

PROJECT PRINSES ALEXIAVIADUCT

NEWSLETTER



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First pile driven for Prinses Alexia Viaduct



First pile for Prinses Alexia Viaduct

On Thursday, 21 April, the first pile was driven for the Prinses Alexia Viaduct. This marked the first permanent step in the construction of the viaduct. A considerable amount of work had already been done by the road discipline of BAM. For instance, over 13,000 m³ of sand has already been excavated from the soft sea wall and transported to a depot. The various works in the outside sections are now clearly visible. The Princess Alexia Viaduct forms the new access route to Alexiahaven. It replaces the level crossing. It is not the first viaduct on the Maasvlakte. We previously constructed the Princess Máxima Viaduct (2012), the Colorado Viaduct (2014), and the Princess Amalia Viaduct (2018). The construction site yard for the current project is now operational.

Special charging stations, low-emission construction



A 100% electric adhesive truck (applies adhesive layer for the asphalt) at the loading unit.

We are constructing the Princess Alexia Viaduct with low emissions. In this context, we have opted to use electric construction equipment. The essential charging location for this equipment was not available on the Maasvlakte. That is why, during the tendering process, the contractor was challenged to create a charging station for the project.

Two charging stations will be constructed: one at the site yard is ready, equipped with three charging points for electric trucks and other vehicles and fifteen charging points for passenger cars. There is also a separate charging area for plant equipment, with two connections for electric road rollers (20 kW), two for asphaltting machines, two for asphaltting trucks (80 kW), and two for telehandlers.

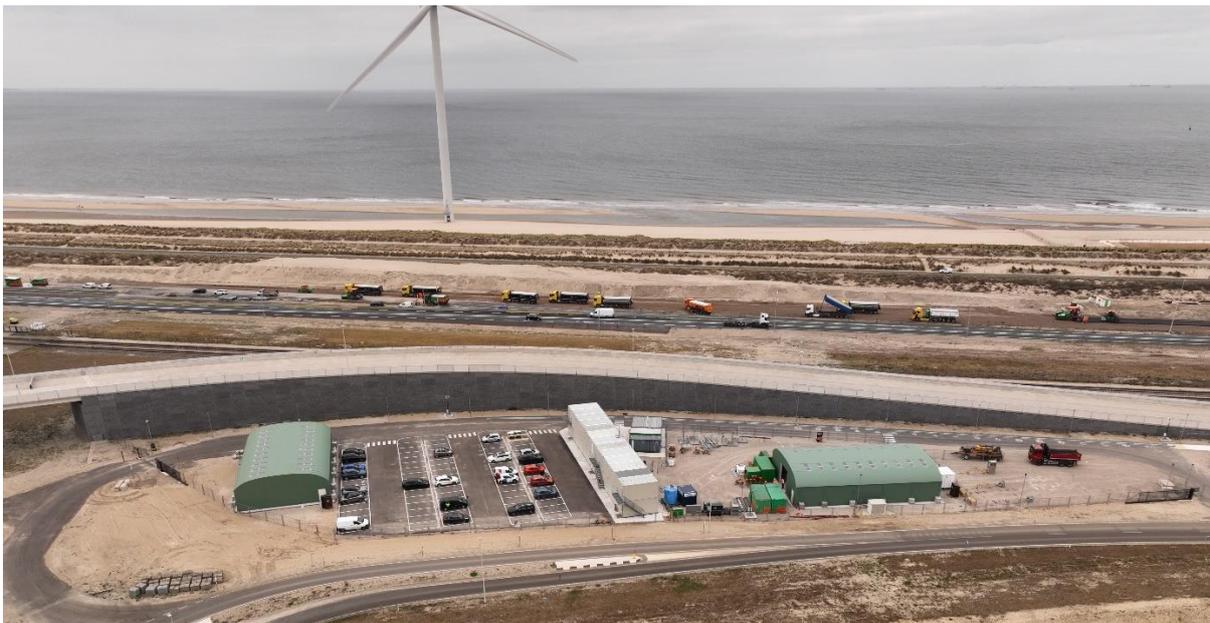
We use a 630 kVA connection for the power supply. This connection has sufficient power to charge electrical equipment overnight. The necessary construction power is supplied by a Stedin transformer located 300 meters south of the site yard.

Finally, BAM proposes making another category of transport available for internal traffic within the project area, powered by biomass:



BAM bicycles

Current progress



- Over the past few months, the site yard has been built and fitted out. Since the end of March, BAM and Port of Rotterdam Authority employees have been working at this great location.
- The Prinses Máximaweg has been modified by moving it a few meters toward the dunes and raising it by half a meter. Due to this diversion, traffic experiences as little disruption as possible from the construction work. Approximately 25,000 m² of trench has been excavated; in that space, the foundation has been laid, and subsequently, 12,500 tons of asphalt has been applied over it. In addition, a temporary bypass has been constructed for traffic to use during the construction of the two structures. This was necessary to connect the abutment of the Princess Alexia Viaduct to Princess Máximaweg later on. Work has now started on the western abutment and mechanically stabilized earth. The first footing was poured on May 16th. The

foundation piles and sheet piles for the first footings have been fitted. A footing is a concrete structure that transfers forces from a building to the ground or to a foundation.

- The southern entrance and exit of Mekongweg has already been preloaded and sand-filled. Sand filling has also begun for the northern entrance and exit of Mekongweg.
- The Maasvlakteweg has been temporarily widened on the north side (near RWG) and traffic to and from Euromax and beyond will be diverted via this temporary road. The space created by this will be partly converted into a works site and partly used for the temporary relocation (bypass) of the Maasvlakteweg to enable the safe construction of the Princess Alexia Viaduct.
- In the meantime, parking lot P5 has been relocated.

Relocation of parking lot P5



Newly constructed P5

In early March 2025, BAM Infra Nederland commenced work on the Prinses Máximaweg around parking lot P5. BAM has moved the parking lot northward. In the old situation, there was a dune crossing via stairs from P5. In the new situation, beach visitors can access the beach via the existing beach entrance.

Unrelated to the project, the new location of parking lot P5 is closed to visitors due to maintenance work on Eneco's wind turbine. Read more about this below.

Major maintenance on wind turbine at P5 by Eneco



Eneco will be carrying out work on wind turbine ZZ09 on the beach until July 2025. The main shaft bearing is being removed from the turbine and transported to the factory for repair. Eneco has laid a construction road and crane yard from the dune crossing to the beach. The beach at wind turbine ZZ09 up to and including the dune crossing at P5 is closed. The beach is accessible to the north and south of this area. The turbine blades have also been removed so the main shaft bearing could be taken out. These will remain on the beach until the main shaft bearing has been repaired and can be replaced. Specific lifting times depend on the weather and the progress of the repair work. Eneco expects to complete the work in July. After that, the temporary construction road and crane yard will be removed.

For more information: [Maasvlakte 2 Wind Farm | Eneco](#)

Working safely: temporary pedestrian bridge



The installation of the pedestrian bridge over the railway

On 25 April, BAM constructed a footbridge over the railway tracks. This bridge is not intended for recreational use but was built specifically to allow employees to cross the railway safely during the construction of the Princess Alexia Viaduct. The bridge is approximately 19 meters long and 1.80 meters wide, and will be removed in mid-2026.



Pedestrian bridge over the railway tracks, in BAM colours at the top left

Works this quarter

- Construction of the western abutment at the western pipeline crossing;
- construction of the new location for the Maasvlakteweg;
- mechanically stabilise earth for the entrance and exit of the Maasvlakteweg;
- the Prinses Máximaweg will also be temporarily rerouted to minimize traffic disruption caused by the construction work;
- redesign of the existing Maasvlakteweg after the phase change at the end of May;
- installation of the stormwater sewer;
- installation of lighting on the Maasvlakteweg.



How do I stay informed?

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