
**THE SMARTEST PORT
IN THE WORLD.
BOUNDLESS AMBITION.
MAKE IT HAPPEN.**





EVERYTHING COMES TOGETHER IN ROTTERDAM. FROM HERE, YOU CAN CONQUER THE WORLD.

Rotterdam is a world-class port, and Europe's largest port by far. Anything you can imagine passes through here. Rotterdam is the gateway to Europe.

A vital logistical hub for the entire planet. Goods pass through Rotterdam on their way to and from destinations throughout the world. From pineapple juice to paper, from computers to chemicals.



In the Netherlands, 385,000 people have jobs thanks to the port.

The port of Rotterdam stretches over an area of about 42 kilometres, from the heart of the city to the North Sea. Many docks are so deep that they can accommodate even the largest vessels with a draught of up to 24 metres, eliminating the need to pass through locks and allowing the vessels to moor quickly at the quay. Rotterdam is more than just a transit port. Numerous goods are processed into other products here. The list of activities is stunning: from the refining of oil to the production of plastics, from the unpacking of containers to the packaging of fruit into the quantities required by wholesalers, and so on. The goods and services produced in the port and industrial area have a total added value of approximately 45.6 billion euros annually.

Many people work in the port itself, or at companies that are linked to the port in different ways.

From oil traders to chandlers. From tugboat crews to the people who write computer programs that manage all the transport flows smoothly. From builders of cranes for unloading ships to caterers on tourist boats.

From truck drivers to process engineers in the chemical industry. In all, nearly 385,000 people work in and around the port. The port also generates revenue in another way: every year, the Port of Rotterdam Authority, which operates the port, passes on almost 100 million euros in dividend to its shareholders, the City of Rotterdam and the Dutch State. And, of course, the companies in the area also pay all kinds of taxes.

Experience the port, from the city to the Meuse estuary

There is a lot to see and do in the port of Rotterdam. On the water, of course, with the water taxi or Spido, for example. Or hop on the Waterbus to RDM Rotterdam, where everything revolves around innovation and the manufacturing industry of the future. The cycle route network is an excellent option for cyclists. Dozens of routes guide you past a varied selection of the most beautiful locations in the port:

nature areas with fascinating plants and animals, and impressive industrial areas. RET's Fast Ferry will take you, with your bike, from Hook of Holland to Maasvlakte 2, Rotterdam's newest and most modern port area. But also to the Rozenburg landtong, where you can discover the ultimate fusion of port and nature. There are information panels throughout the port area crammed full of facts about the port.

FutureLand: you can't get any closer to the port

During a visit to the free information centre FutureLand, you won't just learn all about the development of the port. With the FutureLand Ferry on Maasvlakte 2, you can see with your own eyes the largest container vessels, the most modern container terminals and the latest offshore developments! In combination with a walk or fossil expedition on the Maasvlakte beach, you are guaranteed to have an exceptional day combining the port and nature! Special activities are organised in FutureLand throughout the year.

Organise your visit on www.futureland.nl

You can find all the information you need for your own voyage of discovery through the port of Rotterdam at www.portofrotterdam.com/beleefdehaven



Immerse yourself in the port city of Rotterdam



Do you have plans to visit Rotterdam? Use the Rotterdam Tourist Information app as your guide. With your smartphone on hand, you can discover the most enjoyable activities in both the city and the port. Download the app from the Google Play store or the Apple App Store.

FROM A DAM IN THE RIVER ROTTE TO MAASVLAKTE 2



1250

Construction of a dam in the Rotte

Around 1250, a dam was built in the small Rotte river. A fishing village developed here: Rotte-dam. This is how the port of Rotterdam began.

1864

Construction of New Waterway begins

The canal was designed by Pieter Caland and it gave Rotterdam direct access to the sea.



1962

Rotterdam, the world's largest port

This was the year when 25,000 ships called on the port and Rotterdam took over the number-one spot from New York. China has had the world's largest port since 2005.



2050

Carbon neutral port

Port and industry don't have a negative impact on the climate.

2013

Opening of Maasvlakte 2

With the completion of this new area in the sea measuring 2,000 hectares, the size of port increased by 20%.

THE PORT OF ROTTERDAM AUTHORITY **FOR NOW** **AND THE FUTURE**

It doesn't matter who thinks up the best ideas or where they come from. What matters is what you do with those ideas and what you achieve with them. There are 1,200 passionate professionals working at the Port Authority on ideas for today's port, and the port of the future. The goal is to create the smartest, most sustainable and most accessible logistical hub in Europe, where there is room for national and international companies to grow.

That is why the Port Authority develops and allocates port sites. At the same time, it is responsible for the safe, smooth, clean and secure handling of shipping. In addition, the Port Authority provides companies with everything they need for the safe, smooth transshipment and production of goods and raw materials. The quality of the working and living environment is a constant focus. At the Port of Rotterdam Authority, passionate people fulfill boundless ambitions. Together, they are creating the world's smartest port.

Every year, some 30,000 sea-going vessels and 120,000 inland navigation

vessels call at Rotterdam. Shipping is monitored and controlled using advanced radar systems. On the water, patrol vessels equipped with fire-fighting equipment keep an eye on things. 24 hours a day, 7 days a week. The Port Authority also has an inspection service for the close monitoring of the transport of hazardous substances. And the Port Authority is always collaborating with companies in the port to find ways to make the port even smarter: to transport goods even faster by sharing information about vessels, quays, containers, trains and so on. Safety and environmental awareness are core conditions for the Port Authority.

FACTS AND FIGURES



30,000
sea-going
vessels a year



120,000
inland vessels



14.5
million TEUs of
containers a
year

That's a row of
containers that
stretches around
the world twice.



100
million tonnes of
crude oil a year

That's 65 times the
volume of a soccer
stadium.



127
square
kilometres
of port area

The equivalent of
approximately
19,000 soccer fields



385,000
people in
the Netherlands
have jobs
thanks to the
port.



Port of Rotterdam Authority

The aim of the Port of Rotterdam Authority is to strengthen the competitive position of the port of Rotterdam as a logistics hub and a world-class industrial complex, in terms of both size and quality. So the Port of Rotterdam Authority is also at the forefront of the transition to sustainable energy, rolling out digitisation to make the port and trade flows even more efficient. The Port Authority has two core tasks: the sustainable development, management and operation of the port, and the maintenance of the smooth and safe handling of shipping.

Follow the Port of Rotterdam Authority (on portofrotterdam.com)



www.portofrotterdam.com

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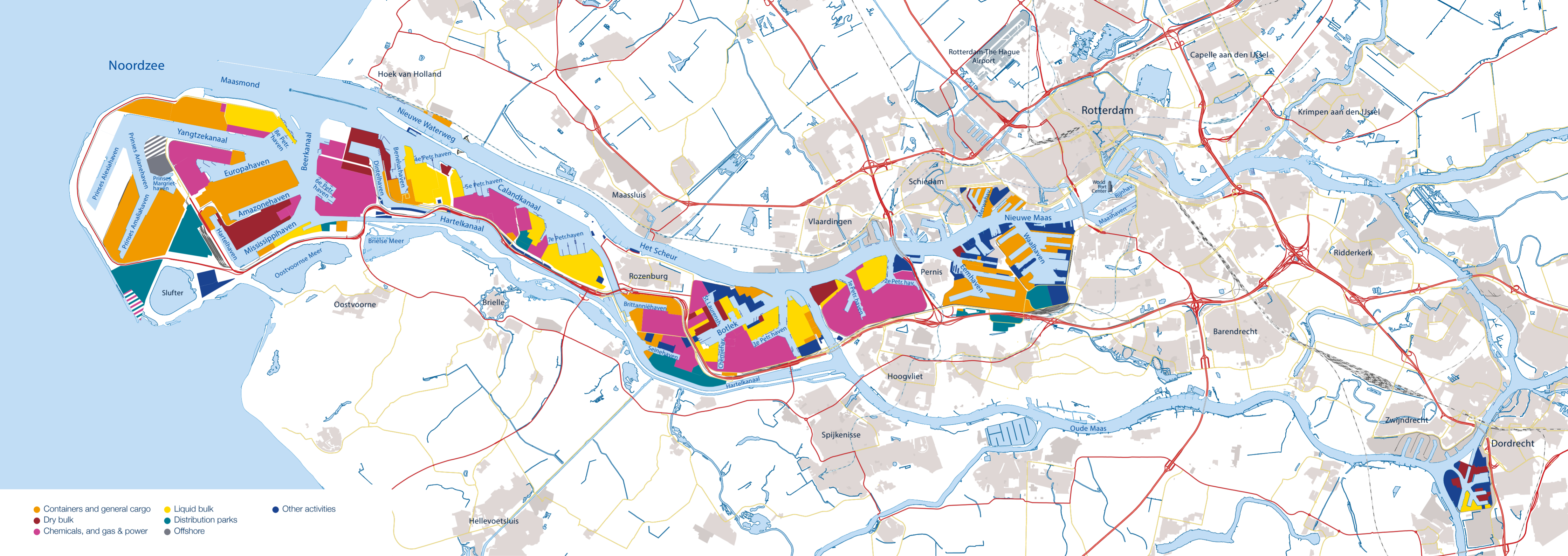
Dutch Drone Company

Design and layout: Smidswater

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**Unfold the folder to see
the map of the port.**



- Containers and general cargo
- Dry bulk
- Chemicals, and gas & power
- Liquid bulk
- Distribution parks
- Offshore
- Other activities

Containers and general cargo

A container is a standard unit for general cargo. Almost everything that fits in a container will be transported in that way. From computers to frozen fish. The largest container vessel in the world can accommodate almost 23,000 containers. Containers fit exactly on trucks or freight wagons. Inland navigation vessels transport about half of the containers to and from the hinterland. The port has several refrigerated warehouses for the storage and inspection of mangoes from Brazil, grapes from South Africa, apples from Chile, steaks from Argentina and fish from Iceland. From here, these products move on to supermarkets in much of Western Europe. Conversely, products from companies in Germany, for example, pass through Rotterdam on their way to the world's markets.

Dry bulk

Dry bulk is transhipped everywhere in the port area from the Maasvlakte to Dordrecht. The two largest flows of dry bulk are iron ore and coal. The steel industry in Germany is the primary destination for iron ore. Most of the coal goes to power stations and the steel industry in the German hinterland. Rotterdam also handles biomass, agriproducts such as maize and soya, scrap, building materials and industrial minerals. Most biomass is imported for the European heat and energy market. Building materials such as sand, gravel and cement are used in infrastructure and construction projects. Industrial minerals are used in areas such as the glass and steel industries.

Chemicals, gas & power

The port's chemical/petrochemical cluster is one of the largest in the world. Refineries and chemical companies in Rotterdam specialise in producing large quantities of semi-finished products from oil supplied from all over the world. Those products are used elsewhere in end products for consumers: from plastic utensils to paint. Biofuels such as biodiesel and bio ethanol are also produced here.

Rotterdam is *the* port for imports and exports of LNG (liquid gas). The Maasvlakte is home to an LNG import terminal where large quantities of LNG can be discharged into the storage tanks in a single operation. The LNG is then taken by ships, trucks and underground pipelines to its final destination. Electricity is also generated in two modern power plants in Rotterdam.



Liquid bulk

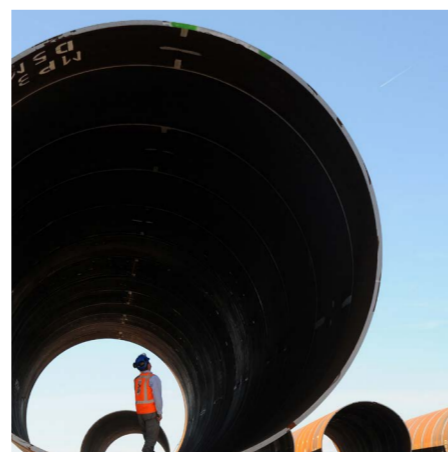
Tankers deliver crude oil to one of the terminals. From there, the oil is pumped by pipeline to five refineries in Rotterdam and five refineries in the hinterland, where all kinds of fuels and raw materials are produced for the chemical industry before being transported by pipeline, ship, rail or car to the end customers. Kerosene for planes, for example, is piped to Amsterdam Schiphol Airport. Coasters transport numerous oil and chemical products to ports other countries such as the UK and Scandinavia.

Distribution parks

Rotterdam has numerous distribution centres in areas including the Botlek, the Eemhaven area and the Maasvlakte. Products such as sports shoes, fruit and car tyres are temporarily stored, packaged and prepared for dispatch in large warehouses in line with the requirements of the retail trade. Household appliances, for example, are packaged with the right manuals and plugs for the country where they will be sold. The goods then leave the distribution centre for transportation throughout Europe by train, truck, sea and inland shipping.

Offshore

Rotterdam is a powerhouse of engineering companies and suppliers to the offshore industry. They provide services for offshore shipping companies and shipyards throughout the port, as well as materials for platforms, dredging and pipe-laying vessels. The port wants to have links with even more offshore activities such as dismantling oil platforms and building wind turbines.



PORT OF ROTTERDAM



Energy transition

Global warming is a major challenge for the planet. Greenhouse gas emissions must be reduced significantly. The Port of Rotterdam Authority has adopted the relevant planetary goals for the port area, as agreed in the Paris Agreement. Industry in this area emits over 16% of the total carbon emissions in our country. So Rotterdam can make a major contribution to the climate. In partnerships with the corporate sector, we are working

towards a carbon-neutral port, a port with an industrial landscape that has no net negative impact on our climate. The challenges of the energy transition offer opportunities to make the port of Rotterdam an outstanding example for the world as a whole. This is possible if we stop seeing the energy transition as the end of the industrial era and as the beginning of a new and sustainable economy.



Digitisation

Rotterdam is Europe's largest and smartest port. Rotterdam is where international companies, trade and infrastructure come together on a large scale and in all their forms. Nowhere else in the world do so many different parties collaborate on the creation of a global standard and investment in the sustainable growth of the port. Digitisation is taking off in the maritime sector worldwide.

The Port Authority's ambition is to be the smartest port in the world and we are at the forefront of the drive towards digitisation. That is why we are investing in innovation in order to take full advantage of the opportunities digitisation offers. Together with customers, our partners in the chain and digital platforms, we are making sure that the most promising digital innovations will actually be developed in Rotterdam.



Innovation

The Port of Rotterdam Authority wants to transform the port of Rotterdam into a home for the energy transition and digitisation. Innovation is crucial to accelerating the planned changes in the energy transition and digitisation. Rotterdam is the world's smartest port. To maintain this leading position, we must continue to innovate.

That is why, here in Rotterdam, we are constantly looking for ways of becoming smarter, more efficient, better and more sustainable. In areas including open data, the Internet of Things, sustainable energy or the exchange of residual products. In the port of Rotterdam, innovators are given all the room, opportunities and support they need to succeed. In short, Rotterdam is the place for innovation.