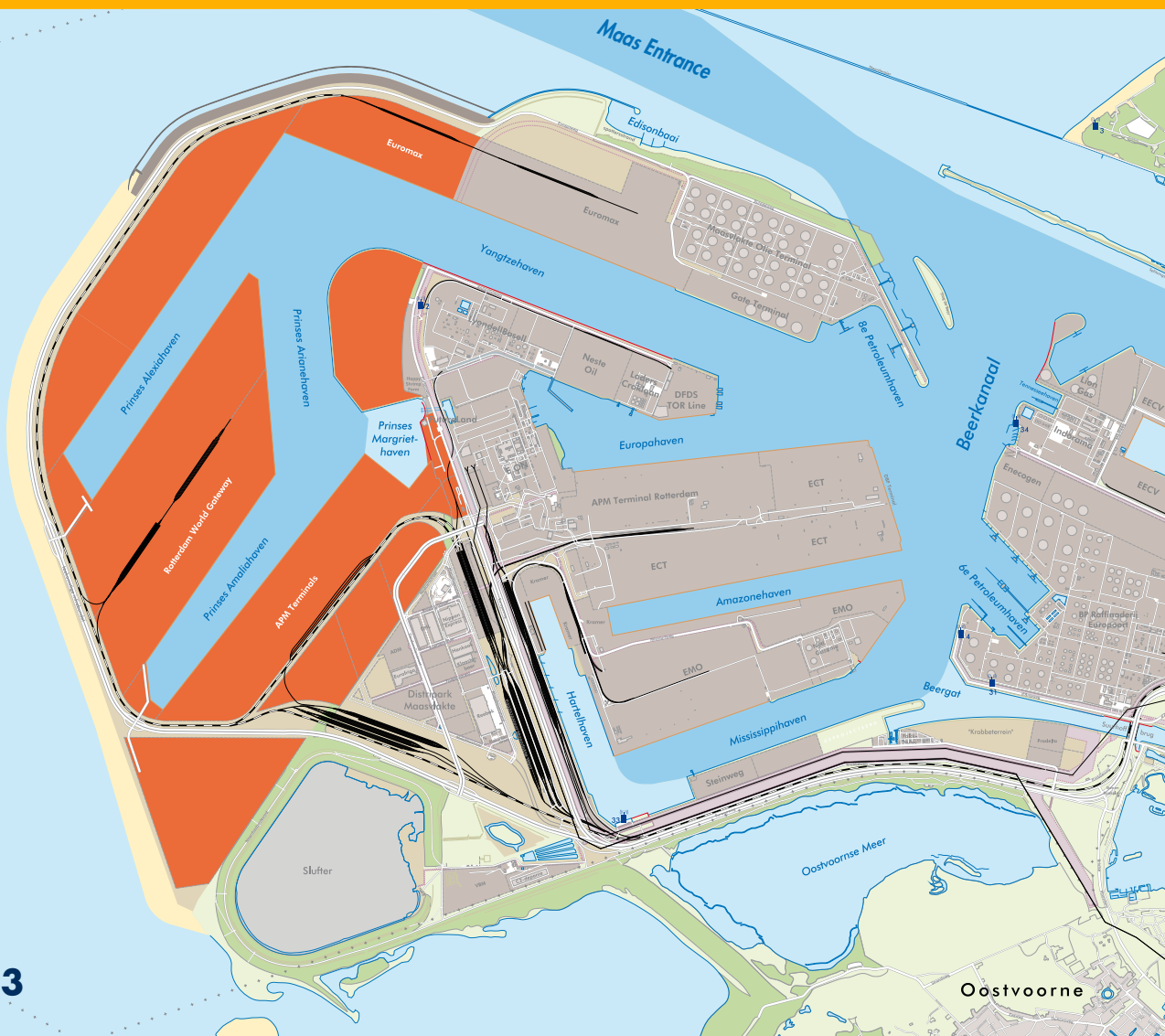


Maasvlakte 2

New port in the sea



New port in the sea



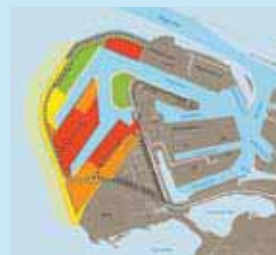
2010



2013



2020



2025

While Maasvlakte 2 was being prepared, a great deal of research went into the size required and the best way to reclaim the land. Reclaiming new land from the sea has significant consequences for currents and the sand that is shifted by them. In designing Maasvlakte 2, a great deal of care was taken over the consequences for the coastline.

CUT THROUGH ALTERNATIVE

The Maasvlakte 2 design is sparing with the ground used (taking up 2,000 hectares in total) and providing 1,000 hectares in new space for commercial use. Half of the 2,000 hectares will be taken up by infrastructure, such as seawalls, channels, railways, roads and port basins. The remaining 1,000 hectares - equivalent to 1,500 football fields - provide space for the purpose it is actually being built for: commercial land. The line of the new port will fit particularly well into the coastline. This is ensured by the curved line on the north side and the streamlined shape on the south-west, which follows the entrance to the old Haringvliet port. The design gets its name from the cut through of the Yangtzehaven (in 2012), allowing access to Maasvlakte 2 for seagoing traffic.

EFFICIENT USE

Maasvlakte 2 uses the available space efficiently, for example by allocating a variety of uses to the new land. Think of the seawall that will soon protect Maasvlakte 2 from the sea. The northern and western sections are suitable for wind turbines. The south-western part will be natural dunes. On the sea side of the seawall, there will be a beach and there will be a road and cycle path along the seawall. The shore side of the seawall has room for the A15 extension, the port railway,

conduits for cables and pipes and possibly an internal track. Efficient use of space not only boosts economic returns, but is also good for the environment. By sparing use of the space available, less sea has to give way to new land.

FIRST CONTRACTS SIGNED

The contract with the first Maasvlakte 2 client was signed in the summer of 2007. According to plan, Rotterdam World Gateway will begin operations in 2013 at the first container terminal over a surface area of 156 hectares. The second and third contracts have also been concluded. APM Terminals is taking the second parcel of land of 170 hectares, and the third of 84 hectares is providing room for the extension of the Euromax terminal. Well before work began on Maasvlakte 2 in 2008, more than 40% of the available ground had been taken. The second phase of the work (construction and sand extraction), will commence in 2013.

By 2033, the entire Maasvlakte 2 will be in operation.



ALLOCATION

The general allocation of the newly developed sites is as follows:

Container transshipment	600 ha
Chemical industry	300 ha
Distribution activities	100 ha

- Containers
- Chemical industry
- Distribution

Maasvlakte 2



Rotterdam

North Sea

The Netherlands

Rotterdam port area

Europe

The Netherlands

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?

Port of Rotterdam Authority
Maasvlakte 2 Project Organization
PO Box 6622
3002 AP Rotterdam
The Netherlands
T +31 (0)10 252 25 20
info@maasvlakte2.com
www.maasvlakte2.com

WANT TO EXPERIENCE MAASVLAKTE 2?

Visit the FutureLand information center
www.futureland.nl