



Memorandum of Understanding

Increasing worldwide cargo traffic seriously challenges the logistics chains in Western Europe. The Port of Rotterdam takes this into account with its Port Vision 2030. The Port's throughput capacity will almost double in the next ten to twenty years due to the expansion on Maasvlakte II. This growth asks for a shift in the modal split strategy towards inland navigation and rail. This is intended to increase the share of inland waterway and rail together to 65 per cent. These developments require an efficient and sustainable hinterland infrastructure which implies that effective transport concepts and inland terminal capacities are evolved and implemented for each transport corridor.

The Logistics Cluster Basel Region plays a most important role for the Port of Rotterdam as a gateway to Switzerland and transalpine routes to Italy. In this context the Port of Switzerland and the RheinPorts Basel-Mulhouse-Weil act an important hinterland platform in the Rotterdam—Basel— Genoa corridor and a strategic tri-modal hub within the TEN-T-network.

The Port of Rotterdam and the Port of Switzerland have therefore agreed to jointly investigate and promote further development of the hinterland traffic of the sea port. The parties intend to facilitate sharing of information and experience between the port authorities and terminal operators as well as partners of the ports and logistics companies on a continuous basis. The parties also intend to promote intermodal logistics co-operations with the rail and barge operators in the Rhine corridor and promote the realization of a new tri-modal container terminal, Basel-Nord, as a barge-rail hub.

LNG (liquefied natural gas)

Inland vessels have the opportunity to improve their environmental footprint drastically by using LNG as a fuel. A win-win situation for society and for the ship-owner as LNG is also a cost-effective alternative.

The decision to invest in LNG fuelled vessels by the ship-owner however is partly hampered by the lack of bunkering infrastructure.

Ports have an important role in the development of regulation for bunkering LNG in the port areas. By jointly developing and harmonising the bylaws for LNG bunkering in their ports, Rotterdam and Port of Switzerland intend to promote the use of the environmentally friendlier LNG-fuel.

(signatures)

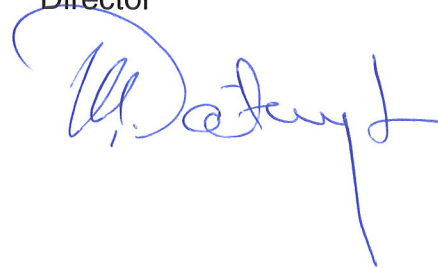
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