



Container sector: Space for the future

Rotterdam is Europe's most important container port. Throughput increased at a rapid pace in recent years, which also applies to the size and the capacity of the container ships. To provide an effective response to these developments, the port urgently needs extra space. Maasvlakte 2, the new expansion of the port of Rotterdam in the North Sea, offers the solution.

MARKET DEVELOPMENTS

The container allows for very efficient transport. Partly as a result, the world is increasingly evolving into a single marketplace. Where possible goods are manufactured at the lowest cost. Transport costs only constitute a small fraction of a product's retail price. Take a pair of shoes, for example, manufactured in Asia and sold in European stores for a retail price of EUR 110. Transport costs amount less than one Euro. The key manufacturing country for the Rotterdam container sector is China. But more and more containers are being shipped in from other regions, too: Europe imports large volumes of fresh products (meat, poultry, fruit) from Brazil, for instance.

TODAY'S AND TOMORROW'S GROWTH MARKET

The opening up of the various world markets will only strengthen the container sector's ongoing expansion. In the period 1995 - 2007, container throughput in Rotterdam increased by an average of 6% per annum. In 2007 and 2008, the port handled 10.8 million TEU¹, an 11.3% increase

compared to 2006. 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. Within Northwest Europe (the region stretching from Hamburg to Le Havre), Rotterdam's market share in the container sector is 30%.

MAASVLAKTE 2: ENORMOUS POTENTIAL

The construction of Maasvlakte 2 is an explicit response to the considerable demand for extra capacity in the container sector. Of the roughly 1,000 ha of new industrial sites planned for the area, some ± 600 ha is earmarked for container terminals. Situated directly on the North Sea and offering ports with a depth of up to 20 metres, Maasvlakte 2 forms the ideal location for the problem-free accommodation of the largest ships (12,500 TEU and over). To benefit from economies of scale, container shipping companies are putting more and more of such giants into service. Rotterdam is one of the few European ports that can handle these ships 24 hours a day.

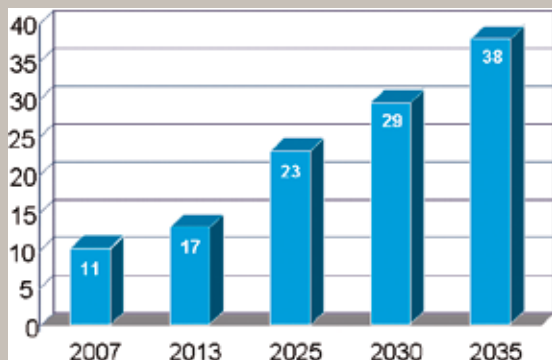
¹ The Twenty-foot Equivalent Unit is a standard unit for describing container capacity

LEADING EUROPEAN CONTAINER PORTS

(2009)	(IN TEU)
1 Rotterdam (The Netherlands)	9.743.000
2 Antwerp (Belgium)	7.310.000
3 Hamburg (Germany)	7.008.000
4 Bremen (Germany)	4.565.000
5 Zeebrugge (Belgium)	2.328.000

CONTAINER TRANSSHIPMENT IN THE ROTTERDAM PORT: 2007 – 2035 PROGNOSIS

In millions of TEU¹



¹ The Twenty-foot Equivalent Unit is a standard unit for describing container capacity

CURRENT PORT AREA

Rotterdam is also creating extra container capacity in the existing port area, to keep abreast of present growth in the container sector in the period until Maasvlakte 2 has been completed. In September 2008, the new Euromax Terminal became operational on the northern edge of the current Maasvlakte. The stevedores ECT and APM Terminals are also substantially expanding their facilities in the existing Maasvlakte area. This will create extra capacity for both deep-sea shipping (intercontinental and European) and inland shipping. Likewise, the Waalhaven/Eemhaven complex will also gain more facilities for trans-European container transport. As a result of these activities, in 2014 the existing port area will be able to handle some 17 million TEU of containers. While this is expected to meet that

year's market demand, at that point the port will however be occupied to full capacity. The timely development of Maasvlakte 2 is of crucial importance, if Rotterdam wishes to provide room for further growth in the container transshipment sector. Between 2013 and 2033, the land reclamation project will gradually create space for an additional 17 million TEU.

SUSTAINABLE DEVELOPMENT

Companies have shown a great deal of interest in setting up at Maasvlakte 2. In selecting the candidates, Rotterdam not only takes economic considerations into account but also aspects of sustainability. Such aspects include the modal split (the respective shares of rail, inland shipping and road in the transport of goods to the hinterland), the reduction of emissions and the company's vision with regard to sustainable enterprise. One of the agreements included in the contracts with companies is that they transport a greater share of their goods via rail and inland shipping. In addition, the Port Authority will assume an active role in improving transport connections to the hinterland – for example by participating in the Betuwe Route, the dedicated rail freightway to Germany.

FIRST CLIENTS

Contracts have already been signed for the first sites in the new port area. The sites in question accommodate three container terminals. A consortium made up of stevedore DP World (Dubai) and the shipping companies Mitsui OSK Lines (MOL, Japan), Hyundai Merchant Marine (HMM, South Korea), Neptune Orient Lines/APL (Singapore) and CMA CGM (France) is developing the Rotterdam World Gateway Terminal at Maasvlakte 2. This terminal, which will have a capacity of 4 million TEU, will become operational as of 2013. The stevedore APM Terminals, a subsidiary of the Danish A.P. Møller-Maersk Group, will be the second party to construct a container terminal at Maasvlakte 2. The terminal will have a capacity of 4.5 million TEU, with the first phase being taken into use in 2014.

The third terminal that will be realised is the planned expansion of the Euromax Terminal on the existing Maasvlakte. This expansion will deliver a capacity of 2.3 million TEU.

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.

MORE INFORMATION?

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