CLIMATE TRANSITION PLAN
PORT OF ROTTERDAM AUTHORITY

DECEMBER 2025

Port of Rotterdam

Foreword
By Boudewijn Siemons

The impacts of climate change are becoming increasingly evident. To ensure a safe and liveable world for future generations, we must act swiftly to reduce greenhouse gas emissions.

The Port of Rotterdam Authority has long set targets for the reduction in emissions within the port areas. While we have full control over our own operations, reducing emissions from companies and shipping in the port is more complex and depends on collaboration with others. Nevertheless, we recognise our responsibility to contribute to reducing greenhouse gas emissions in the port area and to achieving climate neutrality by 2050. This Climate Transition Plan outlines the actions we are taking towards 2030, both within our own operations and for companies and shipping in the port area, and offers a long-term outlook towards 2050.

Over the past year, several companies have suspended production or cancelled investment plans in Rotterdam. Each case is unique, various factors contributing to the difficulty of investing in making existing production processes more sustainable are: higher network costs in the Netherlands compared to neighbouring countries, grid congestion, nitrogen regulations, lengthy permitting procedures, and uncertainty around government policy. For investments in new industries, such as biofuel production or plastic recycling, additional hurdles include lagging demand for sustainable products and unclear policy measures to stimulate that demand.

In September 2025, the Netherlands Environmental Assessment Agency stated that it is "highly unlikely" that the Netherlands will succeed in reducing greenhouse gas emissions by 55% by 2030 compared with 1990 levels. For companies in the port, given the aforementioned factors, achieving this reduction target by 2030 has also become increasingly unlikely.

At the same time, there is good news. Recently, a second company decided to begin construction of a large plant for the production of green hydrogen on the Maasvlakte. We are also on the threshold of a substantial expansion of shore power facilities for seagoing vessels calling at Rotterdam. I am therefore confident that we will realise the transition to climate neutrality while maintaining a strong industrial sector that contributes to a high level of broad-based prosperity.

Rotterdam's strategic location, access to offshore wind energy, world-class port infrastructure, hinterland connections and highly skilled workforce make it an excellent location for industry. By pressing ahead with the energy transition, we are simultaneously strengthening our innovative capacity and building a resilient economy for the future, an economy that is circular, nature-inclusive and powered by renewable energy.

The challenge ahead is immense and complex. Achieving our climate objectives requires close cooperation with governments, businesses, knowledge institutions and NGOs. Let us tackle this important task together, with determination and optimism.

Boudewijn Siemons
CEO of the Port of Rotterdam Authority
December 2025

This is an unofficial English translation of the "Klimaattranssitieplan havenbedrijf Rotterdam, December 2025". In the event of any discrepancies between the English and the Dutch version of this document, the Dutch version shall prevail.

IN SUMMARY

Our approach to reducing greenhouse gas emissions by 2030

Our goal is to achieve a climate-neutral port by 2050. As the Port of Rotterdam Authority, we support the transition towards a climate-neutral and circular economy. In close collaboration with our customers and stakeholders, we strive to create both economic and societal value. This mission, together with our purpose "Connecting the world, building tomorrow's sustainable port", forms the foundation of our strategic direction.

This climate transition plan outlines both our approach and objectives for reducing the emissions of the Port Authority itself, as well as our efforts to help reduce emissions from companies operating within the port area. While these emissions are not directly under our control, we leverage our influence to contribute to their reduction, both within and beyond our value chain. We pursue this through four strategic objectives:

A. **Reducing greenhouse gas emissions of companies in the port area**
B. **Transforming into an industrial complex with companies that produce clean energy (carriers)**
C. **Transforming into a chemical complex with companies that use sustainable and circular raw materials**
D. **Reducing the Port of Rotterdam Authority's emissions of greenhouse gases**

In this climate transition plan, we outline how the Port of Rotterdam Authority addresses the reduction of greenhouse gas emissions. This initial version reflects our current policies, efforts, and objectives, with 2030 as the target horizon.

Our role in the transition

- **Smooth and safe shipping handling**
- **Construction and maintenance of infrastructure**
- **Creating the right conditions**
- **Facilitating cooperation**
- **Actively addressing and tackling bottlenecks**
- **Investing in energy transition projects**

INFLUENCE

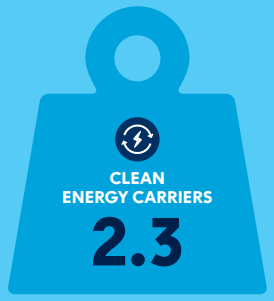
CONTROL

A: Reducing greenhouse gas emissions of companies in the port area

Emissions 2024
in ktonne CO_2e

B: Transformation of industrial complex with companies

Production of clean energy (carriers) 2024 in mln tonnes



Our ambition: A port area in which companies produce clean fuels and other clean energy carriers

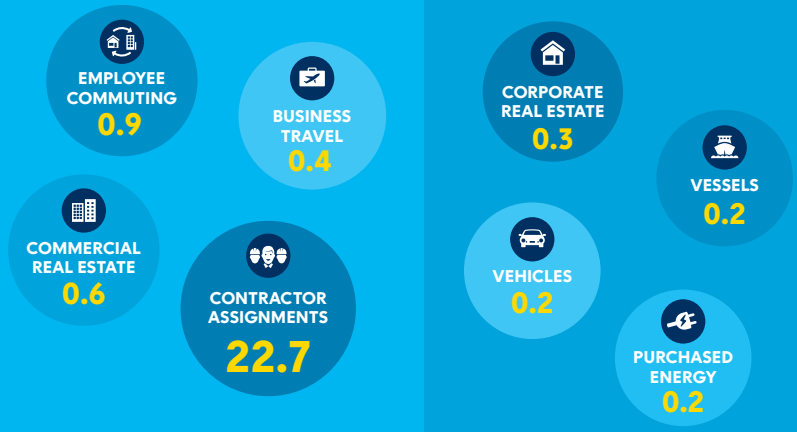
C: Transformation of chemical complex with companies

Use of sustainable and circular raw materials 2024 in mln tonnes

Our ambition: Production by companies in the port area using sustainable and circular raw materials

D: Reducing the Port Authority's emissions of greenhouse gases

Emissions 2024
in ktonne CO_2e



IN SUMMARY

Our efforts and key results

INFLUENCE

CONTROL

Strategic objectives Port of Rotterdam Authority	Port of Rotterdam Authority's efforts	Key results 2030
A. Reducing greenhouse gas emissions of companies in the port area	**Companies in the port.** Early business development, making contract agreements, sustainability discounts, investing in infrastructure and collaboration in the chain.	55% CO_2e reduction compared to 1990
	Shipping. Promoting sustainability through pricing policy, investing in shore power facilities and digital solutions, increasing efficiency in the port call process	20% CO_2e reduction compared to 2019
B. Transforming into an industrial complex with companies that produce clean energy (carriers)	**Energy (carriers).** Capacity and financial instruments as incentives for alternative fuels and renewable energy, setting up the hydrogen network	Production of clean energy (carriers) >20% of fossil production 2019
C. Transforming into a chemical complex with companies that use sustainable and circular raw materials	**Raw materials.** Stimulating the use of renewable raw materials, encouraging the scaling up of initiatives for a circular raw materials system, establishing circular industry	Circular raw materials use >20% of fossil use 2019
D. Reducing the Port Authority's emissions of greenhouse gases	**Employee commuting.** Reducing travel miles, green travel policy	50% CO_2e reduction compared to 2019
	Business travel. Reducing travel miles, green travel policy	80% CO_2e reduction compared to 2019
	Commercial real estate. Improving the sustainability of our real estate portfolio in line with BREEAM standards	45% CO_2e reduction compared to 2019
	Contractor assignments. Overseeing roadmaps for sustainable civil engineering projects and compliance with the Clean & Emission Free Building Covenant	45% (fuels) and 25% (materials) CO_2e reduction
	Vessels, vehicles and corporate real estate. Making our own fleet more sustainable, electrification of vehicle fleet and a sustainable real estate portfolio	90% CO_2e reduction compared to 2019
	Purchased energy. Purchased electricity and district heat	

December 2025

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CHAPTER 1

INTRODUCTION

Our ambition

It is our mission to create economic and societal value by working with stakeholders to achieve sustainable growth. The Port of Rotterdam Authority aims to create a future-proof port that actively contributes to mitigating climate change.

In accordance with national and international climate agreements, we are working on a substantial reduction in emissions within our own operations and in the broader value chain. Our ambition is to ensure a structural reduction of emissions, with our end goal being a climate neutral port by 2050. To this end, we focus on stimulating the energy and raw materials transition, making logistics processes more sustainable, and promoting innovation.

Systematic change is only possible in cooperation with companies, governments and social partners. That is why we also strive to influence policy and create the right framework for an accelerated transition.

Our long-term goal is Net Positive: as an organisation, we aim to create more value for society and the environment than we extract. We strive for a future in which economic activities, care for the environment and surrounding areas, and social engagement are in balance and mutually reinforcing. Our ultimate aim is a healthy and sustainable society in which our impact is structurally positive.

"Our goal is a climate neutral port and industrial complex by 2050."

The plan

In this climate transition plan, we outline how the Port of Rotterdam Authority is taking action to reduce greenhouse gas emissions within our own organisation, and how we leverage our influence to stimulate emission reductions in the port and its value chains.

This first edition of the climate transition plan reflects our existing policies with a horizon up to 2030. However, as a Port Authority[1], we are explicitly looking beyond this timeframe. In the next version of the plan, we will also set out our approach for the period after 2030, on the path towards a climate-neutral port.

We have the ambition to play a leading role in the energy and raw materials transition, side by side with companies in the port. This plan is aimed both at concrete emission reduction within our own operations and at facilitating systematic change in the broader port chain. Transparency, measurability and social responsibility are at the core of our approach.

Our role

The core tasks of the Port Authority are the sustainable development, management and operation of the port, maintaining the smooth and safe handling of shipping and facilitating the future-proofing of the port of Rotterdam. The Port Authority leases sites to companies, generally to storage and transshipment companies and the petrochemical and chemical industry, including energy producers. We invest in innovative technologies, safety and customer-specific and public infrastructure, such as roads in the port area, quay walls and jetties and in the development of new port sites. Wherever possible, we aim to leverage our influence to contribute to reducing emissions, together with our partners in logistics, energy, and production, by:

- Leasing land and establishing sustainability agreements with companies;
- Investing in (energy) infrastructure, including for hydrogen and CO_2;
- Providing financial incentives, such as discounts on port dues and lease rates;
- Fostering collaboration and creating the right conditions for reducing CO_2e emissions[2].

Our strategy

Our purpose 'Connecting the world. Building tomorrow's sustainable port', together with our mission and the context in which we find ourselves, form the basis for our strategy. 'Climate neutral and circular' is one of the four strategic priorities in our corporate strategy. Our shared goal for 2050 is net zero CO_2e emissions: a climate neutral and circular port and industrial area. The strategic priority 'climate neutral and circular' encompasses four key objectives:

Influence:

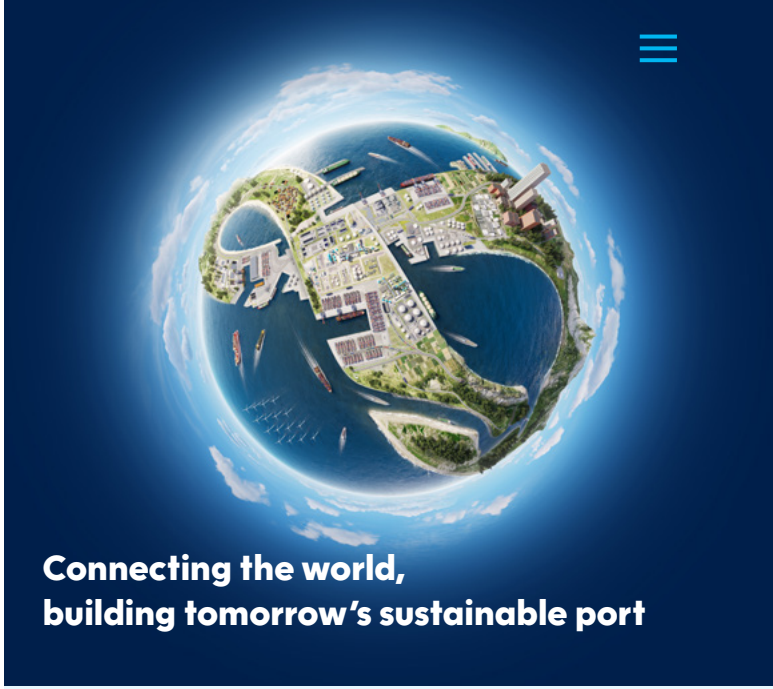
A. Reducing greenhouse gas emissions of companies in the port area;
B. Transforming into an industrial complex with companies that produce clean energy (carriers);
C. Transforming into a chemical complex with companies that use sustainable and circular raw materials.

Control and influence:

D. Reducing the Port Authority's emissions of greenhouse gases.

1.. In this document, the term 'Port Authority' refers to: Port of Rotterdam Authority.

2.. CO_2e is an abbreviation of 'carbon dioxide equivalent'. This is a unit of measurement to compare the emissions of different greenhouse gases based on their greenhouse effect.



Connecting the world, building tomorrow's sustainable port

Reading guide

This climate transition plan focuses on our four strategic objectives to create a climate neutral port. Each strategic objective is linked to emissions sources, formulated according to the scope 1, 2 and 3 classification of the Greenhouse Gas (GHG) Protocol Corporate Accounting and Reporting Standard[3]. For each objective, we explain our approach for the corresponding emission sources.

In chapters 2 to 5, we describe our approach to each strategic objective, and in chapter 6 we provide an insight into our investment agenda, our collaborations in the value chain and our governance.

On the next page, we describe the transition the port is currently undergoing and the role the Port Authority plays in this. Then we look further ahead to 2050, explain our future scenarios, explore a few relevant external developments and describe which emission sources correspond to our strategic objectives.

3.. The international standard for reporting greenhouse gas emissions

World port in transition

The Port Authority is working with its partners to improve sustainability in the port and beyond.

Europe is working on developing a new energy system and the Port of Rotterdam aims to actively contribute to this transition. The climate targets are clear: at least 55% CO_2e reduction by 2030 compared to 1990 and climate neutrality by 2050. As Europe's largest port, Rotterdam is a crucial link in international trade, energy, and raw material systems. Over 30% of container flows for Northwest Europe pass through the port and around 13% of the European energy demand arrives via Rotterdam each year. In fact, three times more energy is transported through the port than the Netherlands consumes itself.

Within the ARRRA (Antwerp-Rotterdam-Rhine-Ruhr Area) cluster, the energy-intensive industries are highly interconnected, underscoring the port's global role. The contracts the Port Authority concludes are usually long term and reflect the strategic position of the port in global chains.

How Europe decarbonises its energy supply therefore has a direct impact on the Port of Rotterdam. For chain emissions and international energy flows, cooperation with partners is essential. The transition requires international collaboration and the collective efforts of companies, governments and other partners, within and beyond the port.

Photo: Maasvlakte 2 under construction

Long-term scenarios towards 2050

The scenarios explore different global perspectives, show the potential impact on the port and industrial complex, and provide guidance for our strategic choices.

The Port of Rotterdam has developed four future scenarios, each leading to a distinct outlook for the development of the port and industrial complex, as well as cargo flows through the port towards 2050

External driving forces that play a role in these developments include geopolitical stability, government policy and measures against climate change. These factors are uncertain and have a significant impact on the functioning and choices of companies in the port and industrial area.

These scenarios help us direct our strategic decision-making, for example regarding investment decisions, development of infrastructure, and forms of collaboration. Together with our stakeholders, we refine our strategy and make it robust across the different scenarios.

The scenarios also help us illustrate that many emissions and transition-related decisions in the port area fall outside our direct control. Companies in the port operate independently and make their own strategic choices, for example regarding technology, raw materials, energy use, and investments. Their behaviour is partly influenced by external developments such as international regulations, market prices, the availability of sustainable alternatives, and geopolitical dynamics. By working with future scenarios, we can better anticipate the different circumstances in which companies in the port operate. The scenarios are designed to explore the future with the aim of making better decisions today.

These scenarios serve not only to inform our strategic decision-making, but also to define and strengthen our position within a complex and changing ecosystem. In line with our role and responsibilities, we are committed to enabling systemic change. To achieve this, we collaborate closely with public and private partners, thereby contributing to the reduction of emissions beyond our immediate sphere of influence.

Connected Deep Green

Regional Well-Being

Protective Markets

Wake-Up Call

Decarbonisation of the port and industrial area

Since 2011, the Port Authority has worked with partners to improve sustainability within and beyond the port. Immediately following the Paris Agreement in 2016, the Port Authority commissioned the Wuppertal Institut to carry out a study (see Appendix 1). This study describes CO_2 reduction pathways towards 2050 and formed the basis for our energy transition strategy. The report researches how the industrial complex in the port of Rotterdam can adapt to a world in which fossil fuels can systematically be phased out. Important elements of the transition include electrification of industrial processes, low-carbon hydrogen production as an alternative energy carrier, carbon capture and storage (CCS), new infrastructure for electricity, heat and hydrogen and cooperation within the cluster to utilise advantages of scale.

Port vision 2050: our compass

The Port Vision 2050 was drafted in collaboration with our partners and is our compass to guide us to a competitive, sustainable and resilient port. Core principles include smart and clean logistics, a competitive, climate neutral and circular industry, a future-proof labour market, quality of living, nature and the environment, and a flexible and resilient port. The overview on the right shows what this means for reducing greenhouse gas emissions in the port and industrial area, towards a climate neutral and circular port and industrial area.

Decarbonisation pathways to 2050

Based on this vision, the Port Authority is working on an update of promising and desirable CO_2 reduction pathways. These pathways not only outline the end state, but also the route to get there. They illustrate how companies in the port and industrial complex transition to clean energy carriers and products, and adopt sustainable, circular raw materials. The pathways provide guidance on which products, materials, and energy carriers are preferred in Rotterdam, taking into account socio-economic, environmental, and strategic impacts. Although the emissions of companies in the port area are not under our direct control, we leverage our influence to help reduce these emissions, both within and beyond our value chain. We do this in close collaboration with stakeholders such as businesses and governments. Our shared goal for 2050 is net zero CO_2e emissions: a climate-neutral and circular port and industrial complex.

VISION OF THE PORT AND INDUSTRIAL AREA IN 2050

Shipping with zero emissions and smart logistics

Inland shipping is climate neutral and seagoing vessels run on renewable fuels (and potentially nuclear propulsion). Rotterdam is the leading bunkering station for renewable energy. The sector uses data-driven systems with sensors in infrastructure. Ships sail semi-autonomously within the port, and fully autonomously outside of the port.

Refining processes based on renewable and circular raw materials

The refining sector produces renewable fuels for aviation, shipping, and defence. Electrification significantly reduces the demand for fossil fuels. Petroleum refining largely disappears, the industry is profoundly transformed, and biorefining as well as the production of synthetic fuels take place. Oil imports and the transit of fossil products are kept to a minimum. Industrial plants are partially converted, fossil-based production is phased out, and new industrial activities are introduced.

Chemical industry: circular and biogenic

The sector invests in new sustainable technologies and transitions to circular and biogenic feedstocks. Use of fossil raw materials is kept to a minimum. Important energy carriers and raw materials are hydrogen, biobased raw materials, waste plastics, secondary raw materials and CO_2. The future of chemicals includes the production of plastics and base chemicals from new raw materials, chemical recycling and the chlorine and salt cluster.

Energy system: electrification, optimisation and energy hub

The energy supply is electrified as much as possible, supplemented by biomass, hydrogen and LNG. Offshore wind is the main source of power generation. There is space for one or two large nuclear power plants or several smaller ones (small modular reactors). The energy system is fully optimised with a balanced supply and demand, local smart grids and large-scale energy storage. The port as an energy hub runs on renewable electricity, hydrogen and other largely non-fossil energy carriers. Rotterdam plays a key role in the Dutch and European energy systems.

Resources: reuse and recovery

Waste plastics and other secondary raw materials serve as input for new production processes. Pre-processing and recycling of residual streams take place at the most suitable locations, either within or outside the port. Recycling companies recover critical materials from batteries, wind turbines, and solar panels.

External developments

To ensure the success of the initial steps of the transition, greater clarity and certainty on several matters are needed in the short term. We will continue to make every effort to influence these developments.

The investment climate in the Netherlands, and by extension also in the port of Rotterdam, is under pressure. The transition to a sustainable port and industrial complex demands large investments in new production methods and in the energy infrastructure.

According to the Climate and Energy Outlook 2025 published by the Netherlands Environmental Assessment Agency, the Netherlands is highly unlikely to meet the climate target of a 55% CO_2 reduction by 2030. The expected reduction is between 45% and 53% compared to 1990. Additional, structural measures are needed to create the right conditions for a healthy investment climate and to achieve climate neutrality in the long run.

We have varying degrees of influence over the conditions required to achieve the climate objectives for the port area, for example by encouraging certain choices or actively seeking solutions to bottlenecks. We will continue to exercise our influence wherever possible, but achieving a significant part of our objectives also depends on the decisions and actions of policymakers, customers, and other partners. The most important external developments and circumstances that affect the realisation of our objectives are discussed here.

Limited net capacity

The availability of electricity is under pressure. Grid congestion makes it challenging to acquire a grid connection. Electrification is a crucial step towards making existing production processes more sustainable and companies can only take investment decisions if they have the certainty that new installations can be connected to critical infrastructure. As a result of the grid congestion, sustainability plans are being postponed, expansion cannot take place and new companies may decide to establish themselves elsewhere.

High energy costs

Energy costs are high compared to competing industrial sites worldwide. In addition, energy costs in the Netherlands are higher than in surrounding countries. High Dutch network tariffs undermine competitiveness and hinder investment in sustainability.

Delays in permit processing

As a state-owned enterprise, we are committed to driving the implementation of national policies on the energy and resource transition. However, we repeatedly observe that projects and investments in the energy and resource transition face lengthy permitting processes. The granting of permits is delayed by long lead times, limited capacity, and changing regulations that often do not sufficiently align with the requirements of the energy transition

Technological developments

Some technological developments, such as AI and other innovations that accelerate the energy transition, require further research and demo projects to optimise processes and reduce costs.

Consistent policy

Consistency in policy is crucial to create long-term confidence in the business climate in the Netherlands. In addition, consistent policy is necessary to stimulate the demand for sustainable energy carriers. An example of our dependence on consistent policy is the Law Prohibiting Coal in Electricity Production, which proposes that power stations in the Netherlands will be prohibited from using coal as a fuel as of 2030. In response to this law, two coal-fired power plants on the Maasvlakte will close, which will result in a CO_2 reduction of 3.6 Mtonne and will make a considerable contribution to the achievement of our 2030 goals for companies in the port area.

Nitrogen issue

The lack of decision-making on regional solutions, in combination with a guaranteed package of emission reduction measures including nature restoration measures, is resulting in a delay or postponement of investments needed for the energy transition.

Space

Currently, only 2% of the physical space in the port is vacant, while the demand for physical space for various opportunities and projects is higher. The demand for infrastructure and underground space is increasing and is reaching full capacity. It is crucial that the necessary developments for the transition in the port are sufficiently guaranteed in the National Spatial Strategy (Nota Ruimte). Converting large industrial installations takes multiple years, which means the necessary space for new developments and associated infrastructure needs to be designated from the outset and not improvised at a later time.

In addition, there are new requests for space from national programmes, such as from defence, nuclear energy and offshore wind power to be converted to hydrogen in the port. The issue of space in the port of Rotterdam is therefore urgent and significant. The Port Authority is already experiencing a lack of space for the transition and many analyses indicate that a shortage of space is to be expected. Therefore, we will explore possible solutions for the space issue in cooperation with the state and region (the NOVEX partners).

Labour market

In the coming years, the labour market in the port and industry will evolve as a result of the energy, raw materials and digital transition. It is crucial to train technicians and IT talent within traineeships and to create a balanced and inclusive labour market that is accessible to a wider pool of talent (including retraining programmes, training asylum seekers and stimulating innovations that increase labour productivity).

Shipping decarbonisation and regulations

A level-playing field is essential for scaling up projects. Regulations play an essential part in this. The International Maritime Organisation (IMO) is working on the Net Zero Framework, a package of measures to bring international shipping in line with the climate targets. The IMO recently postponed the decision-making process by one year due to a lack of consensus among Member States. This means that implementation will likely not take place until 2028. The delay creates uncertainty in the sector and slows down investment decisions in zero- and near-zero-emission vessels and fuels.

2030 STRATEGY

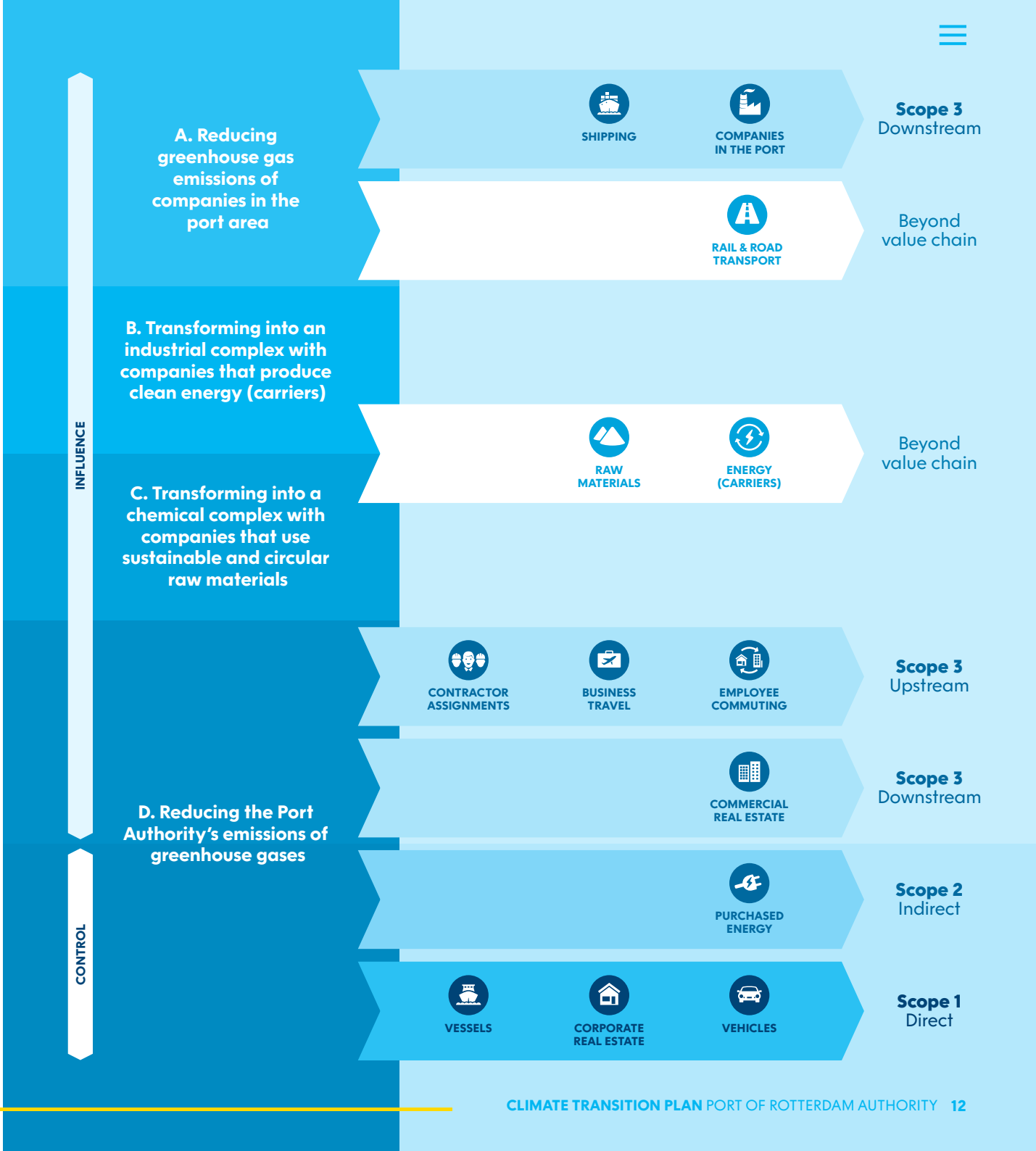
Strategy and approach to CO_2e reduction of the Port Authority, port area and value chain

We are reducing our own emissions over which we have direct control. It is important that our own organisation and suppliers also become climate neutral and circular. In addition, we are stimulating the transformation of the port and industrial area.

Four strategic objectives (A–D) form the basis for actions that contribute to significant CO_2e reduction of our own emissions as well as influencing reductions in the port and supply chains. In the overview alongside, the relevant emission sources are listed for each objective.

To define scope 1, 2 and 3 emissions, we use the Greenhouse Gas (GHG) Protocol Corporate Accounting and Reporting Standard, the international standard for greenhouse gas reporting. This protocol categorises emissions based on their origins. A more detailed explanation of these emissions can be found in Appendix 2.

In addition to our actions on scopes 1, 2, and 3, we also describe our efforts to reduce emissions beyond our value chain. There, we focus on clean energy carriers and sustainable, circular raw materials (objectives B + C, beyond value chain). For reducing emissions from companies in the port area (objective A, scope 3 downstream), we contribute within our sphere of influence. Reducing (in)direct emissions from the Port Authority (objective D, scopes 1, 2, and 3) concerns emissions from our own vessels and activities of contractors and suppliers.



Our efforts, influence and impact

We are committed to reducing our own emissions and also to influencing the transition in the port and beyond.

Our strategy focuses on supporting the transition to a climate-neutral and circular economy. That is why we are working to reduce scope 1, 2, and 3 greenhouse gas emissions, as well as emissions beyond our value chain. Although our influence there is limited, we consider it important to take action, as this is where the greatest reduction challenge lies. For all emission sources, including those beyond the value chain, we have set targets for 2030.

Our efforts are based on our role and the degree of influence we have. This role includes, amongst others: the safe and efficient handling of shipping, construction and maintenance of infrastructure, creating the right conditions, promoting cooperation, addressing bottlenecks, and investing in transition projects.

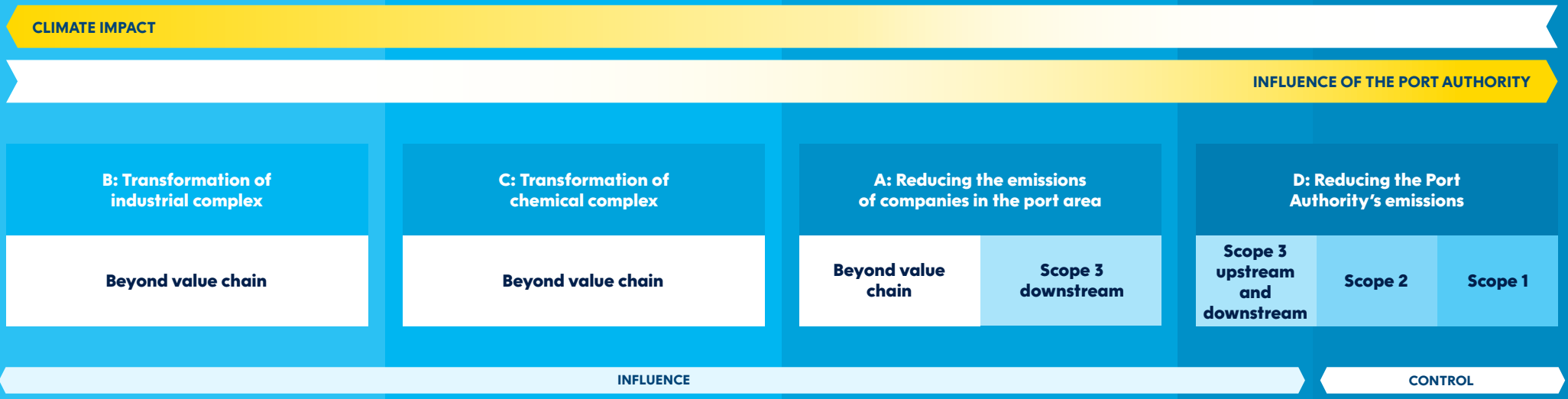
Our influence varies per domain:

- Scope 1: operational control over direct emissions from our own assets
- Scope 2: (in)direct control over purchased energy
- Scope 3: influencing emissions in the value chain through cooperation and policy alignment with partners with whom we have contractual relationships (suppliers, companies in the port and shipping)
- Beyond value chain: limited impact on transition to clean energy (carriers) and sustainable and circular raw materials

Based on our role and responsibility, we have translated our strategy into concrete objectives and efforts to reduce emissions.

Beyond value chain emissions

By beyond value chain emissions, we mean greenhouse gas emissions that fall outside the Port Authority's direct and indirect emissions and are therefore not included in our formal CO_2e footprint (Scopes 1, 2 and 3). These emissions lie beyond our control but may be linked to our role in global logistics and industrial value chains. Although they are not part of our own Scope 1, 2 and 3 CO_2e footprint, we can, and want to use our influence to help reduce them.



CHAPTER 2

STRATEGIC OBJECTIVE A: REDUCING THE GREENHOUSE GAS EMISSIONS OF COMPANIES IN THE PORT AREA

Companies in the port and shipping

We aim to achieve a significant reduction in greenhouse gas emissions within our management area by 2030. These emissions are so-called indirect (scope 3) emissions of the Port Authority and originate from customers' assets. It is inherent to scope 3 emissions that we have no control over them. We strive to influence the reduction of these emissions.

To achieve this, we develop strategy and policies that explicitly include the reduction of scope 3 emissions as part of our objectives. Based on these strategies and policies, we implement measures and incentives that encourage companies in the port area and the shipping industry to reduce their CO_2e emissions.

Rail & road transport

The emissions from rail and road transport are beyond our direct sphere of influence because we do not have a customer-supplier relationship with rail and road carriers. However, these emissions do occur within our management area. In our role as manager of the port area, we also strive to contribute to reducing emissions from rail and road transport in the transition to a climate-neutral port.

"We aim to achieve a significant reduction in greenhouse gas emissions within our management area by 2030."

Companies in the port

Our approach

With 19.2 million tons of CO_2e emissions in 2024, the companies located in the port area (our customers with land lease contracts) represent a major source of CO_2e emissions. Most emissions originate from oil refineries (45%), power plants (26%), and the chemical industry (22%).

What the Port of Rotterdam does

Our approach to stimulating the reduction of emissions from companies in the port focuses on actions within our sphere of influence, which we outline below:

1. Early business development
2. Contractual agreements with customers when leasing land
3. Sustainability incentives
4. Investments in infrastructure and land allocation
5. Collaboration across the value chain

The actions in this chapter specifically focus on encouraging our customers to reduce their emissions. Our efforts to transform the industrial complex and the chemical cluster also indirectly contribute to reducing greenhouse gas emissions from our customers.

Early business development

The Port Authority is actively committed to developing new commercial opportunities to accelerate the energy and raw materials transition within the port. We are involved in innovative concepts at an early stage, bringing parties together, giving space to promising ideas and influencing the feasibility, affordability and physical realisation of projects. We also explore potential solutions to existing bottlenecks. The commercial opportunities that are researched revolve around the themes of hydrogen, recycling, circularity and biofuels and thereby contribute to the realisation of the goals that are described in chapters 3 and 4. In the port, we are intentionally making space for projects and companies that contribute to the energy and raw materials transition.

Across various departments, approximately 30 FTE work together to scout opportunities, develop new initiatives, and connect value chains, for and with our customers. This integrated approach enables us to effectively and holistically develop promising opportunities that contribute to the climate transition.

Although the direct impact on emission reduction is not always clear upfront, identifying opportunities, creating the conditions under which demand, supply, and infrastructure can evolve, and unlocking networks are essential to drive progress. Our level of influence varies across domains, but by taking a broad approach and connecting partners, we contribute to sustainability within and beyond the port, even beyond the value chain.

Contractual agreements with customers

The Port Authority has anchored the CO_2e reduction goals (55% compared to 1990 and carbon neutrality by 2050) in the land allocation policy. Contractual agreements with customers are an important instrument for achieving this. There are three types: 1) large industrial customers, 2) other existing customers and 3) new customers. We explain our approach in more detail below.

Large Industrial Customers

With these companies, we have long-term land lease agreements. Where possible, we make tailored arrangements aimed at further reducing the Scope 1 and Scope 2 emissions of these companies.

Other Existing Customers

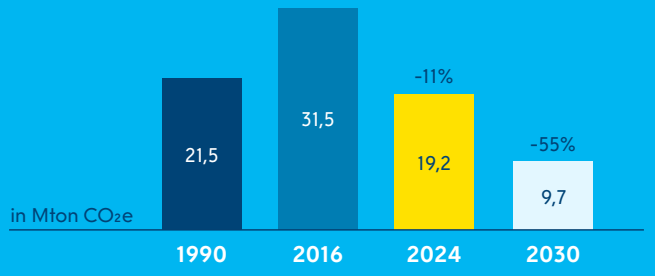
At contract milestones, such as price revisions or extensions, we make agreements on sustainability objectives aligned with the CO_2e reduction targets. A toolbox with example measures per segment is available to support this process. By 2030, we expect approximately 400 contract milestones in which these agreements will be formalised.

New customers

For new land allocations, the principle is "CO_2-neutral, unless." This means that new customers are expected to operate their site CO_2-neutral from the start (with respect to their Scope 1 and 2 emissions). The "unless" provides room for tailored solutions, for example when CO_2 neutrality is not feasible due to technological limitations or when the allocation is strategically important for the port and industrial complex or for emission reductions across the value chain.

Key result 2030
-55% compared to 1990

Emissions from 'companies in the port' is defined as the direct emissions resulting from customer activities that take place on land leased by the Port Authority. Our target is a 55% CO_2e reduction in emissions by companies in the port compared to 1990. In chapter 1, we describe a number of external developments that affect the achievement of this key result.



Sustainability incentives

Our port customers pay a fee for renting or leasing land or property. Since 1 January 2024, we have been offering sustainability discounts on our land lease rates to encourage land users to transition to climate neutral operations. Customers receive a 2.5% discount if they implement CO_2e reduction measures within their own operations and an additional 1% if they demonstrably operate climate neutrally within their own operations. The discounted amount must be demonstrably used for CO_2e reduction measures.

In 2025, our land lease customers received a €11.4 million net discount. This discount scheme will also apply in 2025 and 2026. The scheme will be evaluated in 2026, after which it will be decided whether and in what form this discount will continue.

Investments in infrastructure and land allocation

CO_2 storage

Storage of CO_2 through carbon capture and storage (CCS) projects is crucial to meet short-term climate targets, while the long-term transition to circular raw materials and fuels gains traction. This calls for the timely construction of CO_2 pipelines and infrastructure for storage.

Together with Gasunie and EBN, the Port Authority is a shareholder in Porthos. Porthos is a CCS project that transports CO_2 from industrial companies in the port of Rotterdam and stores it in empty gas fields under the North Sea. Porthos can store 2.5 Mtonne of CO_2 annually, with a total storage capacity of 37 Mtonne of CO_2. The construction of Porthos is expected to be completed in 2026 and the facilities can then be commissioned.

Customer-specific infrastructure and land allocation

The Port Authority invests in both public infrastructure and customer-specific infrastructure. Customer-specific infrastructure refers to physical infrastructure that is constructed or adapted for a specific customer at their request. Part of this infrastructure contributes to making the customer's activities more sustainable, for example by connecting to the pipeline network or renovating real estate.

In addition, we invest in preparing land for allocation to customers. Some of these sites are reserved for energy transition projects, such as the area on Maasvlakte that is being prepared for the landing of offshore wind energy.

Collaboration across the value chain

Our role in the value chain is characterised by collaborations with our customers, other stakeholders, and third parties. These collaborations focus on removing bottlenecks to enable the transition, establishing a new energy system, and accelerating the reduction of greenhouse gas emissions within our value chain and connected value chains. Below, we highlight several relevant collaborations. In Chapter 6 our partnerships with various parties are explained in more detail.

Cluster Energy Strategy

Within the Cluster Energy Strategy (CES) for the Rotterdam-Moerdijk industrial cluster, we work together with industrial parties, grid operators, and governments to accelerate the energy transition and ensure timely development of the necessary infrastructure. The Port Authority plays a strategic and coordinating role as a co-initiator: bringing parties together, contributing to the development of transition pathways, and identifying key projects such as hydrogen networks, CO_2 storage, and electrification.

Versnellingshuis

The Versnellingshuis (Acceleration House) is a collaborative initiative involving the Port Authority, companies in the port and industrial complex, and the Municipality of Rotterdam. Its purpose is to help remove barriers related to regulations, financing, and permitting.

Distro Energy

Distro Energy is a Port Authority venture that brings together companies in the port to optimise their energy use. Distro Energy is a developing a fully automated trading platform that allows companies to trade self-generated energy among themselves. Matching supply and demand through direct trading between users ensures more efficient use of the power grid and helps resolve grid congestion[1]. The Starlings pilot, launched from a Port Authority initiative, explores how collaboration between companies can lead to better performance, with the aim of harnessing collective intelligence and flexibility. Actual energy trading then takes place through the Distro Energy platform.

"Our role in the value chain is characterised by collaborations with our customers, other stakeholders, and third parties."

Reinforcement of the Electricity Grid

Electricity demand in the port is increasing due to the electrification of industrial processes and the emerging production of hydrogen. This high demand leads to congestion on the electricity grid. The use of green electricity as a substitute for grey electricity contributes to reducing emissions, as it decreases reliance on fossil energy sources.

In 2022, the National Action Programme on Grid Congestion was launched with the ambition to accelerate the construction of electricity grids and better align grid capacity with demand. To implement this, the New Energy Taskforce was established, in which the Port Authority works with partners to develop future-proof electricity infrastructure and mitigate grid congestion. Recently, it became clear that the solutions proposed by the New Energy Taskforce are not sufficient to meet the objectives, and therefore additional measures are required.

Carbonbid

Carbonbid is a Port Authority initiative to financially support parties that can reduce greenhouse gases in the port area within four years.

1. Grid congestion is when the electrical grid is overloaded and at maximum capacity. Read more about grid congestion in Chapter 1.

Shipping

Our Approach

Emissions from shipping within the nautical control area of the State Harbour Master totalled 2.2 million tonnes of CO_2e in 2024. Of these emissions, 87% comes from maritime shipping and the remaining 13% from inland shipping.

What the Port of Rotterdam Authority does

Our approach to stimulate emission reduction from our shipping customers focuses on measures within our sphere of influence and sea and inland shipping incentives:

1. Incentives through port dues pricing policy
2. Investments in shore power
3. Investments in innovative technology
4. Improving efficiency in the port call process
5. Collaboration across the value chain

The actions in this chapter specifically focus on encouraging shipping within our nautical control area to reduce emissions. Our efforts to transform the industrial complex also contribute to making shipping in and beyond our port more sustainable by developing value chains for alternative fuels.

Incentives

Seaport dues pricing policy

Seagoing vessels calling at the Port of Rotterdam pay seaport dues. The Port Authority applies three types of sustainability incentives to these dues. The efficiency incentive is calculated based on the volume and weight of a vessel's cargo. Its purpose is to encourage higher tonnage per vessel call. Seagoing vessels that hold an Environmental Ship Index (ESI)[1] score and tankers with a Green Award certificate[2] are also eligible for a discount. In 2025, a total of €10.6 million net in sustainability incentives was granted, representing approximately 3% of gross seaport dues. Our ambition is to increase this to 7% by 2030, ensuring that half of all granted discounts have a sustainability focus.

Inland port dues pricing policy

Inland vessels that use the services and facilities of the inland port area in Rotterdam pay inland port dues. The Port Authority applies two types of sustainability incentives to these dues. Vessels that share their emissions data with the Port Authority are eligible for a 5% discount. Vessels holding a Green Award certificate receive a discount on inland port dues. This incentive encourages operators to invest in cleaner engines and other sustainable improvements.

1. The Environmental Shipping Index identifies seagoing vessels that are performing better when it comes to emissions reduction than the current emissions standards set by the International Maritime Organisation (IMO) and is tracked by the International Association of Prots and Harbors.

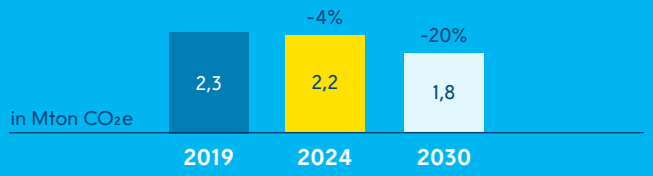
2. A Green Award certificate is issued by the independent Green Award Foundation based on a vessel's quality, safety and sustainability.

Investments in shore power

Shore power is a system that allows vessels at berth to connect to the onshore electricity grid, enabling them to switch off their engines. This reduces CO_2 emissions, improves air quality (less nitrogen and particulate matter), and lowers noise pollution. The Port Authority provides shore power facilities at its own public berths for inland shipping. Shore power has become common practice for inland vessels. For the installation of shore power connections at terminals, the Port Authority partners with Eneco in Rotterdam Shore Power (RSP). RSP currently operates installations at several berths on the terminals of Heerema, DFDS and Boskalis. RSP is on the verge of a substantial scale-up, expanding its activities to major container terminals in Rotterdam. Our goal is that by 2030, at least 90% of offshore vessels, ferries, cruise ships, roll-on/roll-off vessels, and container ships in Rotterdam will use shore power. This will result in an annual reduction of approximately 200 kton of CO_2 emissions.

Key result 2030
-20% compared to 2019

Under shipping emissions, we refer to the emissions from sea and inland vessels within the jurisdiction of the (State) Harbour Master. Our goal is a 20% CO_2e reduction in maritime value chains compared to 2019.



Investment in innovative technology

Innovative technology plays an important role in the port of Rotterdam's transition. The Port Authority is investing in innovative technology to allow the port to operate as efficiently as possible. For example, the Port Authority is a shareholder in Nextlogic. Nextlogic provides neutral, integrated planning for the inland container shipping industry to promote efficient and sustainable cargo handling.

Increasing efficiency in the port call process

Port Call Optimisation focuses on improving the efficiency and safety of the port call process, the process by which seagoing vessels enter and depart the port. One of the Port Authority's objectives is to reduce vessel emissions, both during the voyage and while in port, by eliminating inefficiencies in this process. This results in shorter waiting times for vessels, lower fuel consumption, and reduced CO_2 emissions per tonne of cargo. The aim is to achieve 20% of the total potential improvement within two years through improved nautical planning and Just-In-Time sailing practices. The projects required to meet this target will be further developed in the coming years.

Collaborating across the value chain

The Port Authority plays a connecting role within the value chain. We work together with our customers, other stakeholders, and third parties, and we also bring these parties together to remove bottlenecks that hinder the transition, establish a new energy system, and accelerate the reduction of greenhouse gas emissions within our value chain and related chains. Below, we highlight several relevant collaborations, with further details provided in Chapter 6.

Sustainable fuels

Bunkering

The Port Authority aims to enable shipping companies to bunker sustainable fuels in Rotterdam. Sustainable fuels, such as bioethanol and ammonia, have a lower greenhouse gas impact compared to fossil fuels. The Port Authority seeks collaboration with parties across the entire chain, from biofuel producers to bunker service providers and end users, and engages in dialogue to identify potential bottlenecks and explore how we can jointly address them.

Port Readiness

The Port Authority is systematically preparing the port for the safe storage and bunkering of renewable fuels by applying the international Port Readiness Level framework, to which we have made an active contribution together with other ports. This framework provides a structured method to identify the necessary steps and measures to facilitate new fuels responsibly and safely. Concrete initiatives, such as the ammonia bunkering pilot, are essential building blocks towards realising a port fully prepared for the energy transition.

Green corridors

Green corridors are international value chain collaborations between the Port Authority and other ports aimed at promoting the use of sustainable fuels on specific maritime routes. Currently, the Port Authority has established a green corridor with 24 partners, including the Port of Singapore (seaward corridor) and Antwerp (inland corridor). Green corridors foster knowledge development and exchange regarding the transition to renewable fuels.

Zero-emission solutions

ZES

The Port Authority is a shareholder of the company ZES (Zero Emission Services). ZES facilitates a system to make inland shipping more sustainable through emission-free sailing based on interchangeable battery containers running on green electricity.

CONDOR

The CONDOR project, launched in 2023 and originally focused on hydrogen, was transformed into a foundation in 2025. Together with more than 50 parties across the entire value chain, and in close cooperation with the Ministry of Infrastructure and Water Management (through the Inland Shipping Climate Fund), we are working towards achieving zero-emission inland shipping. We do this by actively engaging market participants, developing standards, and creating the necessary conditions to enable investments. Our goal is to facilitate at least 150 investment decisions for zero-emission vessels by 2030 at the latest.

Photo: Shore power connection Waalhaven

Rail & road transport

Our Approach

Emissions from rail and road transport within the port are not included in the Port Authority's Scope 3 emissions, as the Port Authority does not have a customer or supplier relationship with rail and road operators. Consequently, we have no specific reduction target and no exact figure for emissions in 2024. Nevertheless, the Port Authority is committed to contributing to improved efficiency and the decarbonisation of rail and road transport.

What the Port of Rotterdam Authority does

Our approach to encouraging the reduction of emissions related to rail and road transport focuses on:

1. Promoting rail transport. Stimulating efficient and sustainable freight transport.
2. Facilitating zero-emission solutions. Zero-emission solutions are sustainable alternatives to fossil fuels that emit virtually no greenhouse gases, such as hydrogen and electrification.

Rail and Road Transport

Emissions from rail and road transport refer to the emissions arising from the transport of cargo to and from the Port of Rotterdam via rail and road. We do not have a specific target for these emissions beyond our value chain.

Promoting rail transport

The Port Authority undertakes the following actions to stimulate rail transport:

- Financing the rail yard at Maasvlakte;
- Coordinating the Rail Connected programme, which will streamline information exchange between carriers, rail operators, and terminals to create a competitive rail product;
- Collaborating with ProRail on Last Mile rail, enabling a 25% increase in available capacity at rail yards;
- Advising our customers on rail connections to establish direct links to the public railway network.

Zero-emission solutions

The Port Authority is taking the following actions to facilitate zero-emission solutions in road and rail transport:

- Facilitating a pilot with electric locomotives on the railways with the intention of deploying them in the port from 2027;
- Electrifying the last non-electrified section of track;
- Investigating the demand and opportunities of charging facilities for electric (shunting) locomotives in the port;
- Realising charging facilities for trucks.
  The aim is to equip all six secure truck parks with dedicated charging infrastructure;
- Participation in the sustainability working group of the Sector Negotiations for Container Road Transport, with one of the aims being to collectively define a roadmap for zero emission container road transport.

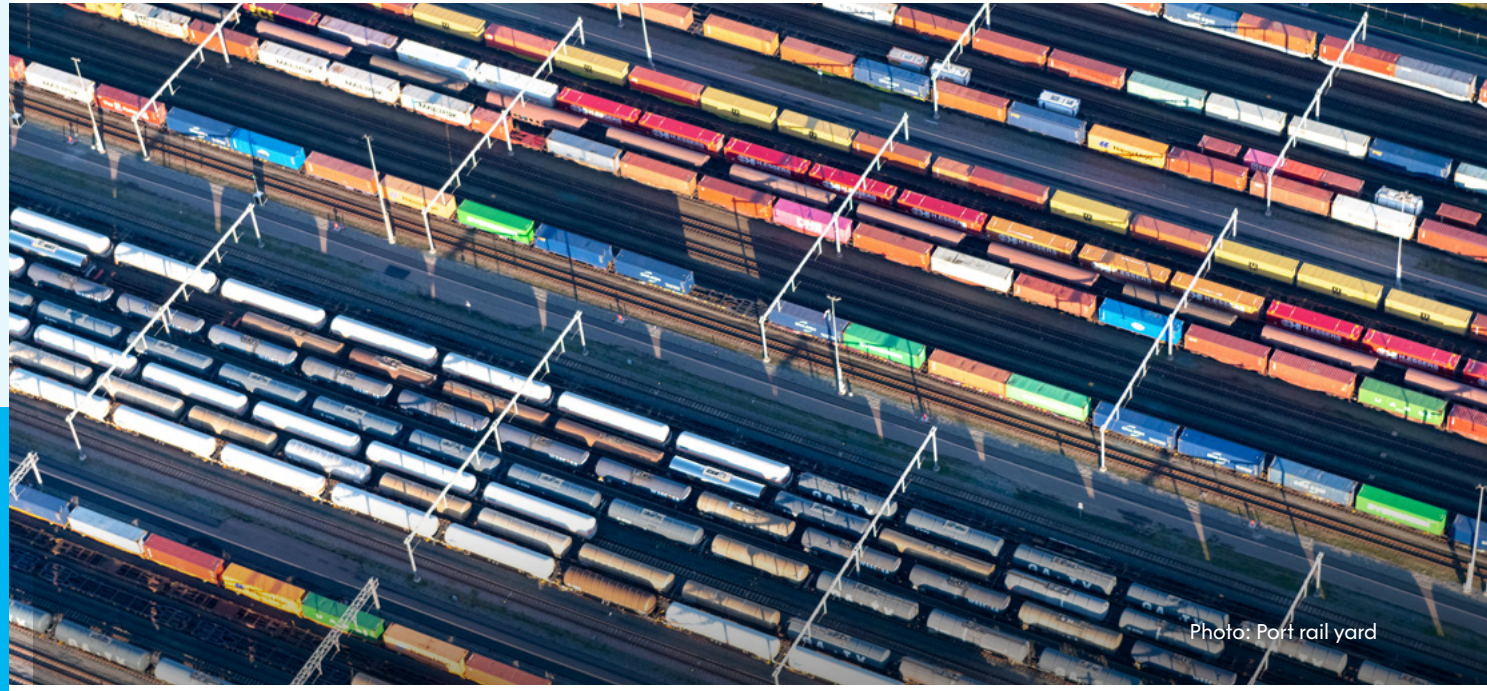


Photo: Port rail yard

CHAPTER 3

STRATEGIC OBJECTIVE B: AN INDUSTRIAL COMPLEX WITH COMPANIES THAT PRODUCE CLEAN ENERGY (CARRIERS)

Energy carriers

We aim to encourage companies in the port to produce clean fuels that replace part of the demand for fossil fuels, thereby reducing the CO_2e footprint of end users. Our goal is for at least 20% of the fossil fuels produced by companies in the port in 2019 to be replaced by clean energy (carriers), which amounts to 6.3 million tons of renewable energy sources per year by 2030.

The emissions resulting from the use of fossil fuels produced in the Port of Rotterdam mostly occur at end users outside the port. These emissions do not fall under the Port Authority's scope 1, 2, or 3 emissions; they are not direct or indirect emissions of the Port Authority. However, the fuels that lead to these emissions are produced within our management area. In our role as a catalyst of the energy transition, we strive to increase the production of clean energy (carriers) in the Port of Rotterdam.

Our objective focuses on increasing production volumes of clean energy (carriers) so that ultimately fewer greenhouse gases are released into the atmosphere. In Chapter 1, we describe several external developments that influence the achievement of this objective.

"In our role as a catalyst of the energy transition, we strive to increase the production of clean energy (carriers) in the Port of Rotterdam."

Energy (carriers)

Our Approach

The Port of Rotterdam plays a significant role in the energy market of the Netherlands and Europe. Our goal is to enable the production of clean fuels and other energy carriers within the port to replace part of the demand for fossil fuels, thereby reducing the CO_2e footprint of end users. While a significant share of energy consumption and related emissions occurs beyond our value chain, we remain committed to accelerating this transition, even in areas where our direct influence is limited.

What the Port of Rotterdam Authority does

Our target is that by 2030 at least 6.3 million tonnes of fuels produced in the port will come from renewable sources. Our approach to reducing emissions related to the production of energy carriers focuses on deploying capacity and financial resources:

1. Promoting alternative fuels such as hydrogen, ammonia, methanol, and biofuels
2. Encouraging renewable energy (energy generated from renewable sources such as water, wind, and solar)
3. Developing a hydrogen network

Alternative fuels

The Port Authority aims to stimulate and facilitate the production and use of alternative fuels through the following actions:

- Attracting parties involved in the production and distribution of alternative fuels, and facilitating the necessary infrastructure and nautical services required to support this;
- Actively advocating for the importance of biofuel production to policymakers in order to improve the investment climate within the port;
- Enabling shipping companies to bunker sustainable fuels;
- Developing a hydrogen system.

Renewable energy

The Port Authority facilitates and promotes the production, import, transport, and use of renewable energy through the following actions:

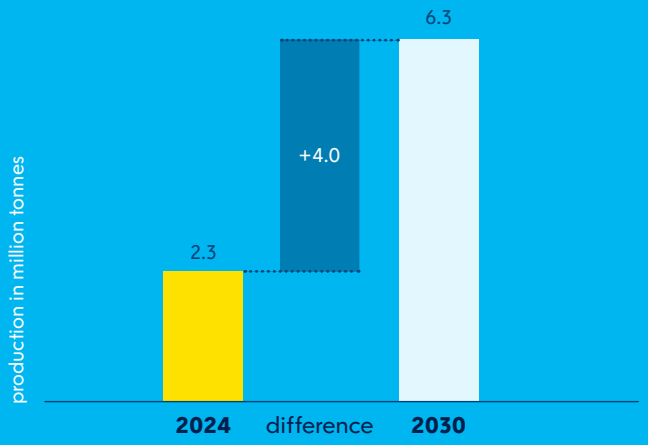
- Allocating physical and environmental space for the landing of electricity from offshore wind farms;
- Engaging in active lobbying with policymakers to help break market deadlocks;
- Exploring innovative technologies in renewable energy and leveraging them for business development;
- Providing nautical and land-based facilities for customers active in the renewable energy sector.

"The Port of Rotterdam drives and enables the production, import, transport, and utilisation of renewable energy and alternative fuels."

Key result 2030

>6.3 mln tonnes of renewable production

An energy carrier is a substance or medium that contains energy that can be converted into usable forms of energy, such as electricity, heat or kinetic energy. Clean energy (carriers) are a sustainable alternative to fossil fuel and other forms of energy from non-renewable sources. Our key result is that by 2030 at least 6.3 million tonnes of the fuels produced by companies in the port will be derived from renewable sources.



Hydrogen

Our focus is on developing a hydrogen ecosystem by integrating hydrogen as a core component of Rotterdam's energy and feedstock system. Our role is primarily to support and develop projects that are part of, or can become part of, the hydrogen system; to connect potential partners across the hydrogen supply chain; and to optimise market conditions for hydrogen consumers. The Port Authority is building this hydrogen ecosystem together with partners through the following actions:

- Allocating space for hydrogen projects in the port, such as the development of hydrogen conversion parks I and II. These are two dedicated areas on the Maasvlakte that are reserved for hydrogen production facilities;
- Promoting a favourable investment climate by emphasising the importance of hydrogen and related regulations in dialogue with policymakers;
- Identifying and supporting potential hydrogen production sites outside the Port of Rotterdam to establish a robust hydrogen supply chain, and supporting projects that aim to deliver hydrogen to Europe via Rotterdam;
- Decarbonising existing grey hydrogen plants through the CCS project Porthos and supporting new blue hydrogen facilities during the transition phase;
- Facilitating infrastructure development for hydrogen (and its derivatives) storage and transport, including import terminals and the construction of the HyNetwork.

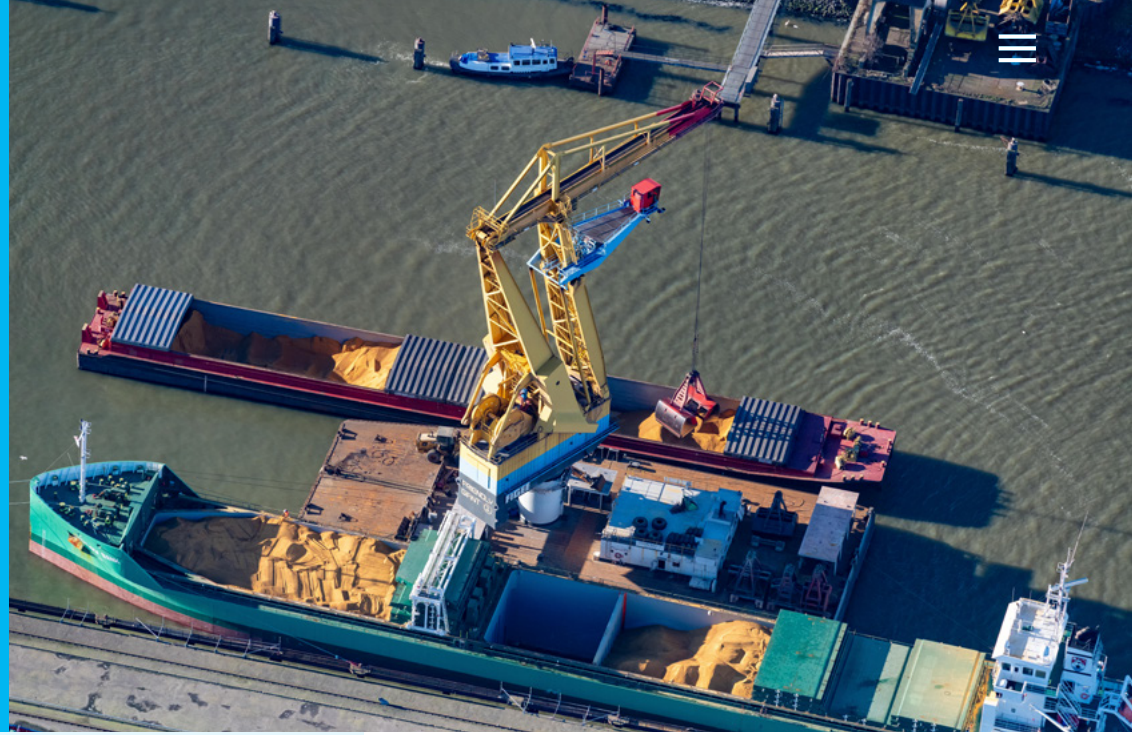
Our ambition is to position the Port of Rotterdam as an international hub for the production, import, use, and transit of hydrogen. Hydrogen is a clean energy carrier because its combustion does not emit CO_2. It can be produced through electrolysis, a process that splits water into hydrogen and oxygen using electricity. When the electricity is derived from renewable sources, the result is renewable (green) hydrogen. If the electricity is derived from non-renewable sources but the CO_2 is captured and stored, it is classified as low-carbon (blue) hydrogen.

The Port Authority aims to ensure that hydrogen produced in the port has a low CO_2 footprint. In addition to local production, the import of low-carbon hydrogen is essential, as we estimate that only about 10% of our future demand can be met through domestic production.

Photo: Maasvlakte hydrogen conversion park

CHAPTER 4

STRATEGIC OBJECTIVE C: TRANSFORMING INTO A CHEMICAL COMPLEX WITH COMPANIES THAT USE SUSTAINABLE AND CIRCULAR RAW MATERIALS



Raw materials

Companies in our chemical complex produce products based on fossil feedstocks. We aim to encourage companies in the port to replace part of these feedstocks with sustainable and circular alternatives. Our goal is that at least 20% of the fossil feedstocks used by companies in 2019 will be replaced by sustainable and circular feedstocks by 2030, which equals 1.9 million tons per year.

The extraction and processing of fossil feedstocks such as oil, natural gas, and coal release significant amounts of greenhouse gases. These emissions occur not only during the production phase but also downstream in the value chain: during the use of products made from these feedstocks and in the end-of-life phase, for example when waste is incinerated. Replacing fossil feedstocks with sustainable and circular alternatives leads to a significant reduction of these emissions, not only during production but also during use and waste processing. This means that the use of sustainable and circular feedstocks contributes to a much lower climate impact across the entire product life cycle.

The direct emissions from the chemical complex fall under our scope 3 downstream emissions, and our efforts in this area are described under strategic objective A. The upstream and downstream emissions of these companies, related to the use of fossil feedstocks in the chemical complex, do not fall under the Port Authority's scope 1, 2, or 3 emissions. They are not direct or indirect emissions of the Port Authority, but these beyond value chain emissions can be linked to our role in global logistics and industrial value chains. In our role as a catalyst of the energy transition, we contribute to building and strengthening value chains for sustainable and circular feedstocks.

Our objective focuses on increasing the use of circular feedstocks so that ultimately fewer greenhouse gases are released into the atmosphere. In Chapter 1, we describe several external developments that influence the achievement of this objective.

"In our role as a driving force behind the energy transition, we contribute to building and strengthening value chains for sustainable and circular raw materials."

Raw materials

"Our approach focuses primarily on contributing to laying the foundations for the scale-up phase."

Our Approach

The Port of Rotterdam is home to a major industrial and chemical complex. Companies within this complex produce petrol, plastics and other petrochemical products, which require raw materials. At present, these feedstocks are primarily oil, natural gas and coal. The extraction of these feedstocks takes place outside the port and outside our value chain, as do the emissions released during the use of the final product and at the end-of-life stage. Nevertheless, we are committed to promoting the use of renewable feedstocks, even if our direct influence is limited.

What the Port of Rotterdam Authority does

Our key result is that by 2030, at least 1.9 million tonnes of the raw materials used in the port will consist of sustainable and circular feedstock for the development of sustainable chemicals. Of this amount, 0.7 million tonnes will be supplied as bionaphtha, derived from biofuel production, to be used as feedstock for sustainable chemical production. The remaining 1.2 million tonnes will be circular naphtha from recycling and pyrolysis, also serving as feedstock for sustainable chemicals.

Our approach focuses primarily on contributing to laying the foundations for the scale-up phase. This market is still less mature than that for clean fuels and energy carriers. To accelerate progress, the Port Authority is taking the following actions:

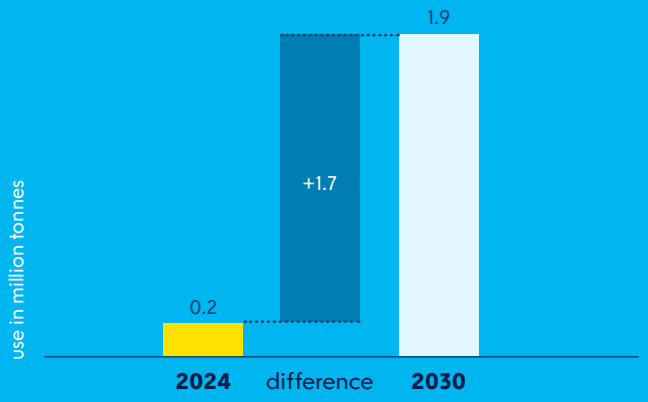
- Lobbying for active European government guidance on market protection and licence-to-operate for the chemicals industry
- Encouraging collaboration between companies and governments to realise the necessary infrastructure and investments
- Reserving physical and environmental space for the development of a recycling hub and the creation of essential infrastructure such as road capacity and water access
- Urging the European Union to establish and accelerate essential regulations, for example, a standard mandating a minimum share of circular raw materials for the chemical and plastics industries
- Supporting and hosting innovative start-ups to accelerate advances in chemical recycling

Photo: Europoort chemical complex

Key result 2030

>1.9 mln tonnes of use of circular raw materials by companies in the port

The extraction and processing of fossil raw materials, as well as the use of products manufactured from them and their end-of-life treatment, release significant amounts of greenhouse gases. Replacing fossil raw materials with sustainable and circular alternatives results in a substantial reduction in these emissions. Our objective therefore focuses on using sustainable and circular feedstock instead of fossil raw materials. We aim for at least 1.9 million tonnes of circular feedstock to be used by companies in the port by 2030.



CHAPTER 5

STRATEGIC OBJECTIVE D: REDUCING THE PORT AUTHORITY'S GREEN-HOUSE GAS EMISSIONS

Emissions of the Port of Rotterdam Authority

We are committed to making our organisation and suppliers climate-neutral and circular. While our own emissions are far smaller than those of industrial companies and shipping in the port area, we prioritise reducing them as quickly as possible. This reflects our role as catalyst in the energy transition: we first address emissions within our direct control. In doing so, we aim to inspire others to do the same for emissions within their own direct sphere of influence. Our goal is a significant CO_2e reduction across our operations and all procured services and materials, in alignment with the Science Based Targets initiative (SBTi).

"Our approach to reducing emissions within the Port Authority's direct sphere of influence focuses on measures that decrease energy consumption and promote the shift to cleaner alternatives for existing emission sources."

The Port Authority's emission sources

Our vessels and vehicles

By our vessels and vehicles, we mean the emissions produced by the 16 vessels and fleet of vehicles belonging to the Port Authority.

Purchased energy

Purchased electricity includes emissions from purchased electricity and the use of district heat.

Corporate real estate and commercial real estate

Real estate includes emissions from both real estates used for our own operations (scope 1) and commercially leased properties (scope 3 downstream).

Employee commuting

Employee commuting includes emissions associated with employees travelling to and from their workplace. Our target is a 50% CO_2e reduction by 2030 compared to 2019.

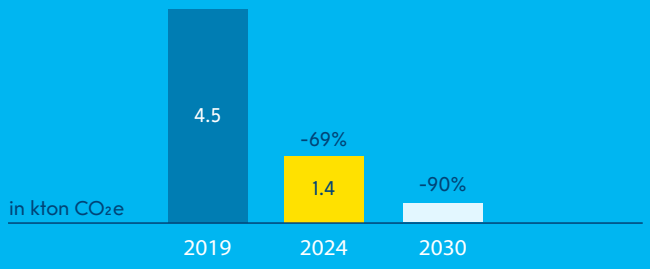
Business travel

Business travel emissions include all emissions arising from work-related travel, mainly by air. Our target is an 80% CO_2e reduction by 2030 compared to 2019.

Contractor assignments

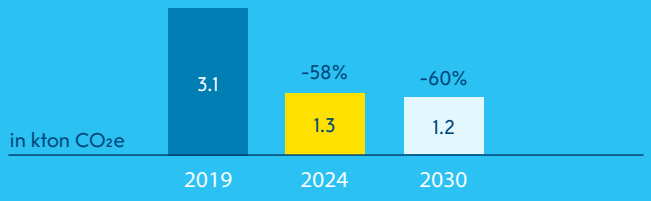
Within our contracts with contractors and suppliers, our civil engineering works in the Ground, Road, and Water Construction (GWW) sector account for the largest share of greenhouse gas emissions. The primary source of these emissions in such projects is fuel consumption by dredging vessels and construction equipment. Our goal is to achieve a 45% reduction in CO_2e emissions from fuel use by 2030 compared to 2019 (see figure). In addition, we aim for a 25% reduction in CO_2e emissions resulting from material use.

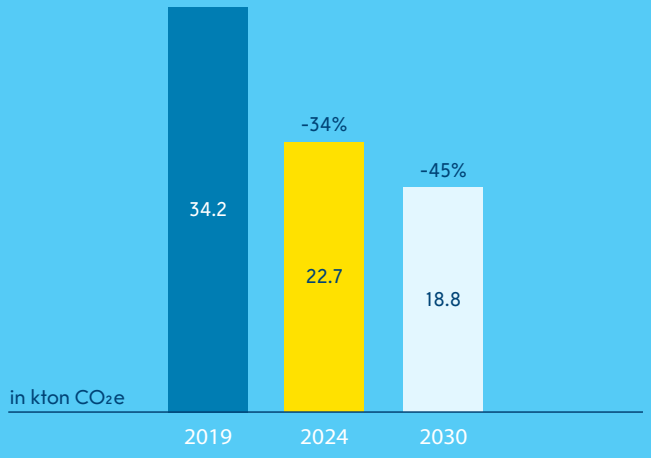
Our target for these three emission sources is a CO_2e reduction of 90% by 2030 compared to 2019.



SCOPE 1 + 2 EMISSIONS

Together, the emission reduction target for business travel and employee commuting is 60% (vs. 2019) in 2030.





SCOPE 3 UPSTREAM EMISSIONS

SCOPE 1 AND 2 EMISSIONS

Vessels

HVO100

The Port Authority owns 16 vessels, including 7 incident response vessels, 6 patrol vessels, 2 surveyors and 1 commercial vessel. For several years now, our vessels have been running on HVO fuel (HVO100 = 100% Hydrotreated Vegetable Oil). This fuel is a cleaner alternative to fossil fuel and produces around 90% less greenhouse gas emissions than fossil fuels.

Fleet renewal

Our ambition is to sail emission-free in 2030. This goal is the basis for the phased renewal of our fleet, which will take place over the coming years. The new ships will be designed and built to be as circular as possible. Incident response and patrol vessels must be deployable 24/7, making reliability and technical life span crucial factors in their design.

Currently, the project team is working on identifying and mitigating risks that may form obstacles to sustainability, while at the same time working on the design of the new fleet.

Photo: Port experience centre Portlantis

Purchased energy

Purchasing green energy

Emissions from purchased energy arise from our electricity and district heat consumption. We have been buying green electricity for some time now, which means the footprint of our electricity consumption is zero. With energy-saving measures and investments, we also aim to reduce the consumption of green electricity, as the demand for green electricity is increasing. Besides electricity, as a tenant of the World Port Center, we buy district heat to heat these spaces. District heat is a low-emission method of heating and cooling a building.

Vehicles

Electric trucks

The Port Authority's fleet consists of personal leased cars and non-personal leased cars. In line with our commitment to the national mobility network Anders Reizen and the regional Klimaatalliantie Duurzame Mobiliteit since 2021, all new passenger vehicles are required to be fully electric after the expiry of the current contracts.

Currently, our fleet consists of 83% fully electric vehicles, 15% hybrid vehicles and 2% diesel vehicles. We want to and believe we are able to achieve a fully zero emission vehicle fleet by 2030 at the latest. Since the Port Authority buys green electricity, the zero emission vehicles are also climate neutral.

SCOPE 1 AND 3 DOWNSTREAM EMISSIONS

Real estate

Real estate portfolio

The Port Authority's real estate portfolio consists of more than 90% commercial real estate and a small portion of corporate real estate. Commercial real estate refers to properties owned by the Port Authority that are leased to third parties. Corporate real estate refers to properties used for the Port Authority's own operations. By 2025, the total portfolio will comprise over 110 assets.

The commercial real estate is characterised by a wide variety of uses, including offices, goods storage, production, and logistics services. The properties used for internal operations include, among others, the buildings on Eemhavenweg, the Traffic Control Centres, the Port Experience Centre Portlantis, and the Slufter office.

BREEAM standards

The Port Authority uses BREEAM Outstanding as the standard for new construction and renovation projects. A property can receive an independent BREEAM Outstanding rating if it meets various sustainability standards, as set out in the BREEAM guidelines. The portfolio includes a large number of old and listed properties for which achieving the BREEAM standard is not always possible. For these properties, we aim for the most sustainable concept possible in line with BREEAM.

Employee commuting

Sustainable mobility policy

The Port Authority's mobility policy 'Slim en Anders Reizen' contains incentives to make commuting more sustainable:

- Non-car users receive a higher mileage allowance than car users.
- Cyclists receive an extra bonus through the bicycle reward system.
- Train passengers receive an OV Vrij subscription (2nd class) that allows them to travel on public transport an unlimited amount of times for free in the Netherlands (including personal trips). An alternative is a 1st class OV Traject subscription that allows them to travel on public transport for free on their specific route to and from work.
- The CO_2 limit for new lease cars has been set at 0 grams of CO_2 since 2021.

We have already achieved our 50% reduction target for commuting by 2030 (compared to 2019). We will continue to implement our incentives to allow us to meet our annual reduction target.

Business travel

Sustainable travel policy

To limit the climate and environmental impact of business travel, the Port Authority has a sustainable travel policy that includes the following general guidelines and principles:

- The necessity of travel and the number of people travelling are carefully assessed for each trip;
- Within the Netherlands, we travel as much as possible by public transport, (electric) bicycle or car sharing for shorter distances;
- Within Europe, we travel by train for journeys of up to 4 hours;
- We book direct flights whenever possible.

By 2024, the footprint of business travel had already been reduced by 56% mainly by reducing air miles. Through increased use of Sustainable Aviation Fuels (SAF) and a continued focus on reducing air miles, we expect to reach our 80% reduction target in 2030 (compared to 2019).

Contractor assignments

It is important to note that the absolute CO_2 emissions from civil engineering projects vary from year to year, as the number of projects - and therefore the consumption of materials and fuels - fluctuates per year. The impact of our efforts will become visible when we are able to look back over a longer period of time.

Civil engineering projects

Materials roadmap

We have developed roadmaps for making our assets - quay walls, roads and jetties - more sustainable and for the materials we most commonly use: steel, concrete and asphalt. We encourage the reuse of materials and the use of alternative, reusable raw materials. To this aim, we are exploring various options for cementless concrete, such as geopolymer concrete, and are committed to the large-scale reuse of asphalt. Geopolymer concrete is a form of cementless concrete that reduces CO_2e emissions by around 50% during the production process. The use of geopolymer concrete will be further scaled up in the coming years.

Sustainable dredging

In the coming five years, we will also focus on making our dredging contract more sustainable. Dredging is the removal of sediment from the bottom of waterways to maintain the correct depth in the port for our customers and shipping. Much of the dredging maintenance work has been carried out with dredgers running on HVO100 since the end of 2025. As set out in the dredging contract, we aim to use dredgers that run on sustainable fuels. In this way, we contribute to our target of emitting 45% less CO_2e by 2030 compared to the reference year of 2019.

Clean & Emission Free Building Covenant

Covenant

As a co-signatory of the national Clean & Emission Free Building Covenant, we aim for our construction sites to be zero emissions by 2030. The convenant offers, with various instruments, direction and support to ensure the national climate targets for the construction sector are achieved in time. Within the covenant, we have committed to different levels of ambition.

For example, in the context of the transition path for mobile equipment and construction transport, we aspire for both mobile equipment and construction transport to be virtually emission free in at least 75% of our projects by 2030. For the coastline and navigation channel maintenance transition path, we aim to use biofuels in 90% of dredging projects and renewable fuels in 10% of projects by 2030.

Pioneer projects

To realise our ambitions, we are following the transition paths in the covenant and encouraging the market through a number of pioneer projects to accelerate the use of cleaner and emission free equipment. In these projects, tendering parties are given priority if they use zero emission equipment and/or sustainable design principles. We also include opportunity registers in our tenders to challenge the market as much as possible to come up with sustainable alternatives.

An example of an ongoing pioneer project is the construction of the Princess Alexia Viaduct on the Maasvlakte. Various electrical equipment, including electric cranes, will be used in the process. For the first time in the port of Rotterdam, the construction site will have its own charging station for electric equipment. Concrete with reduced cement content is also used, resulting in a lower CO_2e footprint.

CHAPTER 6

COLLABORATION AND ORGANISATION

"The energy transition is a global system change that requires a collaborative approach. Our partners are therefore indispensable in the transition of the port and industrial complex."

Partners in the energy transition

The energy transition is a collective responsibility. The Port Authority actively engages with public and private partners to accelerate the transformation towards a climate-neutral port. Through cooperation and dialogue with stakeholders, we exert our influence on companies in the port area and across the transport chain.

	Government bodies	Industry, infrastructure and port companies	Innovation and knowledge partners	Other stakeholders
Who do we collaborate with across the value chain to achieve our objectives?	• Ministries • Province of South Holland • Municipality of Rotterdam • Water authorities • European institutions	• Deltalinqs, Customers, Suppliers • Logistics and nautical service providers • Seaports Trade Organisation • Grid operators and energy infrastructure companies	• Start-ups and scale-ups • Knowledge institutions • Networking and cooperation organisations	• NGOs • Local residents • Employees
Forms of collaboration	• Public-private partnerships • Policy development and lobbying • Knowledge sharing and networking	• Joint ventures • Pilot projects • Knowledge sharing and networking • Joint advocacy	• Pilot projects • Joint research • Partnership • Funding	• Dialogue • Informing • Advocacy
Additional examples[1]	• NOVEX port of Rotterdam • Main Energy Structure Programme • National Hydrogen Programme • Multi-Year Programme for Infrastructure, Energy & Climate	• Aramis • Delta Rhine Corridor • IMO Net Zero Framework	• PortXL, Smartport, NGInfra • Human Capital Coalition for the Energy Transition • World Business Council For Sustainable Development • Infra Innovation Programme	• Port Newspaper • World Port Days • Residents' evenings • Rotterdam Port Fund

1. In Appendix 3 these examples are explained in more detail

Financial resources

Financing the transition of the port and industrial complex, alongside safeguarding the continuity of the company, is the most important financial activity of the Port Authority. This financial overview reflects only part of the Port Authority's efforts in the energy transition. We invest significant effort in advocating for our customers with policy-makers, making agreements with clients and suppliers, fostering collaboration between parties, and creating space for the energy transition within the port. These efforts are not always visible in the form of financial investments or costs, but they are essential to achieving our ambitions.


Photo: World Port Center at Kop van Zuid

Total investments
> € 1.5 billion until 2029

We invest approximately €300 million annually in the development of the port. These investments range from public and customer-related infrastructure to digitalisation. Sustainability is fundamentally embedded in our procurement processes, which makes it challenging to allocate financial resources specifically for sustainability. Because sustainability is a standard part of our criteria, we do not consider it a separate cost item, but rather an integral element of our investment strategy

Energy transition
> € 140 million until 2029

We are investing in a number of projects that specifically relate to the energy transition, such as the development of the hydrogen conversion park, the transformation of the Galilei park into an area that houses organisations active in the energy transition, and renewing our fleet.

It is likely that other projects specifically relating to the energy transition, for which no funding is currently allocated, will be launched in the next five years.

Capital contributions
> € 140 million until 2029

The Port Authority holds strategic interests in several initiatives that are key enablers of the port's energy transition, including Porthos, Rotterdam Shore Power, and Zero Emission Services.

Operating costs
> € 3.7 million per year

The Port Authority incurs operational costs related to our ambition to transition to climate neutral and circular operations. Sustainable choices can involve higher operational costs. Examples include:

- HVO (Hydrotreated Vegetable Oil) as a cleaner fuel for vessels;
- Additional costs of using Sustainable Aviation Fuels (SAF) for air travel;
- The Carbonbid project.

Land lease and shipping discounts
€ 22 million per year

Both our land lease customers and sea and inland shipping companies are eligible for sustainability discounts, provided they meet certain sustainability requirements. For our land lease customers, the discount granted must be reinvested in making their operations more sustainable, for example through electrification of production processes. Sea and inland shipping receive discounts on port dues through various sustainability components.

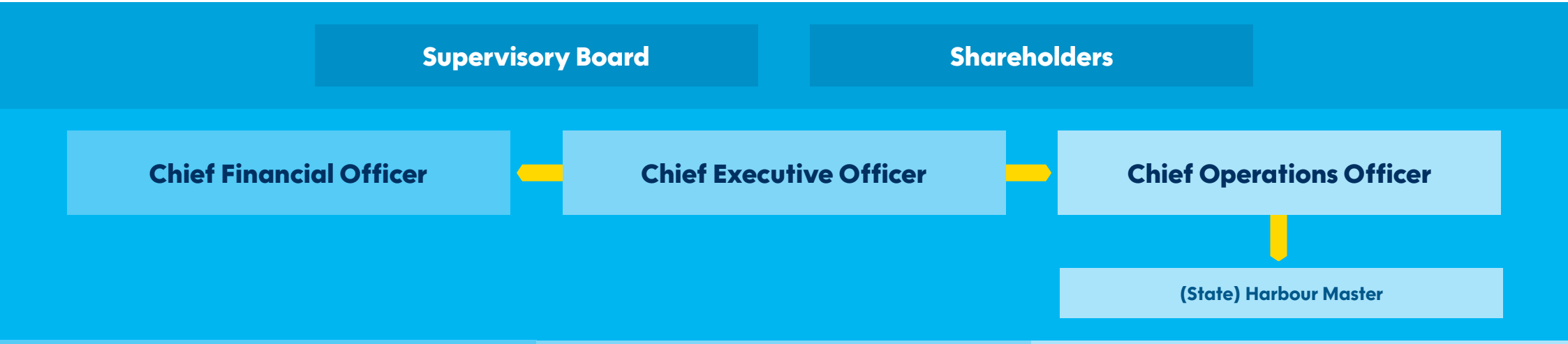
In 2025, €11.4 million in net discounts was granted to our land lease customers, who invested this amount in making their production processes more sustainable. In 2025, €10.6 million in net discounts was granted to sea shipping.

Governance

The Executive Board consists of three members and is responsible for managing the Port Authority. There is an independent Supervisory Board that oversees the Executive Board and the operations of the company. The shareholders – the Municipality of Rotterdam (approximately 70%) and the Dutch State (approximately 30%) – exert influence on the public limited company through the General Meeting of Shareholders.

The powers of the Supervisory Board and the General Meeting of Shareholders are laid down in law and in the Articles of Association. The shareholders jointly have authority over major decisions. For example, investments exceeding €50 million and any changes to the long-term strategy require the approval of both shareholders.

The Executive Board and the Supervisory Board are composed in such a way that the necessary expertise and competencies are in place to achieve the climate transition ambitions.



Our approach to achieving the Port Authority's emission reduction targets is partly assigned to the Facilities Department, which falls under the responsibility of the Chief Financial Officer. The departments of Innovation, Finance, and Information & Digital Technology, also under the CFO's responsibility, provide essential input for various projects within the energy transition.

Our approach to achieving the emission reduction targets in the port is largely assigned to departments under the responsibility of the Chief Executive Officer. These commercial departments are involved in the initial and development phases of energy transition projects and actively seek collaboration across the value chain.

The implementation of infrastructure and transition projects of the Port Authority falls under the responsibility of the Chief Operational Officer. Achieving the Port Authority's emission reduction targets is also largely assigned to the Port Development and Asset Management departments, which fall under the responsibility of the Chief Operational Officer.

The Executive Board has allocated accountability for delivering the climate targets across specific direct reports and departments. The figure above summarises how the responsibilities for achieving the climate objectives are allocated within the Executive Board.

APPENDIX 1

VISIONS TIMELINE

Background

Everything starts with a vision. Since 2011, the Port Authority has been working increasingly intensively on the energy transition and improving the sustainability of the port, together with other parties. The foundation for these changes has been laid by several milestones that have shaped our vision, ambition and scenarios for the future. The key milestones are shown here. These steps and the opportunities to realise them form the basis for our purpose, our role and ambition as a Port Authority, and the integration into the corporate strategy for 2025-2029.

2011

Port Vision 2030

The first version of the Port Vision, which was drafted by the Municipality of Rotterdam in cooperation with the Port Authority, presents the idea of the port as a frontrunner in sustainability. The vision of the Municipality and Port Authority is for the transition to sustainable energy production and biobased chemicals to be well underway in the port by 2030.

2015

The Paris Climate Agreement

In 2015, the Paris Climate Agreement was signed by 195 countries, including the Netherlands. The agreement commits countries to limiting global temperature rise to 1.5 degrees Celsius above pre-industrial levels. In 2020, this ambition was translated by the European Union into a target of reducing CO_2 emissions by 55% by 2030 compared to 1990 levels, and achieving climate neutrality by 2050.

2016

Wuppertal report industrial cluster

The Wuppertal Institute, at the request of the Port Authority, has written a report on possible decarbonisation pathways for the industrial cluster in the port. The report predicted a radical transformation in energy demand and supply. The challenges and opportunities for the port and industrial area that this transformation would bring have been examined in more detail. This report forms an important basis for the Port Authority's four-pillar strategy.

Visions timeline

"The foundation for this climate transition plan has been laid by several milestones that have shaped our vision, ambition and scenarios for the future."

2018

Wuppertal transport and logistics report

In April 2018, at the request of the Port Authority, the Wuppertal Institute prepared a report on the decarbonisation of transport and logistics related to the port of Rotterdam. The institute highlights the expected growth of container traffic and the decline of bulk cargo. The report identifies four alternative energy carriers: synthetic methanol, hydrogen, synthetic methane and renewable electricity. Biofuels and LNG are expected to play an important role as transitional solutions but are projected to be phased out by 2050.

2018

Three steps to a sustainable industrial cluster

The Port Authority, together with stakeholders, has developed a shared vision for achieving a sustainable industrial cluster. The report proposes a package of measures and projects that will result in 10 Mtonne of CO_2 reduction in the port area. The measures and projects are related to eight promising themes in the region: hydrogen, electrification, CC(U)S, residual heat, raw materials transition, infrastructure and energy efficiency. The report describes how the industry cluster can achieve the 2030 and 2050 ambitions in three steps.

2019

Revised Port Vision 2030

The Revised Port Vision 2030 is an amended version of the 2011 Port Vision 2030. In the revised Port Vision, the three step plan for the vision for the Rotterdam-Moerdijk cluster is expanded. Instead of focusing solely on industry, there is now a broader focus on shipping and other hinterland transport as well. There is an even greater focus on sustainability than in the first version of the Port Vision 2030.

2022

Future scenarios 2050

The Port Authority has developed long-term scenarios to illustrate possible futures and to prepare for the uncertainties brought about by a rapidly changing world. Central to these scenarios is the question of how changes in geopolitics, the economy, society, and technology will affect the port and industrial complex, as well as the scale and composition of cargo flows through Northwest Europe. Each scenario for 2050 gives the port and industrial complex a distinct fingerprint compared to today.

Visions timeline

"These milestones, along with the opportunities to realise them underpin our purpose, our role and ambition as the Port Authority, and the corporate strategy for 2025 – 2029."

2023

Climate targets of the Port of Rotterdam Authority

In the document Climate Targets 2030, the Port Authority provides an insight into the Port Authority's main types of CO_2 emissions. The document sets out the ambitious targets for 2030. These targets have been validated by the independent organisation Science Based Targets initiative (SBTi).

2024

Cluster Energy Strategy

In the Energy Strategy Cluster, the industrial cluster of Rotterdam-Moerdijk gives an insight into the infrastructure needed for the transition to a sustainable industrial cluster. In the short term, CO_2 reduction will be achieved through efficiency improvements, electrification of industries and Carbon Capture & Storage (CCS). At the same time, it is developing the infrastructure that forms the foundation for a climate neutral cluster by 2050.

2025

Corporate Strategy 2025–2029

In the Port Authority's Corporate Strategy 2025–2029, four strategic priorities are central, one of which is 'climate-neutral and circular.' The strategy sets out concrete objectives that we aim to achieve in the coming years. The objectives related to the 'climate-neutral and circular' priority form the basis of this plan.

2025

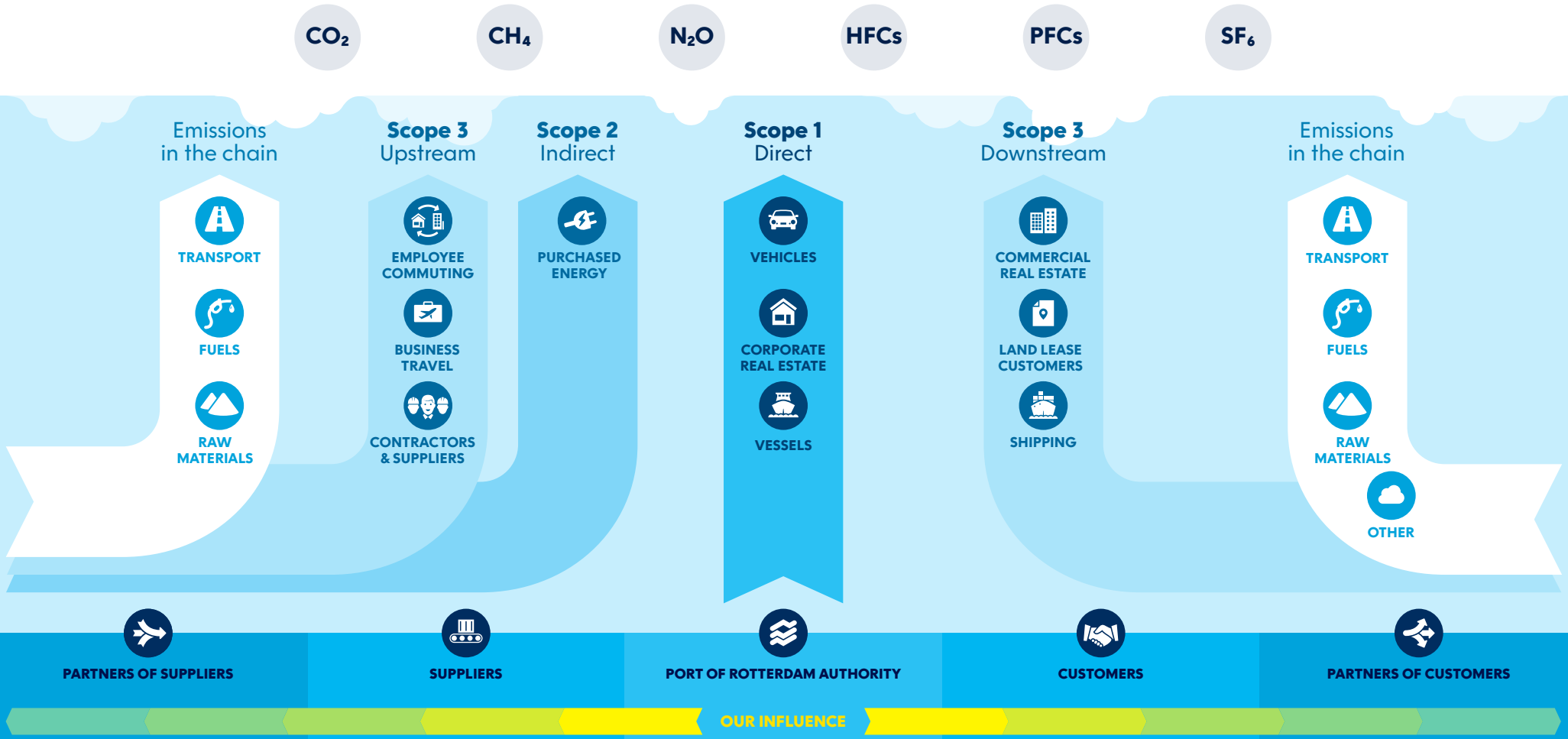
Port Vision 2050

The Port Vision 2050 for Rotterdam sets out ambitions to become Europe's most competitive, sustainable, and resilient port. A safe and innovative port, indispensable to our economy and strategic autonomy, embedded within a healthy living environment. The vision was developed in collaboration with the Port Vision partners: the Port Authority, the Municipality of Rotterdam, the national government (ministries of I&WM, EA, CP&GG and H&SP), Deltalinqs, the Province of South Holland, with DCMR acting as advisor.

Read more about energy transition research and strategy on our website:
Strategy and research | Port of Rotterdam

APPENDIX 2

OVERVIEW OF PORT OF ROTTERDAM AUTHORITY GREENHOUSE GAS EMISSIONS



APPENDIX 2

Greenhouse gas emissions and key results 2030

Strategic objective	Scope cfm GHG protocol	Emissions source	Emissions 2019 (in tonnes of CO_2e)	Key results CO_2e reduction 2019-2030 [2]
Reducing the Port Authority's emissions	Scope 1	Vessels	2,314	90%
		Vehicles	586	100%
		Corporate real estate	230	90%
	Scope 2	Electricity consumption	27	50%
		District heating	44	50%
	Scope 3	Business travel	1,205	80%
		Employee commuting	2,234	50%
		Contractors & suppliers (fuel)	34,230	45%
Reducing emissions in the port area	Scope 3 (downstream)	Commercial real estate	1,068	45%
		Land lease customers	20,600,000[1]	55% (compared to 1990)
		Shipping	2,277,000	20%

Strategic objective	Scope cfm GHG protocol	Emissions source	2019: Production volume clean / use of circular products (in mln tonnes)	Key results 2030: Production volume clean / use of circular products (in mln tonnes) [2]
Transformation of industrial complex with companies	Beyond value chain	Fuels	2.5	> 6.3
Transformation of chemical complex with companies	Beyond value chain	Raw materials	0.19	> 1.9

1. Emissions in 1990
2. In the annual report, we report on the progress of the key results

APPENDIX 3

PARTNERS IN THE ENERGY TRANSITION
EXAMPLES

Government bodies

NOVEX port of Rotterdam area
The National Environmental Vision Extra (NOVEX) port of Rotterdam is a partnership working to implement and finance the port's transition to a sustainable, climate neutral and circular port and industrial complex by 2050. In the NOVEX Implementation Agenda key agreements have been made that include the complex issue of space.

Main Energy Structure programme
The Main Energy Structure Programme (PEH) outlines the new national energy infrastructure that is needed to achieve the 2050 ambitions and where it can best be located. Based on these expectations, the State makes agreements with the Port Authority on the use of space.

National Hydrogen Programme
The National Hydrogen Programme (NWP) supports the use of hydrogen in various sectors and helps realise hydrogen targets and agreements. The Port Authority can consult this programme when setting up the hydrogen ecosystem in the port of Rotterdam.

Multi-Year Programme for Infrastructure, Energy & Climate
The national Multi-Year Programme for Infrastructure, Energy & Climate (MIEK) helps establish the future energy system and expand the energy infrastructure by planning far ahead, improving prioritisation, and resolving bottlenecks, such as permitting, spatial constraints, and financing, for designated projects. Eight energy-infrastructure projects in the Port of Rotterdam have been identified under MIEK and will therefore be implemented on an accelerated basis and given priority over other projects.

Industry, infrastructure and port companies

Aramis
Aramis is a carbon capture and storage initiative to be incorporated into the port of Rotterdam. Aramis captures CO_2 and stores it in empty gas fields under the North Sea. Unlike its role in the Porthos CCS project, the Port Authority is not a shareholder in Aramis; but because of Aramis' intended location, the Port Authority is involved in the development of the initiative.

Delta Rhine Corridor
The Delta Rhine Corridor (DRC) is an initiative to build underground pipelines from the port of Rotterdam to the German hinterland. The DRC is currently being developed for CO_2 and hydrogen pipelines. The ammonia and DC pipelines, which were previously part of the DRC, are not currently being developed further. As developer of the port area and an owner of pipe and pipeline strips in the port of Rotterdam, the Port Authority is involved in the project.

IMO Net Zero Framework
The International Maritime Organisation (IMO) Net Zero Framework is a set of new international regulations aimed at reducing greenhouse gas emissions from ships through a pricing mechanism and a fuel standard. The Port Authority is a member of the IMO and has contributed to and worked on these regulations. In October 2025, a majority of member states in IMO voted to push back the decision on whether to make these regulations internationally binding by one year.

Innovation and knowledge partners

PortXL
PortXL is an ecosystem of start-ups, scale-ups, business partners and mentors working together to create tangible business value for maritime start-ups and scale-ups with a focus on logistics, green energy and the maritime industry. The Port Authority is a partner of PortXL and supports the organisation with capacity and financial resources.

SmartPort
SmartPort is a neutral knowledge platform that encourages collaborations, funds scientific research and disseminates public knowledge. The aim is to accelerate innovations in the port of Rotterdam. The Port Authority is a partner of SmartPort and supports the organisation with funding.

NGInfra
Next Generation Infrastructures (NGinfra) is the knowledge platform of the managers of six critical infrastructures in the Netherlands where infrastructure issues are dealt with integrally. The Port Authority is a partner and represents one of the six critical infrastructures.

Human Capital Coalition for the Energy Transition
The Port Authority is working with partners in the Human Capital Coalition Energy Transition to ensure a future-proof labour and education supply, so that enough well-trained professionals are ready to work on the energy transition and other projects in the Rotterdam port and industrial area.

World Business Council For Sustainable Development (WBCSD)
The Port Authority is a member of the WBCSD, an international business network of more than 250 leading companies that see sustainability as a key driver of their competitiveness.

Infra Innovation Programme
The focus of our programme Infra Innovation includes reducing emissions through targeted and programme-based research and innovation in maritime infrastructure. Innovation is of strategic importance for the port, our customers and the Port Authority.

Stakeholders

Port newspaper
The Port Newspaper ('Havenkrant') is a publication of the Port Authority. The newspaper is distributed four times a year to residents near the port of Rotterdam. The aim is to use fun and interesting stories to reconnect the port with the locals.

World Port Days
During the World Port Days in September, of which the Port Authority is main sponsor, visitors can experience the port up close. Visitors can find out more about the port at information stands and presentations on the logistics and economic value of the port, the energy and resource transition and the opportunities of working at the port.

Residents' evenings
The Port Authority organises port consultations in the district hubs of the Municipality of Rotterdam. Local residents are welcome to visit the district hubs to ask all their questions about the municipal tasks and specifically about the port during the port consultations.

Rotterdam Port Fund
Through the Rotterdam Port Fund the Port Authority provides funding for projects that improve the living environment, safety, nature and biodiversity in and around the port area. The fund is used for projects that would not be able to happen without financing.

Colophon

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Port of Rotterdam Authority

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Danny Cornelissen; Ernst Bode Fotografie;
Marco de Swart; Martens Multimedia

Contact us
Visiting address
Port of Rotterdam Authority
World Port Center (WPC)
Wilhelminakade 909
3072 AP Rotterdam
Port Number 1247

Postal address
Postbus 6622
3002 AP Rotterdam

+31 10 252 1010
www.portofrotterdam.com

Port of Rotterdam