Sense of urgency - 1

**Congestion along A-15**

- Chance of incidents 2x greater than in rest of Netherlands
- Two incidents every three days
- Steep increase in number of traffic-jams
  - 2004: 619 traffic-jams/year
  - 2006: 2693 traffic-jams/year
- Increasing unreliability
- Costs of trucking
- Ultra fine particular pollutants
Vulnerability A15 corridor
Landside transhipment has risen sharply and continues to grow strongly...
Modal shift

Containers Maasvlakte

2009

2035

* mln TEU
Sterke groei van het containerwegverkeer van/naar de Maasvlakte

<table>
<thead>
<tr>
<th>Jaar</th>
<th>Aandeel weg</th>
<th>Weg</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009</td>
<td>47%</td>
<td>2.1</td>
</tr>
<tr>
<td>2020</td>
<td>42%</td>
<td>4</td>
</tr>
<tr>
<td>2035</td>
<td>35%</td>
<td>6</td>
</tr>
</tbody>
</table>
Timing: road capacity

Maasvlakte 2

traffic demand

infra supply

A15 conversion period

2007 2010 2015 2020
Accessibility Programme

Integrated approach: 7 spearheads

- Modal shift goods
- Public transport
- Expansion of infrastructure
- Utilizing Infrastructure DMT
- Settlement policy
- Innovation Monitoring
Settlement policy
Public transport
Development of new concepts
Dynamic traffic management
Infrastructural solutions: Maeslant bridge
Container Transferium principe

200,000 TEU
Current situation

Future situation

Expansion MVII

Shift in economic trucking distance

Inland Hubs (with netw Forwarder as customer)

New (smaller) ILT’s

Container Transferia

Investment A-15

Inland shipping on the increase: Barge/truck break-even point shifts toward port
Map of the Inland terminals in the Netherlands
Container Transferium

Breakdown of container trucking using A15
Search area

Starting points:
- Adjacent to fairway
- Adjacent to highway A-15
- East but nearby Port area
Location Central CT

Alblasserdam
Synergy

- Customs
- Empty depot
- Distribution park
- Barge/Barge
Advantages

- Time saving trucks (opportunity costs)
- Shorter dwell times marine terminals
- Peak shaving marine terminals
- Buffer in case of accidents on the A-15
- New location for empty depots
- Reducing number of calls barges
- Enhancing call size barges
Product portfolio: propositions

- **Truck – Barge**
  - 180,000 TEU/Yr
  - • SPT: terminal efficiency
  - • Truck: floating truck (price, flexibility)
  - • Forwarder/barge owner: reliability

- **Barge – Barge**
  - 20,000 TEU/YR
  - • SPT: terminal efficiency
  - • ILT: turnaround ship

- **Empty depot**
  - 54,000 TEU/YR
  - • Truck: deliver and collect; efficiency roundtrip
  - • Barge owner: return for repositioning

- **Long dwelltimers**
  - Av 160/day
  - • SPT: shorter dwell time
  - • Operator/forwarder: warehouse
Breakdown Container Throughput 2007 (x 1 mln TEU)

Potential Market Truck-Barge

Container Transferium

Total by Sea 10.8

Total Sea - Land 8.1

Sea - Sea 2.7

Intermodal 3.4

Road 4.7
(both hinterland and distri/depot)

Barge 2.5

Rail 0.9
Breakdown Container Throughput 2007
x 1 mln TEU

Road Total 4.7
(both hinterland and distri/depot)

Road Maasvlakte 2.5
(both hinterland and distri/depot)

Via A15 Highway 20-30%

CT market 0.5-0.75

Other Road 2.2

Other destinations 1.75-2.0
Planning

- Ending of Quick scan Phase 1: January 2007
- Phase 2, feasibility study, location: Feb. - July 2007
- Phase 3, business case & public support: Aug. - June 2009
- Phase 4, Procedures, EIA: 2010/2011
- Phase 5, Building: 2011/2012
- CT operational, greenfield site: 2012/2013
Thank you for your attention!