



Port of  
Rotterdam

# Newsletter

Edition 3 - October 2011, volume 7

PROJECT ORGANIZATION  
**MAASVLAKTE 2**

## BLOCK DAM OVER HALFWAY

Since starting at the end of April 2011, the Blockbuster has placed almost 2 kilometres of new block dam. Over half of the 3.5-km breakwater is now in the sea. The block dam is an essential part of the hard seawall that will protect Maasvlakte 2 in the northwest against the forces of the sea.

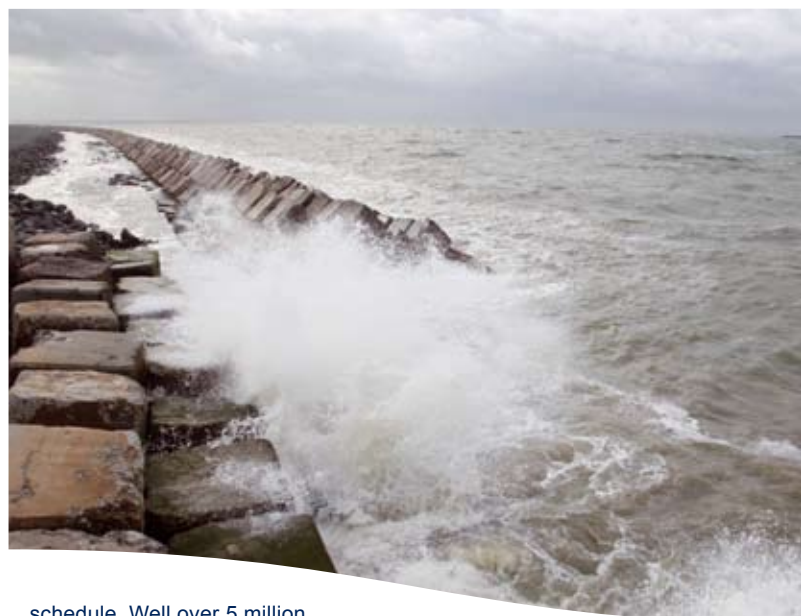
Every week the production increases and 'more metres' are made because the process is improved even more. The average is now more than 100 metres per week. A total of 20,000 concrete blocks of 2.5 by 2.5 by 2.5 metres, weighing 40 tonnes each, will be reused from the block dam of the existing Maasvlakte. 10,000 concrete blocks have already been laid in place.

The extension of the temporary working lane is also proceeding

satisfactorily. Every day it grows another 15 metres towards the connection with the existing Maasvlakte. The ship that brings the stones for extending the temporary working lane only stops working if the sea is running very high.

Those rough waves do not hold the Blockbuster back from continuing to place blocks at a steady pace. The giant crane only finds it hard going when there is a gale blowing.

The supply of stones is on



schedule. Well over 5 million tonnes of stone have been delivered from various quarries. More than 1.7 million tonnes came from breaking up the existing block dam. Around 7

million tonnes of stone will be incorporated in the hard seawall of Maasvlakte 2. It would take a clever wave to deal with that. ■



## VIEW OF MAASVLAKTE 2

The Rotterdam artists Frans Bianchi and Harry van der Woerd followed the construction of Maasvlakte 2 for eighteen months. Now FutureLand is displaying their work.

Armed with sketchbooks and paint, the artists regularly spent time on the 40-metre high radar mast and captured a number of panoramic views of Maasvlakte 2 in the making.

The diverse weather conditions and the contrast between the working methods of the two painters ensure a richly variegated exhibition about the port and Maasvlakte 2.

View of Maasvlakte 2 can be seen in FutureLand until Sunday 20 November 2011. ■

## ON THE RIGHT TRACK

The first few metres of railway track were laid this summer on Maasvlakte 2. This track is needed to connect the future rail track on the outer contour with the track on the current Maasvlakte. The railway work is being done by BAVO Spoor, subsidiary of BAVO MV2, the subcontractor of PUMA (building consortium Boskalis and Van Oord).

This year and next, BAVO Spoor (BAM Rail and Volker Rail) will lay

all of the new rails on Maasvlakte 2. The new connection to the Euromax terminal is just behind

the new dunes. The track connects to the current Maasvlakte railway track close to Railterminal West of ECT. In September the railway track on the Maasvlakte was closed down for 200 hours so this connection could be made. With that important modification finished, work on laying the new railway on Maasvlakte 2 can continue with confidence. The railway on the Maasvlakte

will have to be closed down two more times in 2012. That will enable the Lyondell rail to be adjusted to the new situation and, towards the end of that year, allow trains to cross Maasvlakte 2 on their way to the Euromax terminal.

Once that has been realised, contractor PUMA can make the 'crossing' between the Yangtzehaven and the port basins of Maasvlakte 2. In the spring of 2013, work ships for the first terminals on Maasvlakte 2 will be able to reach their destination via the new access route.

On Maasvlakte 2, rail transport will have all the space it needs to grow. Currently around nine per cent of all cargo leaves the port by rail. This is intended to reach 20 per cent in the future. ■

First one hundred metres of railway on Maasvlakte 2



## DUNE VIADUCT SWITCHES BETWEEN OLD AND NEW

The work on the dune viaduct is approaching completion. This link connecting the existing port area and Maasvlakte 2 will be delivered by the contractor to the Port Authority in December 2011. The last activities involve setting up the traffic management and installing public lighting. Road traffic to and from the Maasvlakte will start using the viaduct around the middle of March 2012. The span of the viaduct also allows for a considerable volume of future train traffic. ■

## KNOWLEDGE MONTH IN FUTURELAND

### YOUR OWN EXPERIMENTS

During the autumn break (16 October to 30 October), FutureLand's theme will be October Knowledge Month. The Maasvlakte 2 information centre will pay special attention to technology with free daily demonstrations of special technical experiments at 11.00 a.m. and 3.00 p.m. During the autumn break, FutureLand will also be

open on Saturday 29 October. Called 'Technology in the picture', this theme day is for interested people so they can ask questions about the techniques and materials used, and view the special equipment and large machines. There is also attention for the construction of the hard seawall. Entry is free. For more information, please visit [www.futureland.nl](http://www.futureland.nl) ■

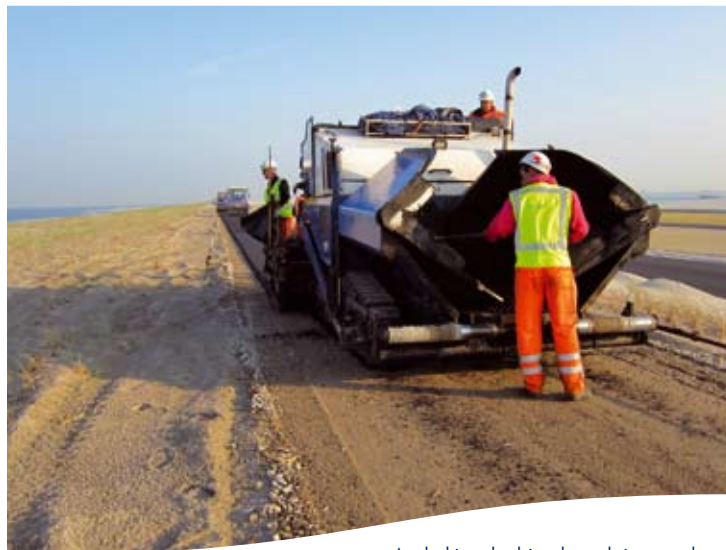


## BIKE IT!

The asphalt machines have been working overtime lately near the new dunes of Maasvlakte 2. Not only the new roads had to be laid, but the new bicycle path through the dunes also had to be laid and rolled.

This new bicycle path will soon join up neatly with the existing bicycle route past the Oostvoornsemeer. From the end of May 2012, beachgoers will be able to ride their bikes to the new bathing beach on Maasvlakte 2. They will have to make the climb over the 16-metre high slopes along the Slufterdijk. For those for whom

that col is a bridge too far, at November 2012 the bicycle path next to the infrastructure bundle of Maasvlakte 2 will be opened. That bicycle path goes from the bicycle route beside the Oostvoornsemeer, past the outside edge of Maasvlakte 2 to the Maasmond. Along the coast, the cycle path runs over the top of the



Asphalting the bicycle path in new dunes

dunes. That gives you a fantastic view during your bike ride out

across the North Sea and the new ports of Maasvlakte 2. ■

## LOOKING FOR ANCESTORS AT THE BOTTOM OF THE YANGTZEHAVEN

A team of archaeological specialists is carrying out investigations in the Yangtzehaven. They hope to find traces of human habitation there from 12,000 years ago.

The current Yangtzehaven will become the entrance for shipping to Maasvlakte 2. At the end of 2012, the Yangtzehaven will therefore be dug out and deepened to -20 NAP. The bottom of the port will then coincide with the layer on which our ancestors once wandered and hunted in the Stone Age (from around 12,000 years ago). The area from the North Sea right up through current day Rotterdam and beyond was once part of a large river plain with river dunes and lower channels. The river dunes

in particular were ideal, high and dry places to live. Archaeologists often find traces of prehistoric dwellings there. For the first time, systematic investigation is now being carried out into the former land surface and the possible traces of human habitation. The research is taking place at a depth of around 17 metres below the water surface of the Yangtzehaven. 52 soil drillings to five metres below the port bed now provide the researchers with a cross-section of the ground and drilled soil

samples that can be studied in the laboratory.

### RESULT

One major result thus far is that the river dunes are visible in the drill cores. The structure of the ground starts with a thick layer of North Sea bed (sand and shells) with layers of clay and peat underneath. Below the peat is the river dune, recognisable by its dark, coarsely grained sand. That means that parts of the old bed where our ancestors walked in the Stone Age are still intact.

The specialists are going back 'underwater' for the follow-up investigation. A small excavation will be made in the Yangtzehaven.

A crane will dig part of the river dune out from under the water. The ground will be sifted on land through large sifting equipment and the contents will be studied. The researchers will thus gain more knowledge about the old seabed that was once land. They might find concrete evidence of early habitation of this area. The research, commissioned by the Port of Rotterdam Authority, is being carried out by BOOR, Deltares, TNO, PUMA, Rijksdienst voor het Cultureel Erfgoed (State Agency for Cultural Heritage) and the Archeologisch Diensten Centrum (Archaeological Service Centre). ■

## WRITERS@WORK

### NEW LAND, NEW VIEWS

This summer, on the border of the existing Maasvlakte and Maasvlakte 2, four writers drew inspiration from their view of the work on new land in the sea. Between mid-June and mid-September, Nathan de Groot, Brigitte Spiegeler, Stijn Aerden and Elinor Archer each stayed for

two weeks in the Sluftergebouw. This striking building in the dunes of the existing Maasvlakte offers an unprecedentedly beautiful view of the port area in development. The stay in the Sluftergebouw translated into widely varying texts, drawings, poems and even

projects resembling land art. From a sand poem in fresh sand to the contemplation of a 'polar bear'. You can see the impressions and perceptions on [www.maasvlakte2.com/schrijvers](http://www.maasvlakte2.com/schrijvers).

Elinor Archer 'Lighthouse'



## ROOM FOR GROWTH: JUST IN TIME!

It is always good to see that the world around us is changing and that as the Netherlands we are capable of adapting to that change. If you read the Budget, the only conclusion you can draw is that the government is investing in Mainport Rotterdam. This is apparent from the investments in the chemical industry, energy, logistics and in the collaboration between Dutch ports. Furthermore, the government is releasing funds for the storage and transport of CO2 and for the improvement of the accessibility of the port. Is it not fantastic? The port of the future is another step closer. It was not always like this, however. Take 1993, when the Port of Rotterdam Authority first reported the expectation that the Port of Rotterdam would run out of space. Early in the 21st century, the people who make the predictions foresaw a serious lack of space. This space was needed to provide room for the transshipment of the ever-growing flow of containers with consumer cargo. It took a good two terms of office of the government in The Hague before that analysis was endorsed.

### GAINING MOMENTUM

At that point, the expansion of the Port of Rotterdam with Maasvlakte 2 started moving rapidly. Of course, another ten years have passed, so it did not all happen in a tearing hurry. But

making plans, getting everyone involved, doing thorough research and ensuring that the courts do not shoot it all down simply takes time in our country. So in 2008, when the then mayor Opstelten opened the valve at the beach to let the sand flow, we heaved a sigh of relief: it is going to happen.

Until suddenly banks started tottering and we had a global financial crisis on our hands. Container transshipment in the Port of Rotterdam in 2009 fell back to the level of 2006. Would we have to adjust our plans, postpone our investment in Maasvlakte 2?

### LONG TERM

The answer to that question is known. The expansion of Mainport Rotterdam with Maasvlakte 2 is an investment for the long term. It is an essential investment, as both the government in The Hague and the municipality of Rotterdam decided, in order to not let the cargo pass by the gate to Europe. And moreover, it is a unique opportunity to create a sustainable port concept that can serve as an example for the future of the existing port. Our well-known double objective. The throughput figures in the container sector are still comfortably in line with the assumptions underlying the investment. With two years of construction ahead of us, it looks

## FUTURELAND AUTUMN AGENDA

Besides the normal visiting times, FutureLand will also have opening hours on Saturdays and exhibitions in the autumn. Of course, the FutureLand Express is available all year round for tours of the new land.

### SPECIAL OPENING HOURS AND THEMES:

- 11 September to 20 November: Exhibition 'View of Maasvlakte 2': Paintings by Frans Bianchi and Harry van der Woerd.
- 16 October to 30 October: 'October Knowledge Month' in FutureLand: Technical experiments daily, supervised by an information official.
- 29 October: theme day 'Technology in the picture' 11.00 a.m. - 17.00 p.m.
- 26 November to 28 Februari 2012: 'Land in sight': exhibition about land reclamations in the world.

For the full programme, please visit [www.futureland.nl](http://www.futureland.nl)

like the job will be completed precisely on time in 2013. When the port does reach its maximum capacity for transshipment of containers, Maasvlakte 2 has the space for growth. It still makes me very happy that my predecessors already got this going in 1993. ■



**Ronald Paul**  
Managing Director  
Project Organization  
Maasvlakte 2

## COLOPHON

**PUBLISHED BY**  
Port of Rotterdam Authority  
Project Organization Maasvlakte 2  
This newsletter is published six times a year and contains updates on the progress of the Maasvlakte 2 project.

**BASIC DESIGN**  
Port of Rotterdam Authority Rotterdam N.V./ FAC-FD

**DESIGN**  
Edauwdesign bv

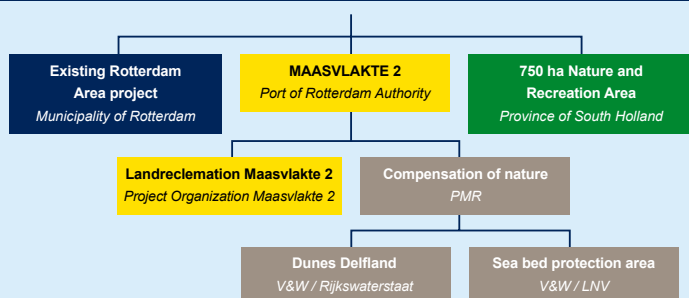
**ILLUSTRATIONS**  
Port of Rotterdam Authority, PUMA,  
Freek van Arkel, Elinor Archer

**PRODUCTION AND FINAL LAYOUT**  
Platform P, Rotterdam

**SUBSCRIPTION**  
Would you prefer to receive this newsletter digitally? If so, please register on the website. Would you rather not receive this newsletter? Then send an e-mail to: [mv2info@portofrotterdam.com](mailto:mv2info@portofrotterdam.com)

**CONTACT AND INFORMATION**  
**T** +31 (0)10 252 252 0  
**E** [info@maasvlakte2.com](mailto:info@maasvlakte2.com)  
**W** [www.maasvlakte2.com](http://www.maasvlakte2.com)  
**T** [Twitter.com/Maasvlakte\\_2](https://twitter.com/Maasvlakte_2)  
**F** [Facebook.com/FutureLandMaasvlakte2](https://facebook.com/FutureLandMaasvlakte2)

## ROTTERDAM MAINPORT DEVELOPMENT PROJECT



The construction of the new port area Maasvlakte 2 is part of the Rotterdam Mainport Development Project (PMR). Other components of PMR are the environmental compensation that accompanies the construction project, the development of 750 ha of nature and recreation area and the improvement of the Existing Rotterdam Area. PMR is a collaboration between national and regional government and the Port of Rotterdam Authority. Check out [www.mainport-pmr.nl](http://www.mainport-pmr.nl) for further details.