



Port of
Rotterdam

Newsletter

Edition 1 - March 2011, volume 7

PROJECT ORGANIZATION
MAASVLAKTE 2

IN 2011, EVERYTHING HAPPENS AT ONCE

In 2011, all building phases will be executed simultaneously. Activities are mounting. By taking the necessary measures, the Port of Rotterdam Authority will prevent possible nuisance as a result of this work.

Over the course of 2011, all building phases will be activated at the same time. Besides the depositing of sand and rock, work will get underway on the quay walls, roads and viaducts will be constructed, the contractors will start developing the utilities infrastructure and a start will be made on the construction of the railway line. On top of this, the new dunes will be finished and the existing Maasvlakte will be connected to the new area. This range of activities will not be causing any nuisance for the companies currently established at Maasvlakte. The Port of Rotterdam Authority will take a

variety of measures to ensure that business runs as usual throughout the course of these projects.

IN PLACE

Most of the sand required for the construction of Phase One of Maasvlakte 2 is currently in place, which is clearly visible on the photograph. This explains the absence of the trailing suction hopper dredgers this winter. The large-scale depositing of sand from the sea has presently been rounded off. But we haven't seen the last of the 'sand suckers': they will be returning later this year. Of the 240 million cubic



metres of sand required for this project, some 50 million cubic metres still need to be deposited. At the moment, the contractor has three sources for this sand: the sand pit in the North Sea, the sand that is freed up during the deepening of the Yangtzehaven and the sand that becomes available thanks to work on the LNG Terminal in the existing Maasvlakte.

A LOT OF ROCK

Now that so much sand is in place, there's the matter of ensuring that it isn't flushed away by the tide. The construction of the hard seawall near the Maas Entrance therefore has top priority for contractor PUMA. Some four million tons of rock have already *(read more on page 3)*



ROYAL INSPECTION

Recently, Prince Willem-Alexander visited the new land of Maasvlakte 2. Decked out in safety gear – after all, the sprayed-on land is still a PUMA construction site – the Prince inspected the ongoing project in the North Sea. The President and CEO of the Port of Rotterdam Authority, Hans Smits, and Ronald Paul, Managing Director of Project Organization

Maasvlakte 2, showed the Prince all aspects of the land reclamation project. Willem-Alexander said that he was impressed by the vast operation and appreciative of the effort made in this project. The expansion of the Rotterdam port will enlarge the Kingdom of the Netherlands by some 20 km², with the port growing an extra 20%. ■

EXHIBITION OF FOSSIL FINDS

Until 15 April 2011, in a special exhibition in FutureLand, Natuurhistorisch Museum Rotterdam will be exhibiting the best skeletal remains of ten animal species from days long gone that were found in the sand used to construct Maasvlakte 2. The finds include the complete pelvis and hind leg of a woolly mammoth and the by now world-famous hyena dropping. ■



JOIN LOES ON-BOARD THE HOPPER

Last summer, Dutch actress Loes Luca was a guest on-board a trailing suction hopper dredger working on the construction of Maasvlakte 2. A colourful video report was made of this visit. Those wishing to view the 25-minute film can do so in the film room of the FutureLand information centre. Curious? A preview can be found at www.maasvlakte2.com ■

STEAMER ON DRY LAND

Rusty, heavy and battered. This is how, in 2011, one can best describe the Danish steamer *Cornelia Maersk*. The wreck of the merchant vessel, which was bombed in 1942, recently emerged from the water at Maasvlakte 2.

The ship's wreck was situated at a depth of 10 to 17 metres in one

of the future ports of Maasvlakte 2, the new expansion of the port of Rotterdam. The contractor PUMA

pulled up the wreckage with a floating crane so that it could proceed with the excavation of the new port basins, which will be up to 20 metres deep. During this project, in addition to large sections of the hull, workers salvaged the ship's steam boilers, portholes and its screw propeller.

The remains of the *Cornelia Maersk* will be handed over to Maersk, the ship's former owner. It is expected that later in the year, visitors to the FutureLand information centre will be able to view several remains of the *Cornelia Maersk*.

Artist Marcel van Eeden was given two portholes on loan for an exhibition of his work in the Kunstmuseum in Sankt Gallen, Switzerland, from 19 February to 8 May. Van Eeden has written and drawn a semi-fictional history of Maasvlakte 2, in which the sinking of the *Cornelia Maersk* plays a prominent role.

On 5 January 1942, the *Cornelia Maersk*, which was en route from Rotterdam to Copenhagen, was hit by two bombs. An attempt to salvage the vessel failed and the ship sunk. There were no casualties. ■



CLEANER AIR IN 2020

Friends of the Earth Netherlands (Milieudefensie) and the Port of Rotterdam Authority have agreed on a set of measures aimed at reducing the emission of harmful substances in the Rotterdam port.

In 2009, both organisations concluded an agreement enabling the Port Authority to avoid a lawsuit over the construction of Maasvlakte 2. In exchange, the Port Authority pledged that the emission of harmful substances ensuing from Maasvlakte 2 would be 10% lower than anticipated in the environmental impact assessments. Over the past two years, this agreement has been elaborated into concrete measures.

CLEAN SHIPS

The agreed-upon measures will be yielding a reduction of 25 tons of particulate matter, 166 tons of sulphur oxide and 380 tons of

nitrogen oxide per year. This is roughly equivalent to the annual emissions of all passenger cars in the city of Utrecht.

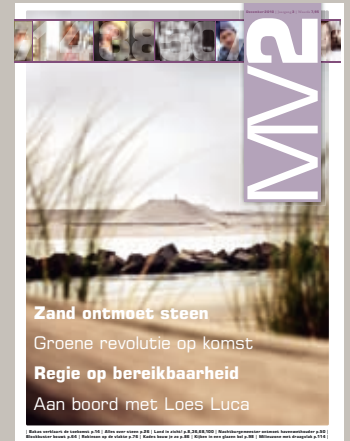
The measures include a discount on the port dues for clean sea-going vessels, the use of energy-efficient and clean equipment at the container terminals, increased efficiency in the handling of sea-going vessels in the port itself and the reduction of the emissions produced by the Port Authority's own fleet.

At present, the Port Authority has spent around EUR 2.5 million on research and the implementation of these measures. The total investment by the Port Authority

in this area is expected to run up to some EUR 15 to 25 million. In addition, the business community will also be investing in a number of these measures.

Director Hans Berkhuizen of Friends of the Earth Netherlands: 'We are on course to achieve the reduction of harmful substances by 2020. Both the environment and the population of the Rijnmond area will benefit from this.' Hans Smits, President and CEO of the Port of Rotterdam Authority also expressed his satisfaction with the measures: 'The elaboration of the agreement shows that improving the environmental quality and developing the port can go hand in hand. I am pleased with our constructive relationship with Friends of the Earth Netherlands. ■

THAT MAKES THREE...



The third issue of the comprehensive Magazine dealing with Maasvlakte 2 is out. Allow trend watcher Adjedj Bakas to let you in on what the future holds, allow Jules Deelder to introduce you to Port Alderman Baljeu or tag along with Loes Luca on her visit to a trailing suction hopper dredger. Along the way, you will also find out some new things about the expansion of the Rotterdam port. To order the Magazine MV2 free of charge, visit www.maasvlakte2.com/magazine

(continued from page 1)

been transported over sea to the Maasvlakte 2 site, and this is steadily continuing as we speak. Some 900,000 tons of rock have already been deposited under the waterline. And over 1.1 million tons of rock can be found on the hard seawall, which is still under construction. Half of the blocks from the block dam of the existing Maasvlakte - slightly over 10,000 - have currently been picked up and moved elsewhere. These massive cubes, which weigh 40,000 kilos a piece and stretch to 2.5 metres tall, will be recycled later this spring in the new block dam that will be protecting Maasvlakte 2. The Blockbuster, which was especially designed and constructed for this purpose, is standing by to do the job. ■

SOFT SEAWALL WITH MARRAM GRASS

This spring, the new dunes at Maasvlakte 2 will be gaining their covering.

Until the end of April, the contractor will be busy planting four kilometres of dune with young marram grass. Most of this work will be done by hand. The grassroots will retain the sand of the new dunes, preventing erosion. The last two

kilometres of dune, including the stretch of dunes near the Slufter, are expected to be planted in the autumn. Once this project has been rounded off, the soft seawall will sport some 1.5 million new marram plants.

This 6-km row of dunes on the

western edge of the new land protects Maasvlakte 2 against the sea. On the northern rim of the port expansion, the reclaimed land will be protected by a hard seawall made from rock. ■

YEAR OF TRUTH

The expansion of the Rotterdam port is starting to make headway – the photograph in this newsletter shows this very clearly. The port planners and contractors call the gap in the sea defence in the foreground the ‘sluitgat’.

The name says as much: the gap will also be closed at some point. This will be in 2012, when the required sand that is extracted at sea has arrived on location. We will then be bidding the large trailing suction hopper dredgers farewell.

NEWCOMERS

Besides the – by now familiar – sand ships, this year will also bring a number of newcomers to the area. Those who regularly visit the Maasvlakte may have already seen the gigantic blue Blockbuster in action on the hard seawall. This year and next year are when things come to a head, with this special crane placing 17,000 concrete cubes, weighing in at 40,000 kilos a piece, partly under the waterline – with extreme precision. The new block dam that materialises as part of the hard seawall of Maasvlakte 2 will be entirely made from the recycled blocks from the dam of the existing Maasvlakte.

Other newcomers on the freshly sprayed-on sand are the constructors of the area’s roads, viaducts and railway lines. While last year, visitors could see the quay builders’ power shovels, cranes, pile frames and concrete mixers in action, this year we will already be asphaltting and laying rails.

HURRY

Why are the contractors in such a hurry to construct the extensions of the N15 motorway and the Betuwe Railway line, you might wonder? After all, it will be 2013 at the earliest before the first container that will be transported

via these routes to the hinterland arrives at the quay. So why the rush? The ‘sluitgat’, is my answer.

The ‘sluitgat’. It’s like this. As of 2012, the Yangtzehaven will form the approach channel to Maasvlakte 2. The land that is currently still traversed by Europaweg, which leads to the Euromax Terminal and MOT, will be dredged away. How will we be able to reach Euromax, Gate and MOT if Europaweg drops off at the edge of Yangtzehaven’s southern quay? Exactly: via the new road that will be constructed behind the dunes on Maasvlakte 2.

Since we need to maintain optimum accessibility for the companies in the north-western corner of Maasvlakte, we will be ensuring that in due time, the new infrastructure is ready for use. This means that road and rail track will be constructed at a high pace – from both sides of the ‘sluitgat’ leading in. So that once the gap has been closed, the connections will be ready as soon as possible. Only then can the Yangtzehaven be cut through, at which point the new port basins of Maasvlakte 2 will once again be accessible for work ships.

The time available for all this work is ticking away, while at the same time, the complexity of the concurrent activities is increasing. In that sense, 2011 is the year of truth! ■



Ronald Paul
Managing Director
Project Organization
Maasvlakte 2



FUTURELAND IN 2011

Besides regular visiting hours, in 2011, FutureLand, the information centre about the construction of Maasvlakte 2, will once again open its doors on specific Saturdays, as well as offering exhibitions and evening tours. The centre will devote attention to a variety of themes, including flora and fauna in the port area, the construction of the quays, major land reclamation projects and art projects. In addition, in the summer, FutureLand will once again be opening its doors a number of evenings for guided tours combined with a dinner on the centre’s terrace. Naturally, the FutureLand Express will be standing by throughout the year for tours of the new land.

SPECIAL OPENING HOURS AND THEMES

26 March	‘The Rotterdam port: then, now and in the near future’	11 a.m. - 5 p.m.
22 April	Good Friday	10 a.m. - 5 p.m.
23 April	‘The new Beach’ + Maasvlakte 2 at Night	11 a.m. - 10 p.m.
24 April	Easter Sunday	CLOSED
25 April	Easter Monday	11 a.m. - 5 p.m.
5 May	Liberation Day	10.00 a.m. - 5 p.m.
28 May	‘Quays and stones’ + Maasvlakte 2 at Night	11 a.m. - 10 p.m.

Feel free to consult the full programme at www.futureland.nl.

ON TOUR

In March and April, the Port Authority will be coming to some place near you. During 14 information events in the direct environs of the Rotterdam port, Port Authority representatives will be fielding all your questions about the progress made in Maasvlakte 2.

For more information, locations and dates, visit www.portofrotterdam.com/optournee.



COLOPHON

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