly (+27.8%), while other chemical products fell by **8.1%**, against the backdrop of a weak European chemicals sector and a challenging international policy environment, including dumping from China.

LNG had a mixed year but recovered strongly in the fourth quarter thanks to a fourfold increase in supply from the United States (3.7 million tonnes). Russia (4.3 million tonnes, -16.6%) remained one of the top three countries of origin, alongside the United States and Qatar (1.5 million tonnes, -21.7%), although the impact of the European ban on re-exporting Russian LNG outside Europe is clearly evident. Further phase-out is planned, with a full ban on Russian LNG imports by 2027.

Cruise ships

In 2025, Zeebrugge received **466,089** cruise passengers (-16.4%) aboard 166 cruise ships, 21 fewer than in 2024. This decline can be attributed, among other factors, to industrial action, which caused some ships to bypass the port.

Seagoing vessels

In 2025, a total of **20,236** seagoing vessels called at the port (+0.2%). The combined gross tonnage rose by **1.5%** to **642 million gross tonnes**.