have to take off against the wind, a location absolutely no restrictions on specific routes on airlines. 32 apply no noise quota system at all, 19 of them even have no noise limits. A further 17 base themselves, such as TNT in Liège. Schiphol employs a maximum in terms of cumulative noise. Typical interchange airports where courier firms have no limits. What the study does not examine is the location of the airport in relation to towns or agglomerations. And yet that is not unimportant. In that respect Zaventem scores very badly. In Western Europe the prevailing winds are from the south-west. Since aircraft have to take off against the wind, a location to the north-east of a town – such as Zaventem in relation to Brussels – is the least favourite for an airport.

GUIDO MEEUSSEN • DE TIJD • 24 SEPTEMBER

GUIDO MEEUSSEN • DE TIJD • 24 SEPTEMBER

A study by ACI Europe examined nighttime restrictions at 49 European airports. The draft comparative study shows that Zaventem and the even stricter Heathrow [London] place a limit on the number of night flights. Schiphol employs a maximum in terms of cumulative noise. Typical interchange airports where courier firms base themselves, such as TNT in Liège and UPS in Cologne, have no limits. Of the 49 airports, only 14 impose specific routes on airlines. 32 apply no noise quota system at all, 19 of them even have no noise limits. A further 17 place absolutely no restrictions on type of aircraft.

What the study does not examine is the location of the airport in relation to towns or agglomerations. And yet that is not unimportant. In that respect Zaventem scores very badly. In Western Europe the prevailing winds are from the south-west. Since aircraft have to take off against the wind, a location to the north-east of a town – such as Zaventem in relation to Brussels – is the least favourite for an airport.

[Z TABLE PAGE 2]
**Agreement on DHL in Flemish Government**

To announce the news Minister-President Leterme (CD&V) invited the Federal Vice-Premiers Vande Lanotte (SP.A) and Onkelinx (PS) to his office on the Martelaarsplein.

Previously, DHL spokesperson Xavier De Buck has no problem with the DHL dossier. DHL spokesperson Martin said that DHL was working on a new project with the airlines.

**Political Editorial Team • De Standaard • 23 September**

Following Premier Verhofstadt’s accident Vice-Premier Marta Martelaar took over at the helm of the Federal Government amid a feeling of crisis. The accident has at least provided breathing space for consultation. Leterme said that she would not let herself be caged in by any deadline, maintaining a completely different tactic from the one the Premier used thus far.

Premier Verhofstadt involved in car accident

**FF EDITOR**

On 21 September the car carrying Premier Guy Verhofstadt and his driver crashed at around 10 pm in the vicinity of Ghent, close to his home. Verhofstadt got away with some external bruising and a couple of broken ribs, but was kept in hospital overnight for observation. Today doctors will decide whether he is able to return to work.

The Premier was sitting in the front of the car, beside the driver, and was wearing his seatbelt. According to the Public Prosecutor’s Office, the driver was not speeding, nor was he drunk. According to Public Prosecutor Jan Soenen, tiredness was undoubtedly a contributory factor. The driver had apparently been on the go for at least 20 hours and in a moment of absent-mindedness had hit the concrete crashbarrier with the left front wheel. This made the car roll several times before coming to a halt among the bushes.

Battle against social fraud provides 300 million euros

**FF Editorial Team**

This year the battle against social fraud and moonlighting will probably provide around 300 million euros. During the first six months of 2004, social inspections in this country have already managed to collect 142.34 million euros. Of this, 114 million came from employers who had paid no or insufficient social contributions and above all from employers who employ moonlighters. In addition, 15.97 million euros in illegally obtained unemployment benefits was recovered and a further 12.36 million euros in illegally obtained child benefit (De Tijd, 17 September). The figures were made public by Social Affairs Minister Rudy Demotte (PS), who in so doing answered his colleague in the Federal Government, Didier Reynders (Finance). The Liberal Francophone minister had expressed criticism of Social Affairs. While his battle against fiscal fraud had already provided 200 million euros, claimed Reynders, he had not yet seen a single figure on the fight against social fraud. He did not have to wait very long.

www.vlaanderen.be

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**Restrictions on Nighttime Operations Above European Airports**

<table>
<thead>
<tr>
<th>Airport</th>
<th>Nighttime Restrictions</th>
<th>Ban Types of Aircraft</th>
<th>Ceiling for Night Flights</th>
<th>Noise Limit Per Movement</th>
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<tr>
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<td>12 OC</td>
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<td>85-50 DB</td>
<td>Insulation</td>
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</table>

[1] OC = Quota Count
[2] CH3 Hushkit = Older Aircraft with Modified Jet Engines
[3] CH2 = Older Aircraft
[4] DB = Decibel

Source: ACI Europe | Tijd Graphics

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**Social Policy**

www.belgium.be
**DHL: no agreement on 21 September**

**WHAT THE PRIME MINISTER DID ANNOUNCE WAS NOT AN AGREEMENT BUT A PROPOSAL, ON WHICH THE FLEMISH AND BRUSSELS GOVERNMENTS HAD NOT YET REACHED AGREEMENT**

At two-fifteen on 21 September Premier Guy Verhofstadt (VLD) would explain the agreement in the Europe Hall of the Federal Chamber, he had announced. The Premier did not keep the appointment and kept the numerous MPs, journalists and camerman waiting until five-thirty. Furthermore, what he did announce was not an agreement but a proposal, which had the backing of everyone in the Federal Government, but on which the Flemish and Brussels governments had not yet reached agreement. In this way Verhofstadt passed the buck on to the regional governments. He did, however, expect an agreement the next day, on Wednesday 22 September. In the course of the afternoon rumours nevertheless circulated that an agreement was imminent, but in the early evening Minister-President Yves Leterme (CD&V) announced after consulting with his party that the CD&V could not agree to the compromise proposal, because Brussels was not taking on sufficient day flights. The Brussels government was also unable to agree to the compromise proposal, but Minister-President Charles Picqué (PS) blamed the CD&V for the failure, despite the proposal also encountering heavy resistance from the CDH and Ecolo coalition partners in his own government. Although a failure did not necessarily mean the end of the government, the confidence of the Federal coalition partners appears to have been affected, says *De Morgen*. It also exposes the limits of a Federal model with asymmetrical governments, claims the paper. Het Laatste Nieuws agrees. Other papers governements appears to have been affected, says *Het Vlaamse Nieuwsblad*. Although a failure did not necessarily mean the end of the government, the CD&V stands alone in its opposition to the Federal level. At the same time, Premier Verhofstadt suffered serious damage and his approach has opened up deep wounds, including in his own Federal Government. The federal government leader has lost much credit, especially among the Socialist SP.A and PS government parties. With yet more serious challenges facing the government in the coming weeks that is not good news for the stability of the coalition.

Premier Verhofstadt came under heavy attack from the opposition in the Chamber yesterday because he arrived too late and without the promised agreement. Verhofstadt, however, passed the buck smoothly on to the bickering regions. He stressed that his Federal Government was united behind the final compromise. Verhofstadt wants the Flemish and Brussels governments to finally announce whether they can reach an agreement today.

In so doing he cleverly shifted the pressure and mood of crisis onto the regional governments, and in particular onto the Flemish Government, which had so openly displayed its discord. After all, within the Flemish Government the CD&V stands alone in its opposition to the Federal compromise. The VLD ministers in particular are expected to put considerable pressure on Minister-President Leterme to give in. However, the question is whether the embittered CD&V delegation is still prepared to oblige after the unifying political spectacle of recent days. In the evening of 21 September, Leterme himself preached serenity. The Flemish government leader was keen to point out that on 22 September he was still able to reach an agreement that is also acceptable to Brussels.

As the dust settles again in Rue de la Loi there will be few winners. The authority of Premier Verhofstadt has been severely affected by the grave crisis. The vicious swipes by his party colleagues at SPA coalition colleagues will cause even more harm in the memories of those concerned. But Minister-President Leterme does not really emerge from the contest any stronger.

More fundamentally, the DHL crisis exposes the question of whether the current Belgian regime can be sustained with asymmetrical governments. In recent days the renowned Belgian consultation model has taken on a lot of water.

**Opinion**

**STEFAN HUYSENTRUYT • DE TIJD • 22 SEPTEMBER**

The DHL crisis does not so much demonstrate the bankruptcy of our federal/confederal regime, but rather the end of the Verhofstadt method. It is true that the Federal Government has no hold over the regional governments. That has always been the case institutionally, but in practice the regional governments were led by the nose by the federal. Each time tensions rose in the previous period of government, the Flemish minister-presidents Patrick Dewael and later Bart Somers swallowed what Guy Verhofstadt imposed on them. That has changed since 13 June, not only in Flanders, but also in Brussels and Wallonia. Thanks to the different federal and regional majorities the equivalence of the government levels exists not only on paper but for the first time in practice too. To declare that system unworkable before giving it a chance to prove itself is not fair. The DHL crisis does, however, demonstrate the bankruptcy of what became known as ‘the Verhofstadt method’, precisely because this method assumes the subordination of the regional level. That Verhofstadt now wants to pass the buck for failing to reach an agreement on the expansion of DHL on to the regions shows that the Federal Premier still does not respect equivalence. To have equivalence a consensus proposal must be worked out in a dossier with divided powers and not, as is now the case, a federal proposal which the regions can take or leave.
Night flights: history of a dossier that landed in community hot water

FF EDITORIAL TEAM

For more than four years now, the dossier on DHL or night flights over Zaventem has been on the political agenda in this country. It started at the beginning of 2000 with then Ecolo Transport Minister Isabelle Durant, who after complaints from residents in the area decided to introduce a quiet period between one and five in the morning. That headstrong act did not go down well with the Liberal and Socialist government partners, who feared jobs would be lost at the courier firm DHL. Agreement was reached on the so-called concentration model. Nighttime noise would be concentrated above the least-populated areas. The Noordrand - mainly Flemish municipalities - was chiefly affected, but residents stood up for themselves and in 2002 the action group Daedalus began a legal war of attrition with the Federal Government. Isabelle Durant, herself a resident of Brussels, stood up for the capital and in so doing collided headlong with the Flemish Noordrand.

In January 2003 the concentration model was buried and a decision was made to spread flights, forcing Brussels to also accept a number of flights. Which met with opposition from Minister Durant, who tried to block a route over Brussels just before the elections of May 2003, citing the noise standards that applied over her region and which were stricter than those over the Flemish Region. It cost Durant her job as minister. An alternative route over Brussels, thought up by PS Minister Laurette Onkelinx, was introduced. After the elections [May 2003] Bert Anciaux became Transport Minister. He worked out a spreading plan in consultation with airport operator BIAC, hurried along by action groups from the Noordrand, who forced the deadline of 30 September 2003 on him. As soon as the spreading plan came into force, municipalities in the Oostrand experienced more nighttime noise and action groups sprang up there too. More planes also flew over Brussels again. Brussels Environment Minister Gosuin (MR) did not accept the spreading plan and tried to tighten up the Brussels noise standards. Flanders and Brussels found themselves increasingly at odds.

At the end of 2003 DHL unveiled its request to expand its hub in Zaventem. A gift from the gods in a period of heavy unemployment, were it not that it unavoidably demanded extra night flights and nighttime noise. DHL announced a likely figure of 34,000 night flights a year. Both Flemish Prime Minister Bart Somers (VLD) and Premier Verhofstadt made allowance for a ceiling of 25,000 flights a year. In March 2004 Brussels Environment Minister Gosuin reactivated the strict Brussels noise standards to free the capital from a number of night flights. At the conference of federal ministers in Gembloux the alternative locations for Zaventem were discussed: Bierset and Chievres in Wallonia, for example. But that was unacceptable to DHL. The courier firm even threatened alternative locations abroad: Leipzig in Germany or Vatry in northern France. The Federal Government, which was reshuffled after the regional elections of 13 June 2004 and in which Renaat Landuyt (SP.A) had now become Transport Minister, had to decide by 21 September whether it wanted the expansion and indicate how far it was prepared to go, more specifically how many night flights it would allow. The gulf between the Flemish and Brussels governments was greater than ever. A political settlement had become more difficult than ever, because since 13 June the Flemish, Federal and Brussels governments each had a different coalition.

The compromise proposal of the federal government

Although no final agreement was reached and the deadline, which DHL had imposed on the governments missed, DHL’s bosses were prepared to wait one more day. For their part, DHL’s unions made a dramatic call to the governments to save jobs. If no agreement is reached, the DHL site in Zaventem will be reduced to a distribution centre for Benelux, which will mean job losses. The compromise proposal put forward by Premier Verhofstadt after a marathon 20-hour deliberation assumes an increase in the number of night flights to 28,000, of which 22,100 are reserved for DHL. The basic text - entitled the ‘compromise scenario’ - contains 17 paragraphs on how the courier firm can expand over the next 30 years in Zaventem (FF).

Katrien Verstraete • De Tijd • 22 September

A total of 28,000 commercial night flights are allowed each year in Zaventem, plus around 2,000 military and humanitarian night flights. The current environmental permit of airport operator BIAC allows 25,000. DHL can make some 22,100 night flights; it currently makes 13,000 night flights a year.

In time, the total noise level must be reduced. DHL undertook to modernise its fleet and make it quieter. Between 2008 and 2010 the A300 aircraft will be replaced, and by 2015 the long-haul aircraft will be replaced by Boeing 777s. Other airlines also have to make their night flights quieter.

With the arrival of quieter aircraft Brussels would, however, have to accept more night flights. The Chabert route over the centre of Brussels will be replaced by the less obtrusive Canal route. The spreading of night flights is a further condition. For the Oostrand the proposal includes the greater fanning out and spreading of routes. Finally, the noise standards of the regions will be harmonised.

WWW.DHL.BE
WWW.BIAC.BE
Verhofstadt forced to postpone policy statement

Premier Verhofstadt, his party and his Federal Government were weakened by the regional elections of 13 June. The focus of power in this country had shifted to the regional governments, claimed commentators in the press. Flemish Minister-President Yves Leterme and PS Party Chairman Elio Di Rupo now hold the reins. But this summer the Premier attempted to correct that picture. First he strengthened his party within the Federal Government with a reshuffle, which also included VLD heavyweight Karel De Gucht. After that he would once again illustrate his legendary vigour by coming up with an early ‘state-of-the-union’ address. On 3 September he and the Purple party chairmen agreed to bring his policy statement forward from 12 October to 21 September. In it he would put forward a solution to all the controversial political issues of the moment: the expansion of DHL, the splitting of Brussels-Halle-Vilvoorde, reducing Federal debt, the budget and social security. Also he would then steal a march on Yves Leterme, who would only unveil his policy in his September statement before the Flemish Parliament in the last week of September. DHL thwarted these overconfident intentions. The dossier was in itself already big enough to be negotiated over for days with representatives of three governments. Furthermore, the PS demanded that Verhofstadt postpone his policy statement, as the government did not possess satisfactory figures in the discussion on social security. The full budget figures for his policy would only be known in October (FF).

The mistrust shown by all three coalition partners towards Verhofstadt has reached new heights. The PS has made it publicly clear that Verhofstadt is not in control of his government. Since the uppercut after the regional elections the MR has had one foot in the opposition camp, also against Verhofstadt. And the SPA feels that the ‘improvisational approach’ of the Premier is failing more than ever. If the ‘Peter Pan of the VLD’ was once able to fly, his wings have now been clipped by his government partners. Whether or not he now finds a solution to the DHL dossier, this destabilisation will continue to play tricks on him, even in other dossiers. Peter Pan wanted to make a breakthrough in a single round of negotiations on ageing, working longer, the budget, the Community minefield. That failed. The PS emphatically denies that it is in favour of a sustained tactic of ‘Verhofstadt-baiting’. On the contrary, it wants to collaborate on a genuine solution to socio-economic problems. But in recent days it has become clear that Verhofstadt will have to swallow what that party wants and nothing more, if he wants to continue as Premier. Another new development is that the SPA is being much more critical of Verhofstadt than in the previous period of government. There is a real danger that the Premier will be crushed by this Socialist steamroller. Under these circumstances you may ask yourself what else you can expect from Verhofstadt II between now and 2007. To ask the question is to answer it.

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Dutch take a fancy to Flemish secondary education

Special education in particular is extremely popular, but also technical and vocational education.

In the 2002-2003 academic year, 17,632 Dutch pupils studied in Flanders and 3,595 Flemings in the Netherlands. The imbalance has grown ever greater in recent years. This appears from a Dutch-Flemish study into ‘The mutual participation in education of pupils and students in the Netherlands and Flanders’ commissioned by the Dutch and Flemish ministries of educational policy. Flemings who go and study in the Netherlands mainly do so in higher education. The increase in the numbers of Dutch coming to Flanders is particularly noticeable in primary and secondary education. Special education in particular is extremely popular here. In special education a rise in the number of pupils from 289 to 601 has been perceived over the years. All this apparently has to do with the drive of the Dutch government to implement inclusive education and the problems that creates for parents. In Belgium a certificate from the CLB is sufficient to refer a child to special education, but for a couple of years it has been much more difficult in the Netherlands to sign a child up for special education,’ affirms Willy Reijniers who at the catholic Voor and Noorderkempen CLB is responsible for that special education.

However, the biggest group of Dutch is still to be found in ‘ordinary’ secondary education. Logically the border region is the front-runner. Antwerp and Limburg together account for more than 75% of all Dutch pupils.

Nevertheless, the geographical factor does not explain everything. There are also Dutch pupils in Belgian boarding schools. They travel further to go to school here. ‘I don’t really know if that’s the case,’ says Director Franky Hungenaert of Harlindis and Relindis comprehensive school, ‘but for some Dutch the fact that Belgian education is supposed to be more disciplined is an important factor. Apart from that, our technical school courses are especially popular. I get the impression these have rather been neglected in recent years in the Netherlands and the quality is better here. We are even seeing Dutch companies often specifically looking for employees who have been educated in Belgium.’

### NUMBER OF PUPILS THAT CROSS THE BORDER


<table>
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<tr>
<th></th>
<th>DUTCH PUPILS IN FLEMISH SCHOOLS (%)</th>
<th>FLEMISH PUPILS IN DUTCH SCHOOLS (%)</th>
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<td>PRIMARY SCHOOLS</td>
<td>21.0</td>
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<tr>
<td>SPECIAL EDUCATION</td>
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Lion Group in China fully in hands of Inbev

The brewer Inbev, born out of the merger between the Belgian Interbrew and the Brazilian Ambev, has now acquired the remaining 50% of the beer activities of the 18 breweries of the Lion Group in China, reports De Tijd (21 September). In September last year Inbev took over 50% and also acquired managerial control of the group. Just as before, Inbev is paying 131.5 million dollars to the Malaysian group Lion Diversified Holdings Berhad for the brewery. This transaction has made Inbev the third biggest brewer in China, with a capacity of 30 million hl. According to De Tijd there is a trend among the major brewers to take over smaller concerns in burgeoning growth markets, which help boost both volume and profits.

WWW.INBEV.COM

Barco sells Home cinema

The Flemish image-processing group Barco is selling its Home Cinema activity to the French firm TEC. The division makes projectors for home cinemas and was the group’s last business-to-consumer unit. Barco will continue to develop digital projectors, but only for the professional cinema market. After all, Barco’s core business is professional visualisation technology. This explains why the company earlier hived off its BarcoNet (communication systems) and BarcoGraphics (graphic systems) divisions. Home Cinema was part of the Media&Entertainment division, which also makes LED image walls, LCD screens and derived technologies and last year achieved a turnover of around 9 million euros. However, that is only 1.3% of the turnover of the entire Barco group. In the first half of 2004 Barco achieved a turnover of 321 million euros and doubled both its EBITDA (34 million euros) and its net profit (22.7 million euros) compared with the same period last year. www.barco.be
Balta wants to buy out timber group based around Vanden Avenne family

The West-Flanders carpet group Balta is in negotiations with the Vanden Avenne family to take over its industrial timber group (estimated turnover: 200 million euros). Balta, the biggest carpet group in Western Europe, was itself recently taken over by the British venture-capital fund Doughty Hanson for 600 million euros. With the Balta take-over the British also acquired a 50% interest in the laminate arm it had acquired via an earlier merger with Aalst-based Dekaply. Doughty Hanson is now looking to dissolve the joint-venture by buying out the Vanden Avenne family’s interests or selling the Balta interests to the family (FF).

PASCAL DEN DOOVEN • DE STANDAARD • 18 SEPTEMBER

The Vanden Avenne family would only be interested in talking about the totality, which means that Balta would also have to buy the parent company in Oostrozebeke, where chipboard is produced.

Spano employs slightly more than 600 people, half of them in Oostrozebeke. There are also sites in Aalst (Dekaply) and Vielsalm. Balta has around 3,700 staff, most of whom work in West Flanders, which means that Balta would be consolidating its position as biggest industrial employer [ahead of steel rope group Bekaert] in the province.

The chipboard sector, which is largely dependent on the furniture industry, has experienced several tough years. Recently Interlin, the third biggest player, almost went under. This was avoided through a sale to the Canadian giant Nexfor. Spano also had a difficult 2002 and 2003, and last year closed one of the four production lines in Oostrozebeke. The market has now picked up again, restoring profitability to a reasonable extent.

www.balta.be
www.spano.be

31st edition of Ghent Film Festival

The Festival wants to remain trend-setting in the field of film music

Between 5 and 16 October Ghent will again fall under the spell of its annual Film Festival. True to tradition, this 31st edition will feature both film and music with the competition ‘Impact of music in film’, and this year the famous composer Maurice Jarre will be on the jury. In addition, as is the case every year, there are also the sections Previews, World Cinema and ‘The Memory of Film’. In the preview section around thirty films are being screened as pre-premières, before being shown in Belgian cinemas at a later date. In World Cinema films will be shown that have not yet found a Belgian distributor and the retrospective section ‘The Memory of Film’ focuses on South Africa, and tribute will be paid to the British director Richard Attenborough, known for his ‘Chaplin’, ‘A Bridge too Far’ and ‘Shadowlands’. Actor Ben Kingsley is to visit Ghent for the occasion. He once played the role of Ghandi in the Attenborough film of the same name. One of the new beating hearts of the Festival will be the ‘Vooruit’ Arts Centre (FF).

JAN TEMMERMAN • DE MORGEN • 21 SEPTEMBER

The preview section includes ‘The Assassination Of Richard Nixon’ by Niels Mueller, the Cole Porter biopic ‘De-lovely’ by Irwin Winkler, the martial arts film ‘House Of The Flying Daggers’ by Zhang Yimou, the new Spike Lee film ‘She Hate Me’, the revenge thriller ‘Man On Fire’ by Tony Scott, the wine documentary ‘Mondovino’ by Jonathan Nossiter and the debut film ‘Maria, Full Of Grace’ by Joshua Marston, which has just been crowned in Deauville.

The largest section is World Cinema, with around ten unreleased films. Plenty of unknown names in this section, but also several film-makers who have already earned their spurs. The retrospective part ‘The Memory of Film’ looks back with ‘A Look Apart’ and new Spike Lee film ‘House Of the Flying Daggers’ at the turbulent history of South Africa [with titles such as ‘A Dry White Season’ and ‘Sarafina!’] and also pays tribute to the famous British actor-director Lord Richard Attenborough.

From this year there will also be an intense, structural collaboration with Vooruit, with the arts centre actively helping construct a joint programme which will be home throughout the entire festival to film, music, documentaries, parties, talk-shows and new media in the huge Vooruit building. In the words of the organisers the Film Festival is getting ‘a new heart’. A large part of Vooruit’s programming centres around ten years of democracy in South Africa, including the third series of the much-talked-about South African TV series ‘Yizo Yizo’.

Another mainstay with which the Festival wants to keep its finger on the pulse of young, individual talent is ‘A Look Apart’. For this section Curator Cis Bierincxk sought ‘troublemakers, odd ones out and new trends’. The Festival also wants to remain trend-setting in the field of film music. In Sint-Pieters church on 8 October the silent film Lucky Star [1929] by Frank Borzage will be accompanied live by Dutchman Joost Langeveld on the historic Van Peteghem organ. A few days later the fourth edition of the World Soundtrack Awards is being organised in the Bijloke, with the Flemish Radio Orchestra paying tribute to three recently deceased film composers, Elmer Bernstein, Michael Kamen and David Raksin. On 14 October there is another tribute concert in the Flemish Opera for Jerry Goldsmith with conductor
Diary

MUSIC, DANCE, THEATRE

• 28 September: Baba Sissoko (Mali), Vooruit, Ghent; info: www.vooruit.be 09/267.24.24
• 28 September: Kocijan Quartet with Dvorak, De Singel, Antwerp; info: 03/248.28.28 www.desingel.be
• 28 and 29 September: Observing the observers by Alexander Pethula, performance; Kaaitheaterstudio’s, Brussels; info: www.kaaitheater.be
• 29 September: Satellite City/Maxon Blewitt [Vooruit Geluid], Vooruit, Ghent; info: www.vooruit.be 09/267.24.24
• 29 September: Simon Nabatov, Jim Hall and Enrico Pieranunzi with competition musical impact on film, retrospective Attenborough, previews and World Cinema, Kinepolis Ghent, Studio Skoop, Sphinx, Capitole, Film-Plateau and Vooruit; info: www.filmfestival.be
• 3 October: Spiegel Strijkkwartet conducted by Jan Michiels (piano) with music by W. Henderickx, C. Franck and G. Lekeu De Singel, Antwerp; info: 03/248.28.28 www.desingel.be
• 5 October: Pieter Wispelwey, Cello and Depan Lazic, Piano with Fauré, Debussy, Messiaen and Ligeti, Big Aula Maria Theresia College, Leuven
• 7 October: Uzbekistan: Mirzaev Ensemble and Monajat Yulcheva, De Bijloke, Ghent; info: www.bijloke.be and www.vlaamseopera.be
• 30 September to 5 October: Dance in progress by Flanders Ballet with choreographic work by William Forsythe, Xin-Peng Wang and Nicolo Fonte, Theatre ’t Eilandje, Antwerp; info: 03/203.95.85 also on 5 October in Municipal Theatre, Bruges
• 1 to 10 October: South Africa 10 years after with SO Up!, Amandla, Hottentot, K. Sello Duiker, Zuiderpershuis, Antwerp; info: 03/248.01.00 www.zuiderpershuis.be
• 2 October: La Petite Bande conducted by Sigiswald Kuijken with Mozart La Finta giardiniera (Ouvertüre), Aria ’Bella mia fiamma’, Piano Concerto nr. 27, Aria ’Voi avete un cor fedele’ and Symphony Concertante, Conservatory, Brussels; info: www.bozar.be
• 3 October: Cowboy Junkies, Handelsbeurs, Ghent; info: 09/265.91.65 www.handelsbeurs.be
• 5 to 16 October: Filmfestival Ghent with competition musical impact on film, retrospective Attenborough, previews and World Cinema, Kinepolis Ghent, Studio Skoop, Sphinx, Capitole, Film Plateau and Vooruit; info: www.filmfestival.be

EXPO

• Until 17 October: Animals in Architecture, Museum of Architecture, Brussels
• Until 3 October: Marcel Breuer, Design & Architecture, exhibition CIVA, Brussels; info: www.civa.be
• Until 26 September: Olympic Games for animals, Museum of natural sciences, Brussels; info: 02/627.42.38 www.natuurwetenschappen.be
• Until 26 September: The Thomas Neyrinck Collection, exhibition, Bellevue museum, Brussels; info: 070/23.37.28
• Until 27 September: The fall of the New Troy, exhibition Venetiase Gaanderijen, Ostend; info: 059/56.20.15
• Until 3 October: Armando, exhibition, Museum Constant Permeke, Jabbeke
• Until 30 September: Witslag, Roger Raveelmuseum, Machelen-Zulte
• Until 10 October: Open air exhibition with sculptures by Rik Poot in Vilvoorde; www.vilvoorde.be
• Until 25 September: Installation for 9 personnalities in 1 body, exhibition by Marie Julia Bollansée, Kunsthalle Lophem, Loppem; info: 0477/832.370 www.kunsthallelophem.be
• Until 27 February: Tatu-Tattoo, exhibition, Royal Museum for Art and History, Cinquantenaire, Brussels; info: 02/741.72.11 or www.kmkg.be

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CULTURE