

Maasvlakte 2: Top location in the North Sea

The port of Rotterdam will be expanding into the North Sea. Maasvlakte 2 involves the creation of a new world-class port and industrial area. Together with this economic impulse, the quality of the region's social environment will also be receiving a strong boost.

NECESSITY

Rotterdam is by far the most important port in Europe. More and more goods are shipped via Rotterdam, and more and more companies choose Rotterdam as a business location. The existing port and industrial complex is rapidly reaching full capacity, however, making it necessary to develop new space at Maasvlakte 2. This will not only benefit Rotterdam, but the entire Dutch economy.

OBJECTIVE

Maasvlakte 2 will primarily accommodate growth sectors: container terminals, distribution activities and the chemical industry. These sectors have a strong interest in industrial sites that are located on the edge of deep water – as will be offered by Maasvlakte 2. The port will allow the largest ships to put in here 24 hours a day. No other port in Europe can match this.

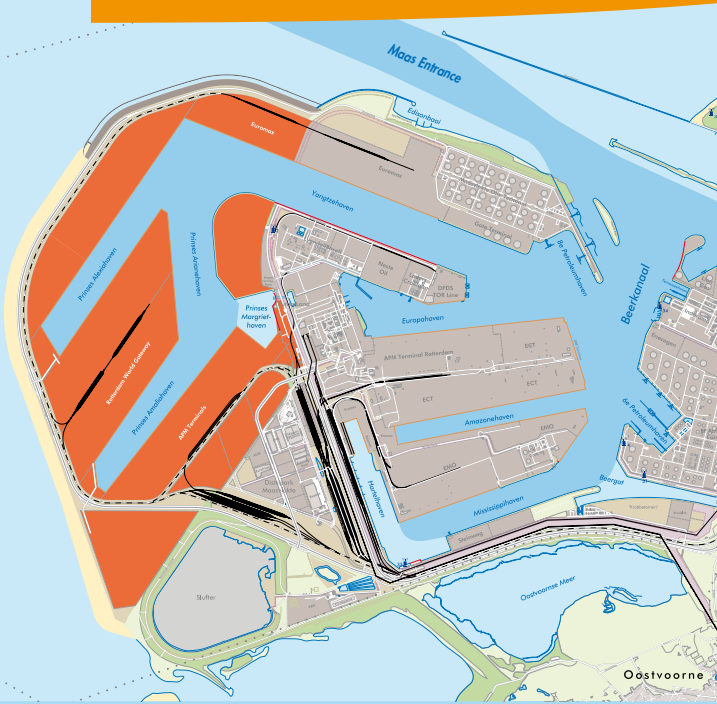
CLIENTS

International companies have shown a great deal of interest in setting up at Maasvlakte 2. Contracts have already been signed for over 40% of the sites at Maasvlakte 2.

FACTS AND FIGURES

• Throughput of the port of Rotterdam 2009	387 million tons
• Expected throughput for 2010	ca. 400 million tons
• Container throughput 2009	9.75 million TEU
• Area Maasvlakte 2	± 2,000 ha
• Area comprising industrial sites	1,000 ha
• Expansion in relation to existing port area	20%
• Construction cost	€ 2.9 billion (2007 price levels)
• Hard seawall (dikes)	3.5 km
• Soft seawall (beach and dunes)	7.5 km
• Sand required 1st phase	240 million m ³
• Sand required in total	365 million m ³
• Space for container terminals	600 ha
• Space for chemical industry	300 ha
• Space for distribution	100 ha
• Depth of waterways	20 metres max.

Top location in the North Sea



TIMELINE

- 2008 Start of construction
- 2009 First land above water level
- 2013 First quay ready at Maasvlakte 2
- 2033 Maasvlakte 2 becomes fully operational

The sites in question will accommodate three container terminals. A consortium made up of stevedore DP World 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 TEU¹, 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.

CONSTRUCTION

Maasvlakte 2 will be situated directly adjacent to the existing Maasvlakte. Trailing suction hopper dredgers extract and transport sand from the North Sea seabed 10 km off shore. This sand will be sprayed on, creating new land. Maasvlakte 2 will be completed in phases, avoiding unnecessary vacant sites. The first container will dock here in 2013. Expectations are that Maasvlakte 2 will reach full occupancy as late as 2033.

ORGANISATION AND PLANNING

The Port of Rotterdam Authority will handle the construction of Maasvlakte 2. The Maasvlakte 2 Project Organization was set up within the company for this purpose.

The PUMA consortium has been contracted to realise the job. In PUMA, the Dutch hydraulic engineering firms Boskalis and Van Oord have joined forces to construct Maasvlakte 2.

ENVIRONMENTAL COMPENSATION

Maasvlakte 2 will be constructed in the Voordelta, a protected nature reserve. The project will be carried out with due respect for the area's nature and the environment, but will nonetheless have an impact on the local ecosystem. There will be ample compensation for these effects, in full compliance with the relevant European legislation.

The compensatory measures consist of:

- The establishment of a sea bed protection area of some 25,000 ha, with resting areas for birds and seals;
- A new 35 ha dune area along the coast of Delfland, between Hoek van Holland and Ter Heijde.

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



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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