

# Accessibility: Ready for the future

The port of Rotterdam is one of the key transportation hubs of Europe. Rotterdam's strong points include its good accessibility by water and the comprehensive network of rail and roads leading from the Netherlands to the European hinterland. Soon this will also hold true for Maasvlakte 2, the new expansion of the port of Rotterdam. More and more goods will reach their European destination via Rotterdam in the coming years. That means more goods will be transported to and from the port. Parties are already taking action to ensure that the port remains readily accessible.

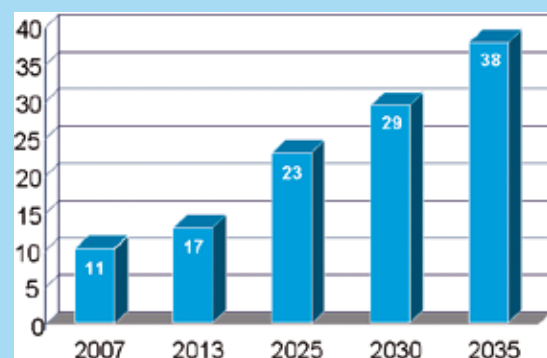
## SPACE REQUIRED

The new land reclamation is essential because the port of Rotterdam is reaching the limits of its capacity. This is especially true in the container sector. Transshipment has been increasing by some six per cent a year since 1995. At the start of 2009, the crisis resulted in a temporary regression of 8%. Since the second half of 2009, throughput is once again increasing, to the volume of 2008. The current port area is expected to reach a container capacity of some 17 million TEU in 2014, when the transshipment will have truly reached the limits of the existing capacity in the current port area.

## MORE SPACE FOR CONTAINERS

The construction of Maasvlakte 2 will gradually result in more space becoming available from 2013 on. The space is not only intended for large-scale container storage and transshipment, but also for modern chemical industry and

**PROGNOSSED CONTAINER THROUGHPUT  
IN THE PORT OF ROTTERDAM 2007 - 2035**  
million TEU<sup>1</sup>



<sup>1</sup> Twenty-foot Equivalent Unit, a standard container size

distribution. The construction of Maasvlakte 2 started on 1 September 2008. The first quay for container ships will become operational in 2013. After that, the remainder of the new port area will be constructed as the need arises. Maasvlakte 2 will be fully equipped and operational around 2030, when its maximum container capacity will reach some 17 million TEU a year.

## OUTGOING CONTAINERS

Maasvlakte 2 will consequently more than double the container capacity of the Rotterdam port. As a result, the port's capacity to handle outgoing containers will also have to grow proportionately. Measures to that end are already being implemented. In that sense it is important to know that not all of the incoming containers will end up in regional traffic. Some 30% of the containers are relayed directly from one ocean-going vessel to another for further transport to other seaports. This trend is expected to increase in the future. The remaining 70% of the containers are transported to the hinterland by inland waterway vessels, trains and trucks.

### CONTAINER TRANSPORT SPREAD FOR THE CURRENT MAASVLAKTE AND MAASVLAKTE 2

Mode of transport	2003	2033
Road	47%	35%
Rail	13%	20%
Inland shipping	40%	45%

## REDUCED ROAD TRANSPORT

The Port of Rotterdam Authority is already working on spreading hinterland transport to ensure that Maasvlakte 2 remains readily accessible in the future. This means that the capacity of the most efficient and most environmentally friendly modes of transport needs to be expanded. In other words, we need to increase the use of inland shipping and rail for transporting containers and make as little use of road transport as possible. This objective is reached in various ways. For example, contracts have been signed with the stevedoring companies involved in Maasvlakte 2 establishing the number of containers that are allowed to be transported

annually by rail, inland shipping and road (see table). To facilitate this, Maasvlakte 2 will provide all the space and facilities that the trains and inland waterway vessels may need for loading and unloading the containers. Naturally, Maasvlakte 2 will also be connected to the Betuwe Route, the dedicated rail freightway to Germany.

## INCREASING TRAFFIC

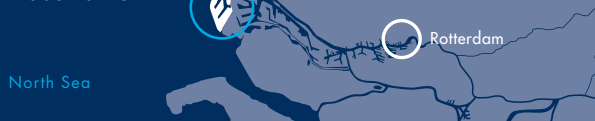
Many people expect the construction of Maasvlakte 2 will not only double the port's transshipment capacity, but also the traffic pressure on the roads around Rotterdam. However, extensive research has shown that Maasvlakte 2 will only lead to an increase of a few percentage points in the traffic on the busiest roads in the region. In fact, traffic (commuter traffic, business and recreational traffic) will increase on most of the roads around Rotterdam in the future at any rate. The Port Authority, the municipalities, the government, trade and industry, interest groups and knowledge institutes are collaborating closely in an effort to absorb this growth and improve accessibility. The aim of the collaboration between these parties in the region is to reduce and spread the increasing bulk of traffic around the port of Rotterdam.

## NEW MEASURES

The Port Authority is taking the lead in the efforts to improve accessibility. This is done via its ambitious accessibility plan, which includes the development of transshipment facilities for containers ('container transferium') outside the port area. The construction of an extra tunnel or bridge near the Nieuwe Waterweg, to reinforce the connection to the hinterland, is also being looked into. The Port Authority is furthermore collaborating with various parties to explore the opportunities for better utilising the existing roads. For example, the Port Authority and Rijkswaterstaat are working together on measures to as far as possible prevent road incidents and to reduce their consequences. An option with considerable potential in this context is the establishment of a collective transport system for the companies in the port area.

Between 2011 and 2015, Rijkswaterstaat will be working on the widening of the busiest road: the A15 between Maasvlakte and Vaanplein.

### Maasvlakte 2



### The Netherlands



### Europe



## ROTTERDAM MAINPORT DEVELOPMENT PROJECT

The construction of the new port area, Maasvlakte 2, is part of the Rotterdam Mainport Development Project (PMR). This project also includes environmental compensation measures connected to the construction, the development of a 750 ha area for nature and recreation and improvements to the Existing Rotterdam Area. PMR is a partnership between national and regional government and the Port of Rotterdam Authority. For further information, please visit [www.mainport-pmr.nl](http://www.mainport-pmr.nl).

## MORE INFORMATION?

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