

# PROJECT PRINSES ALEXIAVIADUCT

NEWSLETTER



Edition 2, January 2025

To ensure future-proof accessibility of the sites around the Prinses Alexiahaven, the Port of Rotterdam Authority is replacing the single-level crossing between Maasvlakteweg and Mekongweg with a grade-separated crossing: the Prinses Alexiaviaduct. This will connect Maasvlakte, Mekongweg and Prinses Máximaweg. At this location, Maasvlakteweg will be expanded to two lanes in each direction.



*Orientation Prinses Alexiaviaduct*

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## 1 Phasing

### Design phase



In July 2024, the Port of Rotterdam Authority awarded the project to BAM Infra Nederland. Over the following two months, the preliminary design was completed, providing a general overview of the structures and their integration into the landscape. Since last September, work has been underway on the final design. In this phase, the appearance and specifications are being finalised, drawings are being created, phasing and execution methods are being coordinated, and the environmental permit is being applied for. This phase is expected to be completed in the first quarter of 2025.

## Realisation

The project is scheduled for completion in the third quarter of 2026. Below is an overview of the phasing.



*Prinses Máximaweg and Maasvlakteweg - source: Top view*

During the current phase, running until the end of March, we are setting up the necessary site facilities and preparing the crossings along Maasvlakteweg. Additionally, we are installing a temporary pedestrian bridge over the railway.

### **No road closures, but occasional alternating traffic arrangements**

Throughout the project, road capacity will remain available for traffic. Disruption for road users will be minimal and the traffic flow will remain stable due to limited changes. Unobstructed access for emergency and rescue services will always be ensured, and the truck buffer scenario will remain in place: in the event of an incident on Maasvlakteweg or a disruption at one or more terminals, truck traffic can continue to park in the buffer zones along Prinses Máximaweg.

However, each project phase listed below will involve (nighttime) lane closures and alternating traffic arrangements to facilitate the transition between phases. During these periods, preparations will be made to switch from one phase to the next. Further updates on the timing of these transitions will be provided in due course (see also later in this newsletter).

## Phase 1 (April/May 2025)



We will begin with preparations for constructing the viaducts and making changes to Prinses Máximaweg. First, we will temporarily reroute Maasvlakteweg (1), ensuring that traffic experiences little to no disruption from the construction activities. The functionality of the bike path will also be maintained. Next, we will construct the new western lane of Maasvlakteweg (2) and prepare the work sites for Mekongweg and the railway viaduct (3). Additionally, Prinses Máximaweg will be realigned, and P5 car park will be relocated (see item 4 in this newsletter). P5, one of the parking areas near the entrances to Maasvlakte 2 beach, will be moved to make space for the viaduct connection to Prinses Máximaweg (4).

### Other phases

In the phases leading up to completion, we will construct the viaduct on Maasvlakteweg, including the lanes, entry and exit slip roads, and the railway viaduct. Outside the storm season, we will build the western abutment for the cable and pipeline viaduct. Additionally, we will widen the southern section of Maasvlakteweg from kilometre 18.06 to 16.40. As part of the project, we will construct the new Mekongweg and remove the old one. Finally, we will carry out work on the intersection connecting the Alexiaviaduct and Prinses Máximaweg.

## 2 Permits

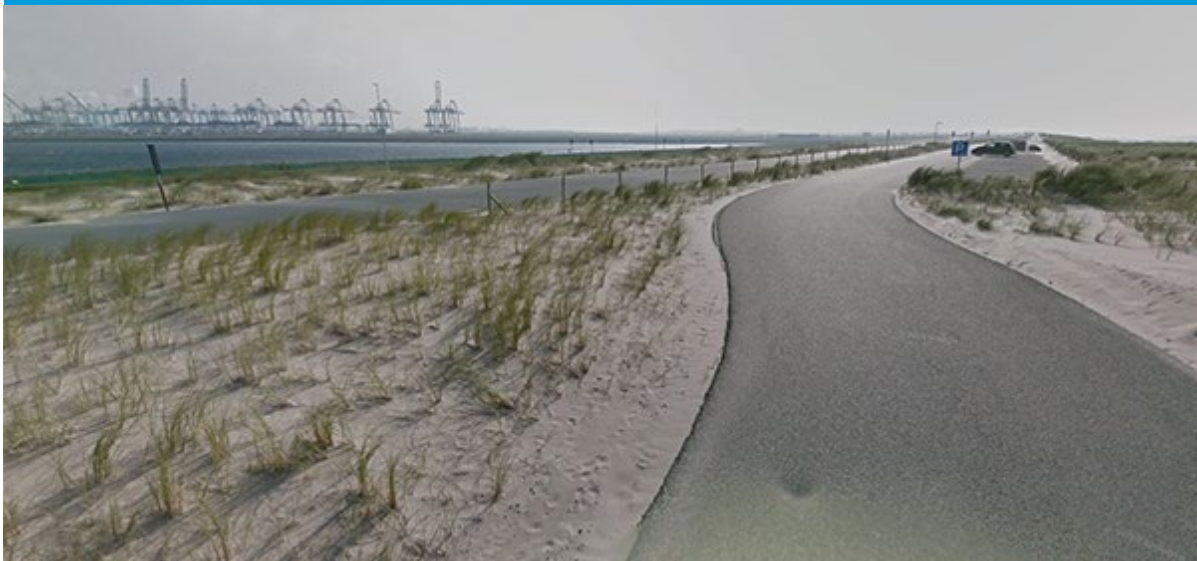
In this initial phase, we are not only finalising the design but also applying for various permits required to own and operate the viaduct, as it is called. These include the building permit, the Railway Act permit, and the construction permit. Additionally, we are applying for permits related to the construction work itself, such as a site permit and a so-called 55G permit to work near the railway tracks.



### 3 Setting up the construction site

As mentioned, we will set up a site facility by spring 2025. This will be located behind the flyover of the Container Exchange Route (CER) along Mekongweg. In May, during nighttime railway maintenance, we will construct a temporary pedestrian bridge over the tracks. On the north side of the railway, part of the construction site will be set up. The construction site for the railway, CER and Maasvlakteweg viaduct will be established after the temporary diversion of Maasvlakteweg has been put into operation.

### 4 Relocating car park/beach access P5



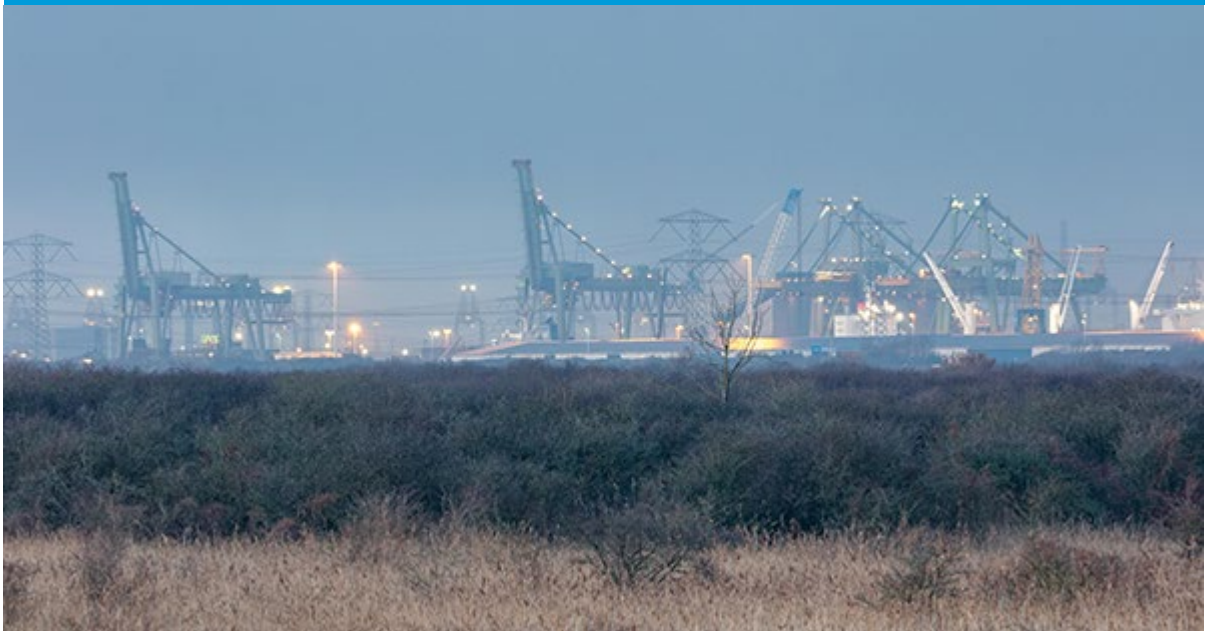
*P5 car park (source: Google)*

P5, a car park for visitors to the sport beach, needs to be relocated due to the connection of the viaduct to Prinses Máximaweg in a northerly direction. The new P5 will be situated adjacent to the current location. Recreational users will continue to have access to the existing beach entrance. P5 will remain available to all types of users throughout every phase of this project. Its functions as an emergency route and buffer space will always be maintained. Accessibility and response times for emergency and rescue services will remain unchanged. To minimise disruption for recreational users, construction work will be completed before the peak recreation season (June–September) and transition activities will take place at night.

To relocate P5, we will sequentially:

- Lay pavement for the new P5
- Divert traffic over this pavement while raising the adjacent Prinses Máximaweg to its final height
- Redirect traffic over the elevated Prinses Máximaweg to finalise and connect the new P5 to the new Prinses Máximaweg
- Extend the bike path across the existing P5
- Implement the temporary rerouting of Prinses Máximaweg at the viaduct
- Direct cyclists and pedestrians to the new bike path and motorised traffic to the temporarily rerouted Prinses Máximaweg

## 5 Ecological measures



Ecological research was conducted in preparation for the project. Since August 2024, preparatory actions for necessary ecological measures have been underway. The results are as follows:

- No natterjack toads were found in the project area.
- The site will be kept free of breeding activities throughout the project duration.
- Rabbits present in the project area will be captured during the project's duration.
- Smooth cat's-ear (*Hypochaeris glabra*) was not found.

## 6 Sustainability: materials, electric equipment, charging station

### **GROENR concrete**

For this project, BAM is using its new, more sustainable GROENR concrete, which contains less cement. The innovative addition of the ancillary substance RVB (binder reduction) significantly reduces the amount of cement required, thereby lowering CO<sub>2</sub> emissions compared to traditional mixes. At the end of its lifecycle, GROENR concrete is fully reusable, just like traditional concrete, making it ready for a new life.

### **Asphalt**

#### **Use of recycled material**

For both intermediate and base layers, contractor BAM Infra uses 70% recycled material (PR). For surface layers, they use 30% PR wherever possible. This reduces emissions by minimising the extraction of new raw materials. The quality of mixes containing PR is comparable to those without PR.

#### **Production on green gas**

All specifically calculated asphalt mixes are produced using green gas. BAM purchases green gas through green gas certificates, ensuring that the amount of gas used for asphalt production is sustainably sourced. This is an officially recognised offsetting method under the Determination Method.

#### **Asphalt sourced locally**

By sourcing asphalt as locally as possible, transport emissions are minimised. The standard transport distance is 50 km, but some asphalt mixes are supplied by a Rotterdam-based supplier, just 32 km away, further reducing the environmental impact.

### **Electric equipment and HVO100**

On this project, we are using electric trucks, excavators, auxiliary cranes, loaders and an asphalt set. This significantly reduces emissions of CO<sub>2</sub>, nitrogen, and particulate matter.

All other BAM equipment operates on HVO100, a high-quality diesel substitute made from sustainable resources that can be blended up to 100% with conventional diesel. HVO100 significantly reduces CO<sub>2</sub> emissions.

## Charging station

Maasvlakte 2 does not currently have a charging station. Therefore, a dedicated charging station is being built to recharge BAM's electric equipment. For this purpose, we will use approximately 750 m<sup>2</sup> of available space directly adjacent to our site office.

## 7 Safety: installation of pedestrian bridge



*Egbert van der Wal (Port of Rotterdam Authority) and Henk Post (BAM Infra Nederland) with the signed safety declaration for the Prinses Alexiaviaduct project.*

Safety is a top priority. The Port of Rotterdam Authority places significant emphasis on safety and has signed a safety declaration for this project with BAM Infra Nederland. For all activities in this project, we will consider the physical and mental safety implications in our decisions. As an example, we will construct a pedestrian bridge to allow staff to safely move from the site facilities to the construction location. This pedestrian bridge will be installed over the railway in March 2025.

## 8 Road markings and social traffic management

### Road markings

- Maasvlakteweg is the primary freight traffic artery of Maasvlakte 2. During construction, Maasvlakteweg will remain fully operational with the same capacity and functionality.



- The temporary rerouting (bypass) will be integrated as a permanent section of Maasvlakteweg in April/May.

### Social traffic management



Two weeks before weekends with traffic measures on Maasvlakteweg, we will launch a social traffic management campaign targeting road users. All road users passing through the project area during this period (via geofencing technology) will receive social media advertisements and messages (on Facebook, Instagram, X and TikTok) providing information about the upcoming traffic measures. This information will be automatically translated into the default language of the road user's device. Additionally, flyers in Dutch, German and English will be distributed at the security gatehouses of nearby companies. In consultation with the terminals, additional languages will be included as needed.



## How do I stay informed?

- General number: **+31 (0)88 7123 505**. Available 24/7 for questions and reports.
- During office hours:
  - For information about execution: Peter Mathlener, BAM Environmental Manager, +31(0)6 52 87 06 47 / [peter.mathlener@bam.com](mailto:peter.mathlener@bam.com)
  - For general information about the project: Linda Vervooren, Port of Rotterdam Authority Environmental Manager, +31(0)6 16 58 84 69 / [l.vervooren@portofrotterdam.com](mailto:l.vervooren@portofrotterdam.com)
- Emergencies: Call 112.

On [portofrotterdam.com](https://portofrotterdam.com), we will continue to provide information about the project until its completion. Below, you can subscribe to this newsletter for additional updates on the project. Feel free to share this opportunity with others who may find it relevant.

## Want to know more about the Prinses Alexiaviaduct?

For general questions about the project, you can email [Linda Vervooren](mailto:Linda.Vervooren).

More information: [portofrotterdam.com/en/building-port/ongoing-projects/prinses-alexiaviaduct](https://portofrotterdam.com/en/building-port/ongoing-projects/prinses-alexiaviaduct)

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