



# NEWSLETTER

edition 2, march 2006

PROJECT ORGANIZATION  
MAASVLAKTE 2

# 2

## Selection of first clients

# PORT AUTHORITY SUPPORTS SUSTAINABILITY

Companies planning to operate on Maasvlakte 2 must demonstrate their intention to run the container terminal sustainably. For example by reducing hinterland transport by road and increasing the use of rail and inland shipping. But emissions of contaminants into the air or light and noise pollution also play a role when assessing the plans of the fourteen candidates who have applied for a place on Maasvlakte 2. This is stated, for instance, in the Request for Proposal, which the candidates have all received.

The Port Authority CEO, Hans Smits, speaks of a clear shift in emphasis in the policy. 'Sustainable development is something we now consider very seriously when making a decision. That is due to the stringent European regulations governing environmental issues and on the basis of our responsibility for the environment in which we work.'

### ESTIMATING CARGO

For the fourteen candidates, the new policy also means that a proposal must be put forward regarding the use of the terminal. In this connection, the Port Authority is asking the candidates to give a guaranteed volume for the number of containers they expect to handle (incoming and outgoing) via Rotterdam for every year of the total period of operation.

Should this prove more or less favourable in practice, then a system of bonuses and penalties comes into force. This goes as follows. If the terminal operator handles more than estimated, he gets discount on the (extra) port dues he has to pay. Less throughput than estimated leads to additional payment of a percentage of the 'lost' port dues.

The fourteen interested companies

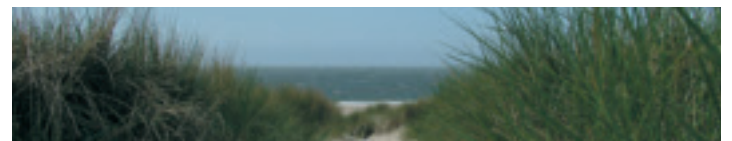
have until the summer to work out their plans in more detail and consult with the Port Authority before coming up with a proposal. Shortly after the summer, this will result in the selection of just a few candidates with whom the final negotiations will subsequently commence. In the second half of 2007, it will then be possible to sign an agreement with one party so that the contractor can get down to work on the construction of Maasvlakte 2 in spring 2008. Depending on the wishes of the first client, the first terminal could be ready for use between 2012 and 2014.

## Tenders for construction work

# THREE CONSORTIA IN RACE FOR CONSTRUCTION CONTRACT

At the end of 2005, three consortia of dredging and construction companies qualified for building Maasvlakte 2. The Dutch companies Boskalis and Van Oord have joined forces; from Belgium, Dredging International and Jan de Nul have decided to co-operate and Ballast Nedam and Per Aarsleff have formed a Dutch/Danish combination.

Ronald Paul, Managing Director of Maasvlakte 2, has a lot of confidence in the consortia with which the Project Organisation will be holding discussions and negotiations in the year ahead. Paul expects to see a lot of creativity and some competitive proposals. These must be ready before the summer. In the winter of 2006-2007, the Maasvlakte 2 Project Organisation will consult with the consortia on the proposals. The contract for building the port of Rotterdam extension can be signed in 2007. The contractor will then be able to start construction of Maasvlakte 2 in the spring of 2008.



## GO-AHEAD FOR MAASVLAKTE 2

A majority of the Lower House of the Dutch parliament is in favour of the agreements which the partners in the Rotterdam Mainport Development Project (PMR) made last summer in the Administrative Agreement and in the execution agreements. This means that the Port Authority can proceed with preparations for the construction of Maasvlakte 2 according to plan. Also, the State became a shareholder in the Port of Rotterdam Authority as of 1 January 2006.

### BROAD SUPPORT

In addition to the parties in

government (VVD, CDA and D66), the main opposition parties (PvdA and LPF) support the plans for simultaneously expanding the port of Rotterdam and improving the quality of life in the Rijnmond area. A majority of over three-quarters of parliament believes that the Cabinet should continue on its chosen path. Ministers Peijs (Transport and Public Works) and Zalm (Finance) stressed in the House that the State becoming a shareholder in the Port Authority served to underline the importance the Cabinet attaches to the realisation of Maasvlakte 2.

# PREPARATIONS WELL UNDER WAY



Preparations for starting construction on Maasvlakte 2 in 2008 are now well under way. We are involved in discussions with candidate contractors about the construction and the most efficient way of going about this. In order that the necessary permits can be applied for in time, we are drawing up environmental impact reports, one for the construction and one for the purpose. A team of forty experts is currently working feverishly to have the draft reports ready this spring. In the summer, people will be able to have their say on these reports, which form the basis of the permit applications. As our various preparatory activities run parallel, this allows us to incorporate creative plans from the contractors into the EIA reports and in the permit applications. That saves a lot of extra work.

## DOING BUSINESS

Are we only busy preparing for construction? Certainly not! We are also involved in discussions with the first 'resident' of Maasvlakte 2. Fourteen potential clients are

currently competing for the contract for the first container terminal on the reclaimed land. Before we start building, in 2008, we will know precisely with whom we will be doing business at a later date. In our opinion, that is sensible business practice.

When it comes to a sustainable business approach too, we know exactly what the future holds. Our selection procedure for the first clients guarantees that. This too is part of modern business practice.

## CONFIDENCE

In The Hague, the State is working on the recovery of the government decision on the Rotterdam Mainport Development Project (PMR), the PKB (Key Physical Planning Decision). The missing studies are now almost complete. I would like to return to the recovery of the PKB in the next newsletter. Considering the manner in which the State and the PMR parties are working together, I have every confidence in the prompt recovery of the PKB, which will make it possible to start construction of Maasvlakte 2 in two years.



**Ronald Paul**  
Managing  
Director  
Maasvlakte 2



## SEABED DIVULGES ITS 'SECRETS'

A drilling platform on hydraulically adjustable legs is investigating the state of the seabed at the place where Maasvlakte 2 will soon be located. Drilling has been done to a depth of 45 m below NAP and soil samples have been taken. In a laboratory, the samples have been examined to investigate the composition of the soil and to check for the presence of archaeological material. The Maasvlakte 2 Project Organisation is making the information from the soil survey available to the contractors who are competing for the construction contract. These companies need this data to make the calculations for their plans. In the background, the seawall of the current Maasvlakte is visible.

## ENVIRONMENTAL IMPACT CLEARLY IN VIEW

If applications for the necessary permits to start construction work on Maasvlakte 2 are to be made in time, all implications for the environment must be investigated. This is being done along two separate routes. The Maasvlakte 2 Project Organisation are drawing up an Environmental Impact Assessment (EIA) for both the construction and purpose of Maasvlakte 2. Last year, studies were carried out in various fields in connection with both reports. The EIA Construction, for example, describes such things as the effects on the maritime environment of extracting sand. This sand will be sprayed on the port sites. The EIA Purpose looks at the fitting out of Maasvlakte 2 and the effects of the commercial activity that will be conducted there.

## Permits

At the moment, the Maasvlakte 2 Project Organisation is writing the draft reports. The competent authority (Ministry of Transport and Public Works, the Rijnmond Environmental Protection Agency) and the EIA Committee have until the summer to assess the drafts. This will be followed by a period of consultation and both environmental impact assessments will be adopted. From that moment on, the project organisation can apply for the permits, so that the contractor can start construction work in spring 2008. Permits are needed, for example, to extract sand from the sea, to create land in the sea and in connection with nature conservation laws.



The construction of the new port area, Maasvlakte 2, forms part of the Rotterdam Mainport Development Project (PMR). This project also includes compensation to the natural world (including the Marine Reserve), the creation 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. Check out [www.mainport-pmr.nl](http://www.mainport-pmr.nl)

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**Port of  
Rotterdam**

The Maasvlakte 2 project organisation is part of the Port of Rotterdam Authority.