



Another year later ... a new year ahead.

More than a year ago, R.B.C. Terminal began with the construction of the jetty to be able to load and unload laden ADR and non-ADR (tank) containers for barging between the sea- and inland terminals for both short and long term storage. The R.B.C. Terminal is a state-of-the-art container terminal in Rotterdam-Botlek.

Formerly we could - through our sister company CETEM - only handle empty containers, therefore the LHM 280 container crane is a true addition for all clients. Since the commissioning we have handled more than 1500 tank containers.

Also next year, we are continuing with our development and innovative activities.

We wish everyone happy holidays and a successful 2017.

R.B.C. Terminal Management



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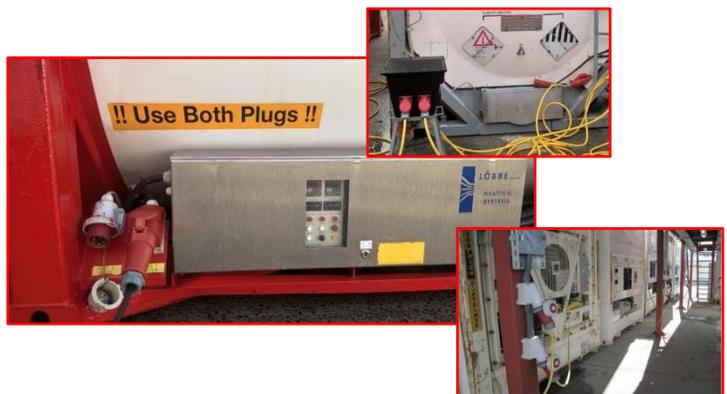
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Ultra-high capacity electrical plugs

Some products, for example hot rosins, must be heated or kept in temperature's in specially designed high heat tank containers (27,5 kW @ 440V) by ultra-high capacity electrical plugs (2 x 32 Amp). By increasing the demand for electric heating and/or temperature control of these kind of tank containers, R.B.C. Terminal has expanded the number of ultra-high capacity plugs with 10 connections. The electrical heating is controlled via the control box mounted onto the frame at the rear end of the tank container. At our terminal we can heat both hazardous (ADR) and non-hazardous (NON-ADR) products, using electricity and hot/warm water.

For the storage of perishable goods in a temperature controlled environment we also use these plugs for all kind of reefer containers.



Barge service to the European Hinterland

R.B.C. Terminal organizes (tank) container transports between Rotterdam and the German Hinterland. Together with the barge specialist in the Lower Rhine area we can barge your laden/empty (tank) containers to and from the River Rhine Terminals Duisburg, Krefeld, Düsseldorf, Dormagen, Leverkusen (Chemion) and Köln.

We make sure that the share of containers currently moved by road transport is greatly reduced by an optimal water connection. Transport per barge is after all equivalent to 200 to 300 trucks.

