

# Europe's no. 1 Shortsea and Feeder Hub



Rotterdam: connecting motorways of the sea

Rotterdam has sea connections with more than 110 ports throughout Europe. Often with several sailings a day. Feeders connect perfectly with deepsea traffic in Rotterdam and shortsea vessels are a seamless link in European door-to-door transport. As Port of Rotterdam Authority, we also do our utmost to facilitate even more new services and attract extra cargo.

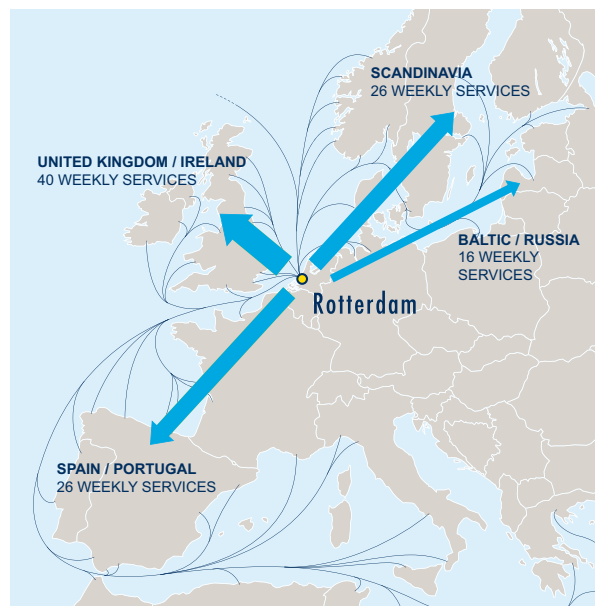
## COMPREHENSIVE RANGE OF FACILITIES

The port of Rotterdam enjoys a strategic position in Northwest Europe, directly on the North Sea. Without any restrictions when it comes to depth, locks or bridges, shortsea and feeder vessels can always sail in and out of the port quickly.

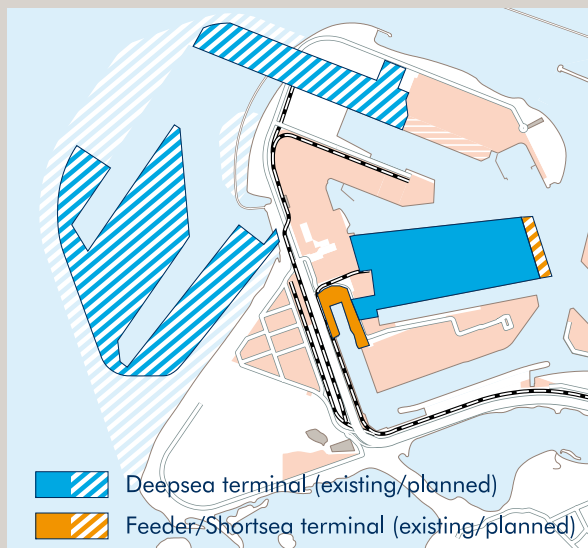
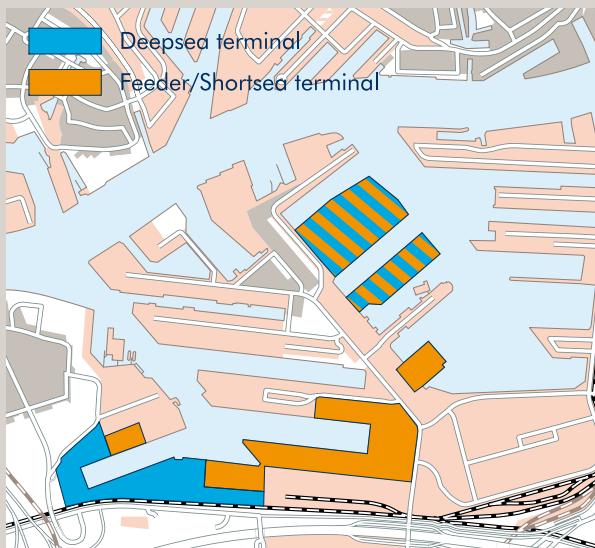
Modern dedicated cargo terminals guarantee the efficient handling of containers, with short turnaround times. All in all, this makes Rotterdam Europe's most attractive shortsea and feeder hub.

## WAALHAVEN AND EEMHAVEN: CENTRE FOR SHORTSEA

In the heart of the port, close to the European market, the Waalhaven and Eemhaven are the centre for shortsea operations. The shortsea terminals in Rotterdam are fully equipped to meet the needs and wishes of shortsea shipping. Ships are unloaded and loaded quickly, with the



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deadline for containers close to departure time. Rail, inland shipping and road haulage provide a perfect connection with the hinterland. By concentrating numerous liner services at one terminal, it is also possible to transfer quickly to other destinations.

## MAASVLAKTE: FEEDER LOCATION

Located directly on the North Sea, the Maasvlakte is THE pivot for deepsea and feeder services. Due to the great depth, many deepsea shipping companies choose Rotterdam as their first and/or last port of call in Europe. Container ships with a capacity of 10,000 TEU and more can reach the container terminals on the Maasvlakte, fully laden, under all conditions. From there, feeders distribute the container cargo to other European ports. This is an efficient method and often faster and cheaper than serving these ports directly. On the Maasvlakte, deepsea and feeder ships often lie alongside each other.

## EXPANSIONS ON THE WAY

In future, Rotterdam wants to offer even more facilities to the shortsea and feeder sector, which excels in terms of sustainability. New terminals will provide plenty of room for growth:

- Opened at the beginning of 2007 on the Maasvlakte: the Rotterdam Container Terminal for shortsea and feeder vessels
- To open in June of 2008 on the Maasvlakte:

the Delta Barge Feeder Terminal, specially for feeder and inland shipping vessels

- To open in September of 2008 on the Maasvlakte: the Euromax Terminal, a new deepsea terminal, also with plenty of room for feeder vessels
- 2008/2009 in the Waalhaven and Eemhaven: further expansion of the shortsea cluster.

Between 2012 and 2014, Maasvlakte 2 will also become operational. Rotterdam has earmarked two-thirds of this 1000-hectare port expansion in the North Sea for the handling of deepsea-container ships and the accompanying feeders.

## YOUR BUSINESS PARTNER

The Port of Rotterdam Authority welcomes new shortsea and feeder services. For some years now, we have offered very competitive seaport tariffs to the shortsea and feeder sector. Furthermore, we have a good deal of specialised knowledge and an extensive network of contacts. We are therefore willing and able to help you set up new liner services or get your cargo packages onto most suitable ships.

## THE PORT OF ROTTERDAM ON THE WEB

The official website - [www.portofrotterdam.com](http://www.portofrotterdam.com) - offers a comprehensive range of information about the port and industrial complex and about doing business in Rotterdam. You will also find an overview of the Rotterdam Representatives who are active all over the world.

## FOR MORE INFORMATION, PLEASE CONTACT

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