



The most  
streamlined  
terminal  
in the world

**Container Terminal Specifications:**

- Concession 2011-2061 (25+25 yr)
- Phase A 86 ha (incl gate/office)
- 1000 m deepsea quay -19.65 m
- 500 m barge quay -9.65 m
- On-dock rail terminal (4 tracks, 800 m length)
- 8 triple E STS cranes
- 2 barge cranes
- 2 rail cranes
- 37 lift AGV's
- 26 ARMG's
- 2.7 mio TEU/yr capacity in Phase A
- Commercial go-live Nov 2014
- Expansion phase B-C-D after 2015: max 180 ha, max 2800 DS quay

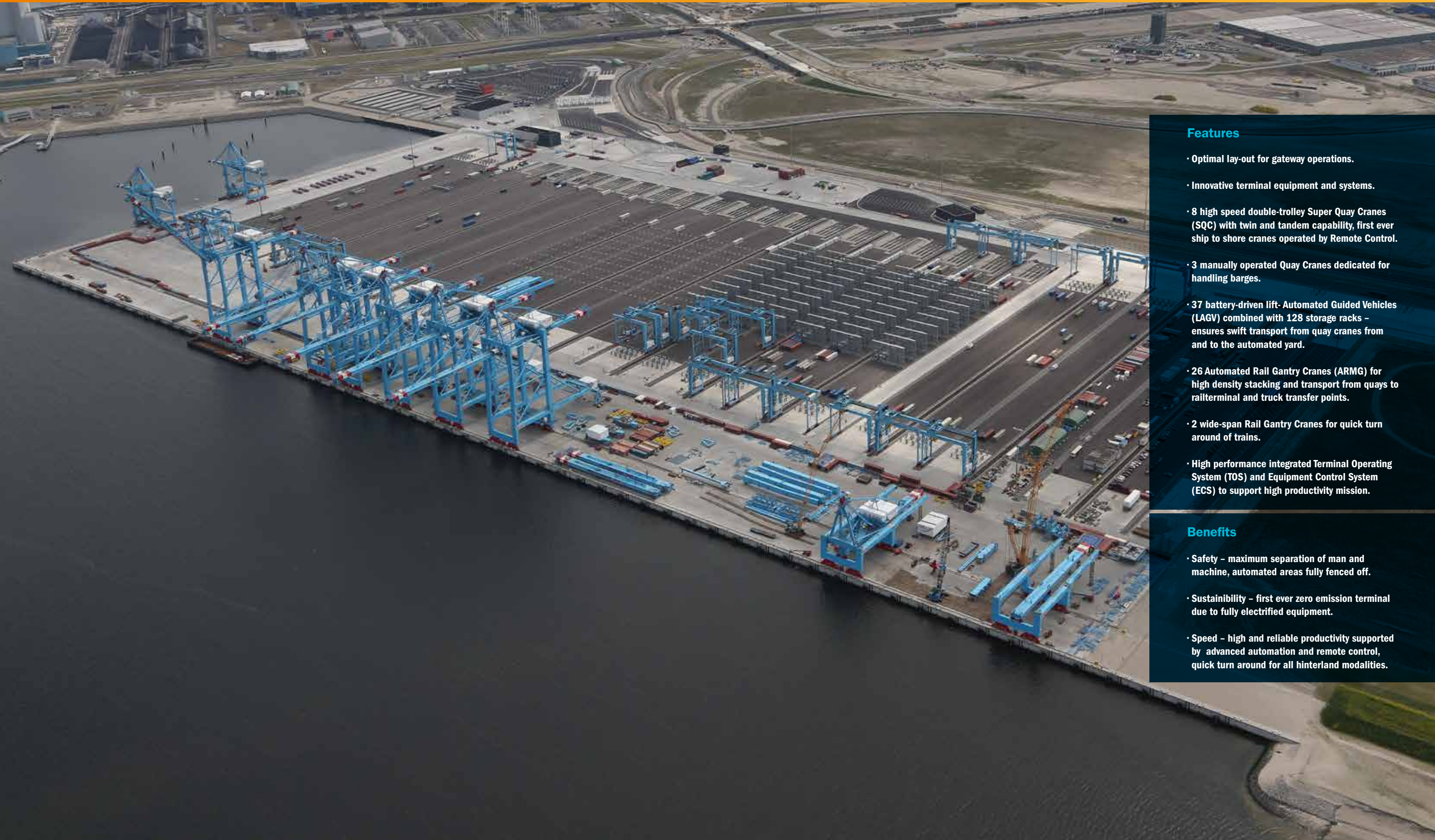


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## Features

- Optimal lay-out for gateway operations.
- Innovative terminal equipment and systems.
- 8 high speed double-trolley Super Quay Cranes (SQC) with twin and tandem capability, first ever ship to shore cranes operated by Remote Control.
- 3 manually operated Quay Cranes dedicated for handling barges.
- 37 battery-driven lift-Automated Guided Vehicles (LAGV) combined with 128 storage racks - ensures swift transport from quay cranes from and to the automated yard.
- 26 Automated Rail Gantry Cranes (ARMG) for high density stacking and transport from quays to railterminal and truck transfer points.
- 2 wide-span Rail Gantry Cranes for quick turn around of trains.
- High performance integrated Terminal Operating System (TOS) and Equipment Control System (ECS) to support high productivity mission.

## Benefits

- Safety - maximum separation of man and machine, automated areas fully fenced off.
- Sustainability - first ever zero emission terminal due to fully electrified equipment.
- Speed - high and reliable productivity supported by advanced automation and remote control, quick turn around for all hinterland modalities.

2006

APM signs MVII concession with Port of Rotterdam

2008

Project organization starts conceptual design

2008 - 2011

Detailed design, permitting, planning, engineering and procurement

2012

Construction, equipment erection, organisational buildup and testing

2014

November - commercial opening