

# Europe's breakbulk hub



## Rotterdam, your world-class port

**As Europe's number 1 port, Rotterdam combines unrivalled access by sea with a multitude of modern facilities, a wide choice of logistics service providers and excellent connections with the hinterland. Rotterdam is the ideal hub, both to and from Europe, for every type of breakbulk cargo: steel, project cargo, non-ferrous metals, paper & other forest products, the automotive sector, fruit, etc.**

### **ROTTERDAM STEEL PORT**

In Rotterdam, you will find a perfect solution for every aspect of steel logistics. The services available in the port vary from cargo handling, storage and distribution to value-added services. Together, the steel terminals have more than 10.5 kilometres of quayside at their disposal and over 500,000 m<sup>2</sup> of covered storage capacity. A state-of-the-art all-weather terminal also makes it possible to handle ships of up to 9000 tonnes dwt under cover. Furthermore, Rotterdam continues to invest all the time. In January 2010, a new terminal will go into operation, virtually on the North Sea and able to handle 5 million tonnes of steel products.

### **FOR PROJECT CARGO OF ANY DIMENSION**

Deep water, spacious docks, dedicated service providers and unrivalled European inland shipping connections: when it comes to project cargo, no job is too big for the port. Whether it's a question of semi-submersibles for the offshore

industry or ships with industrial turbines, locomotives or massive steel constructions on board. Specialised terminals use cranes with a hoisting capacity of up to 750 tonnes. Furthermore, there is a substantial fleet of floating sheerlegs in Rotterdam, with a maximum hoisting capacity of 1600 tonnes. The terminals offer plenty of space for the storage and assembly of project cargo, both outdoor and indoor, in warehouses with a height of up to 23 metres.

### **PROMINENT IN NON-FERROUS METALS**

Several terminals in Rotterdam offer customised services for non-ferrous metals (aluminium, copper, zinc, lead, tin, nickel). All of these terminals combine their quayside capacity with extensive storage facilities, outdoor and covered, approved in accordance with the strict standards of the London Metal Exchange (LME). Rotterdam is the European transshipment and storage location for the non-ferrous metals traded at this prominent raw materials market.

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In total, there are 43 LME-certified warehouses in the port. Extra services are diverse and include large-scale facilities for cutting non-ferrous metals to any required size.

## SAFE AND EXPERT HANDLING OF PAPER & OTHER FOREST PRODUCTS

The transshipment, storage and distribution of paper & other forest products - such as cellulose, pulp, tree trunks, planks and triplex - are in the safest and most expert hands in Rotterdam. In the port, there are dedicated terminals for conventional, roll-on roll-off (cassettes) and container cargo. At a separate all-weather terminal, loading and unloading operations can go ahead at all times, whatever the weather. All terminals also have plenty of storage capacity and offer a multitude of value-added services.

## EUROPE'S COOL PORT FOR FRESH FRUIT, VEGETABLES AND FRUIT JUICES

More than 200 importers and exporters make Rotterdam Europe's main trading and distribution centre for fruit, vegetables and fruit juices. In the port, there is a separate area - Rotterdam Fruitport - fully equipped for handling, storing and distributing these fresh products. Clients benefit from an integrated approach, advantages of scale and lower costs. In the port, around 3 million m<sup>2</sup> of covered, conventional storage capacity is available for their use, there are over 600,000 pallet places for air-conditioned storage (1.8 million m<sup>3</sup>) and more than 250,000 pallet places for cold storage (750,000 m<sup>3</sup>). No other area in Europe comes close to Rotterdam in terms of what it offers for supplying wholesalers and supermarkets throughout Europe efficiently.

## MOTORWAY FOR ROLL-ON/ROLL-OFF

Five different roll-on/roll-off operators, all with their own specialisation, offer a variety of daily sailings to and from the United Kingdom and other destinations. Boarding in the evening means delivery the next morning at the destination point and vice versa. The short sailing distance to and from many ports in the United Kingdom and the guaranteed departure and arrival times are reasons why Rotterdam is the undisputed no. 1 RoRo port in Northwest Europe's Hamburg - Le Havre Range.

## EUROPEAN CENTRE FOR CARS AND SPARE PARTS

The car terminal in Rotterdam has ultramodern facilities. The terminal can process 450,000 cars a year, as well as tractors and diggers. Storage is largely in four multi-storey car parks. Furthermore, 80% of all cars undergo one or more value-

enhancing processes in the port. The terminal carries out inspections, for example, fits parts and removes transport security devices. For delivery in Europe, the vehicles are therefore ready for sale and use. In addition to this, the port is an ideal location for assembly and for the European distribution of car spare parts.

## WITHOUT NAUTICAL RESTRICTIONS

Rotterdam is at the junction of all major international sea routes for breakbulk cargo. Europe's number 1 port is situated right on the North Sea, has no locks and is accessible from the sea 24/7, without any restrictions in terms of ship's draught. In combination with first-class maritime services, this guarantees fast turnaround times for the annual 34,000 deepsea and 130,000 inland vessels. Rotterdam is also a safe port.

## UNRIVALLED EUROPEAN CONNECTIONS

The port of Rotterdam is situated strategically in the vast European market of 500 million consumers. A large part of Europe is within 24 hours' reach, without any borders and customs formalities. The journey time to and from Germany, for instance, is just a few hours. For the transportation of breakbulk, companies can choose between four competing modes of transport:

- **Inland shipping:** Rotterdam is situated at the mouth of the rivers Rhine and Maas. This makes freight barges the ideal mode of transport for the reliable and cost-effective transportation of large cargo volumes to and from the Netherlands, Germany, Belgium, Luxembourg, France, Switzerland, Austria and beyond.
- **Rail:** In terms of rail, the port is the starting point and end of the Betuweroute, the dedicated freight railway line between Rotterdam and Germany. This means that the port is connected directly to the extensive European railway network.
- **Shortsea:** as the shortsea port of Europe, Rotterdam is generally speaking connected with over a hundred European ports on a daily basis.
- **Road:** Trucks which leave Rotterdam in the afternoon can be in Munich, Frankfurt, Cologne, Geneva or London the next morning. Growth markets such as Russia, the Baltic states and other parts of Eastern Europe are also easily accessible from Rotterdam.

## PORT OF ROTTERDAM AUTHORITY

The aim of the Port of Rotterdam Authority is to enhance the port of Rotterdam's competitive position as a logistics hub and world-class industrial complex. Not only in terms of size, but also quality.

The core tasks of the Port Authority are to develop, manage and run the port in a sustainable way and to maintain a speedy and safe service for shipping.

## FOR MORE INFORMATION, PLEASE CONTACT

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