

EUROPE'S NO. 1 CROSSROADS OF CONTAINER FLOWS





DEEPSEA AND FEEDER SERVICES

Hutchison Ports ECT Delta and Hutchison Ports ECT Euromax are multi-user terminals. Every shipping line receives guaranteed full attention here. Both terminals accommodate the very largest deepsea vessels. Unloading and loading usually takes place using six to eight cranes at the same time. ECT's strong position as the first and last port of call in Europe also makes us the ideal feeder hub for the whole of Europe.



BARGE SERVICES

From ECT, the rivers Rhine and Meuse offer unique possibilities for sustainable transport by barge deep into Europe (and vice versa). Barges calling at our deepsea terminals are handled 24/7, amongst other things by means of dedicated barge cranes, separate berths and fixed windows.



RAIL SERVICES

ECT is the starting point and terminus for a large number of trains bound for and coming from destinations throughout the whole of Europe. Trains are unloaded and loaded at our three own rail terminals, which have sixteen tracks in total. In addition to the regular rail network, a unique freight-only railway line - the Betuweroute - directly connects our terminals with Germany.



TRUCK SERVICES

Trucks are welcome 24/7 at our deepsea terminals. Pre-notification through digital data exchange, remote check-in and far-reaching automation ensure that road traffic always flows smoothly. The ECT terminals have direct access to the European motorway network.



EUROPEAN GATEWAY SERVICES (EGS)

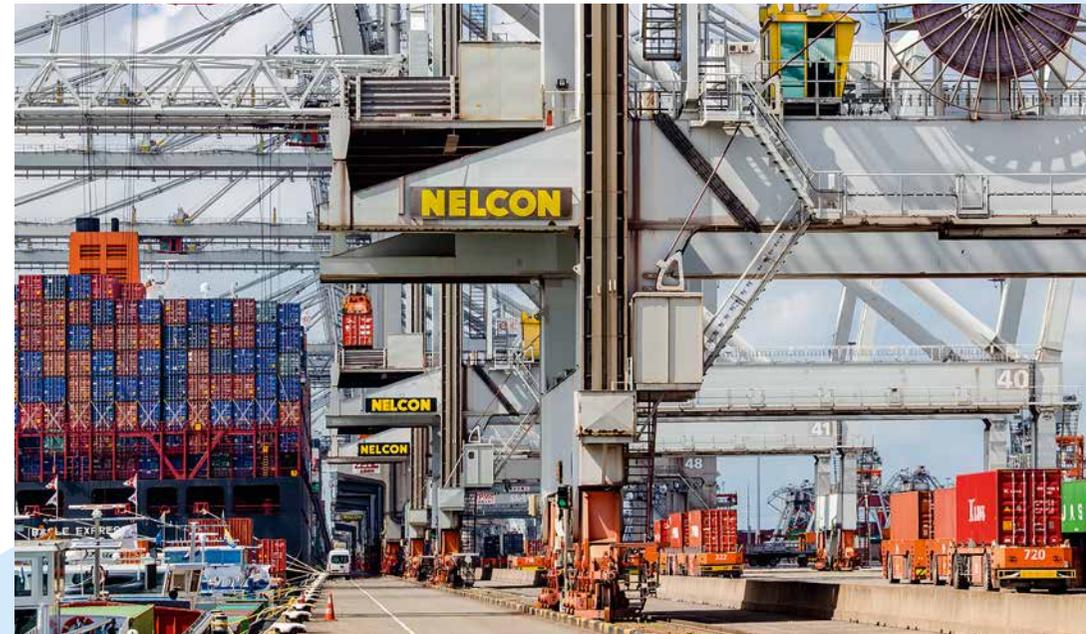
Through EGS' highly frequent rail and barge services, ECT directly connects the port with a large number of inland terminals in Western and Central Europe's major economic centres. EGS is a trendsetter in sustainable synchomodal transport and combines this with a comprehensive range of additional services, port-to-door transport, paperless transport, storage and empty depot services.



TERMINAL SERVICES

Hutchison Ports ECT Delta and Hutchison Ports ECT Euromax offer the customer a wide range of additional services:

- **Delta Reefer Care** - Complete care for your reefer containers, from arrival to departure.
- **Maasvlakte Transport** - Tailor-made road transport in the wider vicinity of the Maasvlakte.
- **Special cargo** - Expert unloading, loading and stowage of all types of out of gauge cargo.
- **Hazardous cargo** - Specialised knowledge and facilities for carefully handling hazardous cargo.
- **Empty transferium** - Empty depot services (inspection, cleaning, repair) as a direct continuation of the deepsea terminal (Hutchison Ports ECT Euromax).
- **E-services** - Request reports, issue orders, exchange documents and (through MyTerminal) view real-time status information online at any time.
- **ShoreTension** - Innovation from Rotterdam for the safe mooring of ships and efficient unloading and loading in strong winds and continuous waves.



DISCOVER OUR EXTENSIVE SERVICES

For more than 50 years, the unloading, loading and stacking of containers has been ECT's core activity. As the inventor of the automated terminal, we are still continuously innovating in this respect. But our container hub has much more to offer: from additional services on and behind the quay, a full range of services for European transport to the possibility of developing innovative logistics concepts together with partners. Increasingly, these are based on big data and other digital technologies.



OWN INLAND TERMINALS

At strategic locations in Europe, four inland terminals function as efficient extensions of ECT's deepsea terminals. Delivering and collecting your containers here is a very straightforward process. The high-frequency rail and barge connections of EGS guarantee an optimal connection to the deepsea traffic in Rotterdam.

- **Hutchison Ports Venlo** – Rail and barge terminal in one of the most prominent logistics hotspots in the Netherlands, a stone's throw from the German Ruhr area;
- **Hutchison Ports Belgium** – Inland terminal in Willebroek, the leading logistics region between Antwerp and Brussels;
- **Hutchison Ports Duisburg** – Rail and barge terminal in the heart of the German Ruhr area. The various connections with Rotterdam make Duisburg the fastest way to serve the German market;
- **MCT Moerdijk** – Inland barge terminal in Moerdijk's port and industrial complex, strategically located between the ports of Rotterdam and Antwerp. An ideal distribution and consolidation point, just outside of the hustle and bustle of both ports.

AVAILABLE MODALITIES



Deepsea



Rail



Feeder



Truck



Barge

SAFE AND SECURE

Safe operations are ECT's No. 1 priority. At our terminals, strict safety rules are in place - for everyone, without exceptions. Furthermore, security at all ECT locations meets the most modern standards. In close cooperation with the Seaport Police and Customs, we monitor all movements 24/7.

ALWAYS SUSTAINABLE

Further reducing our own CO₂ footprint and that of our customers is a constant focal point. Through new investments, we are continuously making our terminals even more sustainable. Moreover, through EGS we stimulate the large-scale use of environmentally friendly rail and barge transport.

ECT APP

Download the app in one of the app stores for current service information and the latest news.

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HUTCHISONPORTS
ECT ROTTERDAM



YOUR CONTAINER HUB

TAILOR-MADE SOLUTIONS FOR EVERY CUSTOMER

Efficient handling of containers, flexible and sustainable transport and numerous additional services. As Europe's premier container hub, Hutchison Ports ECT Rotterdam always offers you a tailor-made solution. 24/7, you benefit from a comprehensive range of services, aimed at fast turnaround times on the waterside and reliable (synchromodal) hinterland transport to and from any destination.

At the heart of our services are two deepsea terminals, situated at ideal locations in Rotterdam, Europe's No.1 container port. Hutchison Ports ECT Delta and Hutchison Ports ECT Euromax are located directly on the North Sea and are free from restrictions such as locks or tides. Every shipping line is welcome here, irrespective of the size of the vessel.

Furthermore, the ECT Delta terminal and the ECT Euromax terminal constitute the starting point and terminus for an unrivalled number of European connections via feeder, barge, train and truck. Whether import or export is involved: the most efficient routes run via ECT.

The knowledge and experience of our staff, highly advanced automation and the strength of the global Hutchison Ports network form the foundation of a distinctive, 24/7 range of services. Together with you - our customer - we are continuously exploring new ways to raise the handling and distribution of containers to the next level.



HUTCHISON PORTS ECT DELTA

272 hectares, 4 kilometres of deepsea quay, separate feeder and barge facilities, 2 rail terminals, large truck capacity, extensive reefer facilities, on-site customs scan.



HUTCHISON PORTS ECT EUROMAX (PHASE 1)

84 hectares, 1.5 kilometres of deepsea quay, separate feeder and barge facilities, own rail terminal, large truck capacity, extensive reefer facilities, empty transferium, on-site customs scan.