

# HHLA CONTAINER-TERMINAL ALTENWERDER GMBH



# PORT OF HAMBURG: MULTIMODAL HUB

**100 containers passing through the Port of Hamburg...**

10 containers



stuffed/unstuffed within the port

30 containers



to European Hinterland  
(70% by rail, long distance)

30 containers



Hamburgs economic catchment area  
(80% by truck)

30 containers



Transit  
Baltic Sea / Scandinavia  
(80% by feeder)

# HHLA INTERMODAL CONNECTIONS





# PORT OF HAMBURG

## HHLA CONTAINER TERMINALS



Burchardkai (CTB)

Tollerort (CTT)

Altenwerder (CTA)

# PLANNING ASSUMPTIONS

## Projected outline data

- Length of quay : 1,400 m (1st building phase 800 m)
- Height of quay wall (flood-proof) : + 7.5 m mean sea level
- Depth of water : - 16.5 m mean sea level
- Width of terminal area : approximately 600 m

## Construction in 2 phases

- First phase operational by end of June 2002, projected for 1.100.000 TEU/a
- Second phase to be realised in steps, projected for then
- altogether 1.900.000 TEU/a

## ...further expansion of terminal capacity

- Second phase optimized to 2.400.000 TEU/a
- Third phase projected for 3.000.000 TEU/a
- Fourth phase projected for 3.600.000 TEU/a



# OBJECTIVES FOR ALTENWERDER

## Increased productivity

- 150 mvs\*/net berth hour for ocean-going vessels

## Improved quality

- reduced berthing time for vessels
- easier planning of procedures

## Reduced costs

- rationalisation by using automatic handling technology
- 1.900.000 TEU/a with less area and fewer quay cranes as well as shorter quays, compared with existing terminals

# STAFF FOR TERMINAL OPERATION

	1st Phase	2nd Phase	3rd Phase
Quayside (Quay Cranes)	119	190	280
Hinterland (Gate, Rail, Remote Control of DRMG)	85	150	190
Management and Terminal Control	57	65	70
Reefer Service, Empty Storage, Container Repair *)	43	65	120
Maintenance and Repair **)	35	90	130
Administration	15	20	40
Other Services (Lashing...)	40	80	110
Customs	40	80	90
<b>Total</b>	<b>434</b>	<b>740</b>	<b>1030</b>

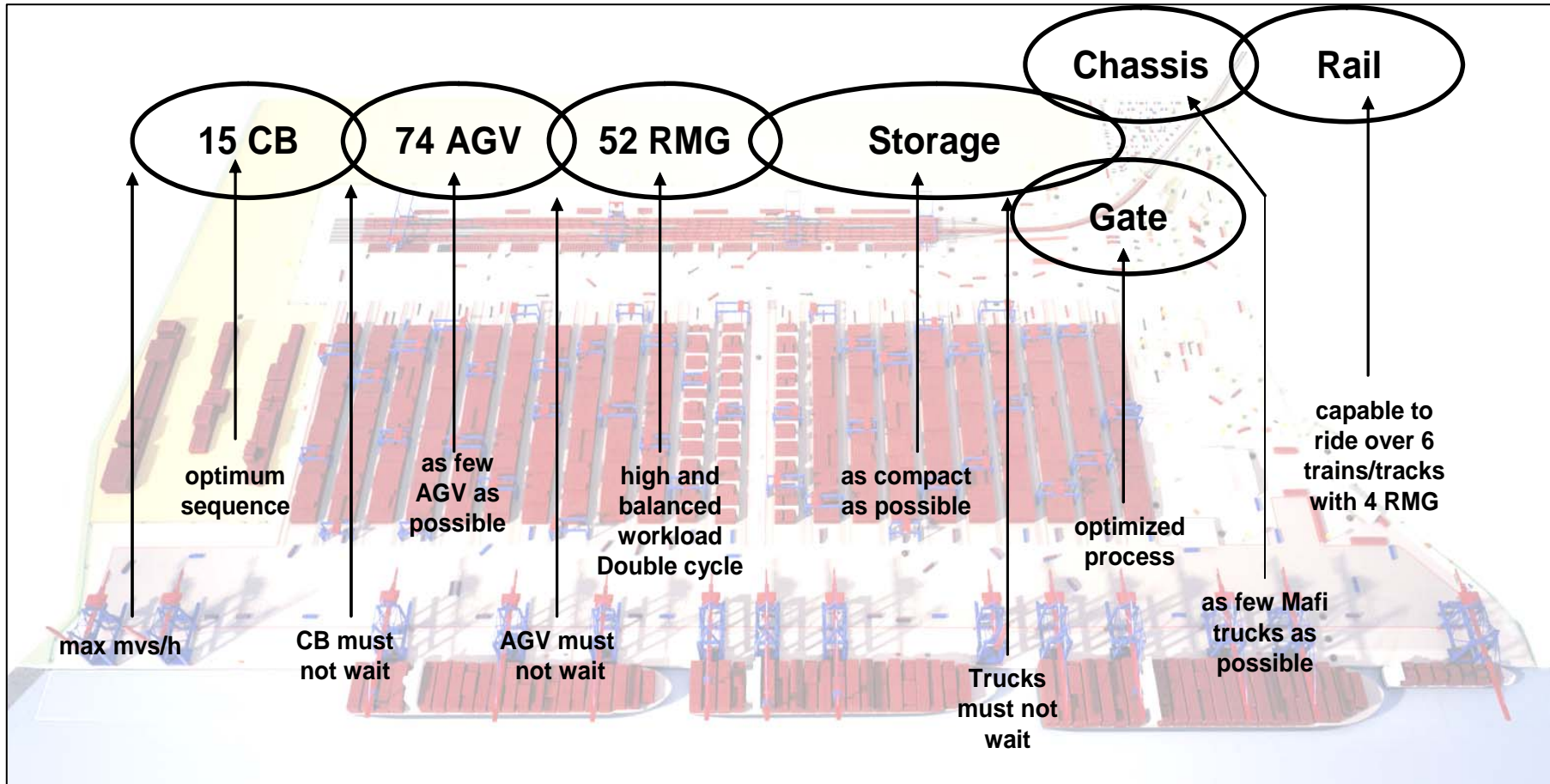
\*) HHLA SUBSIDIARY HCCR

\*\*\*) CTA SUBSIDIARY SCA



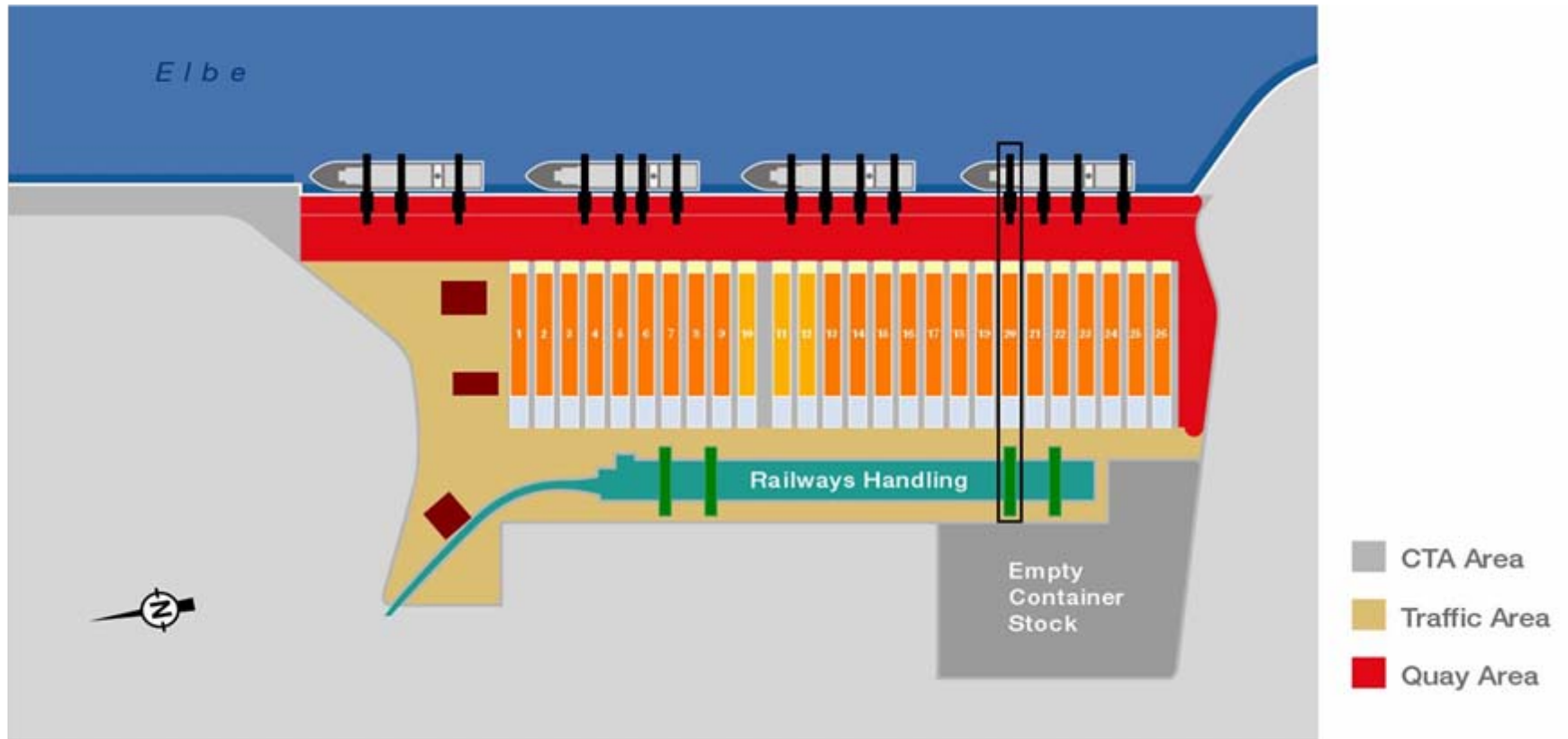
# THROUGHPUT SYSTEM - TLS

## ELEMENTS AND INTERFACES

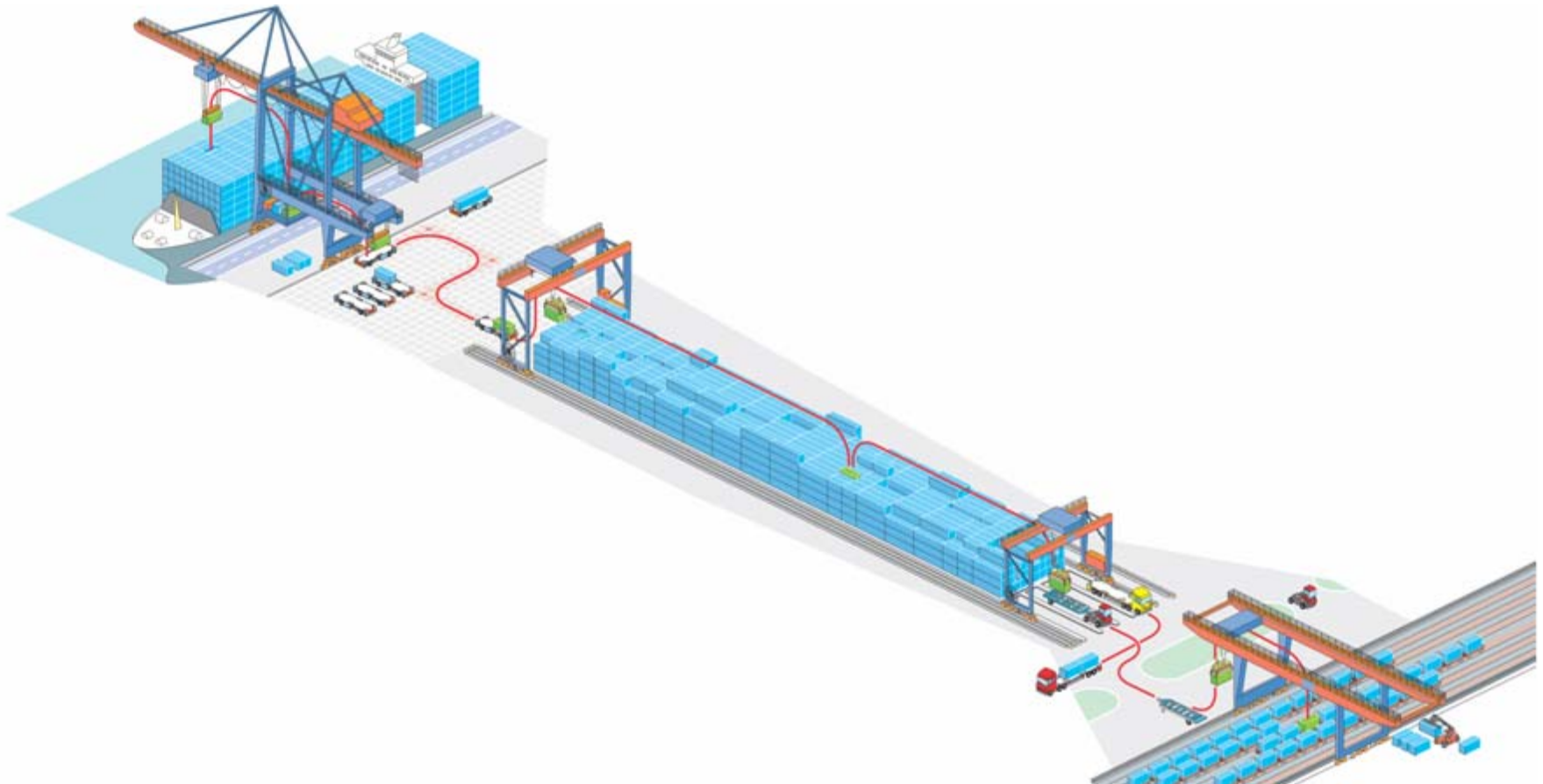




# TERMINAL LAYOUT + HANDLING PROCESS

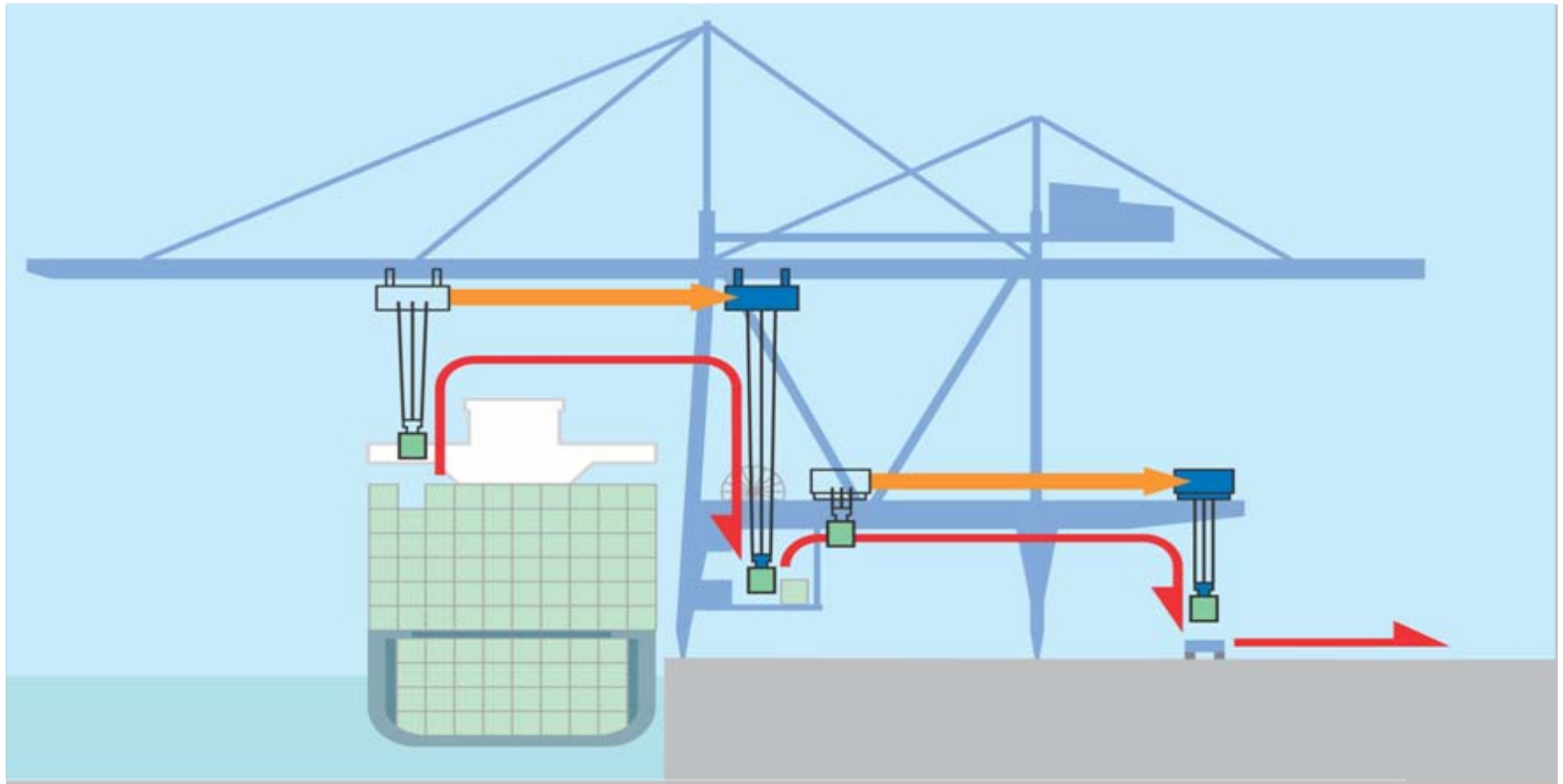


# WORKFLOW DETAIL - YARD



# WORKFLOW DETAIL

## SHIP TO SHORE CRANE



# QUAYSIDE HANDLING





# HORIZONTALTRANSPORT

BY AUTOMATED GUIDED VEHICLES (AGV)

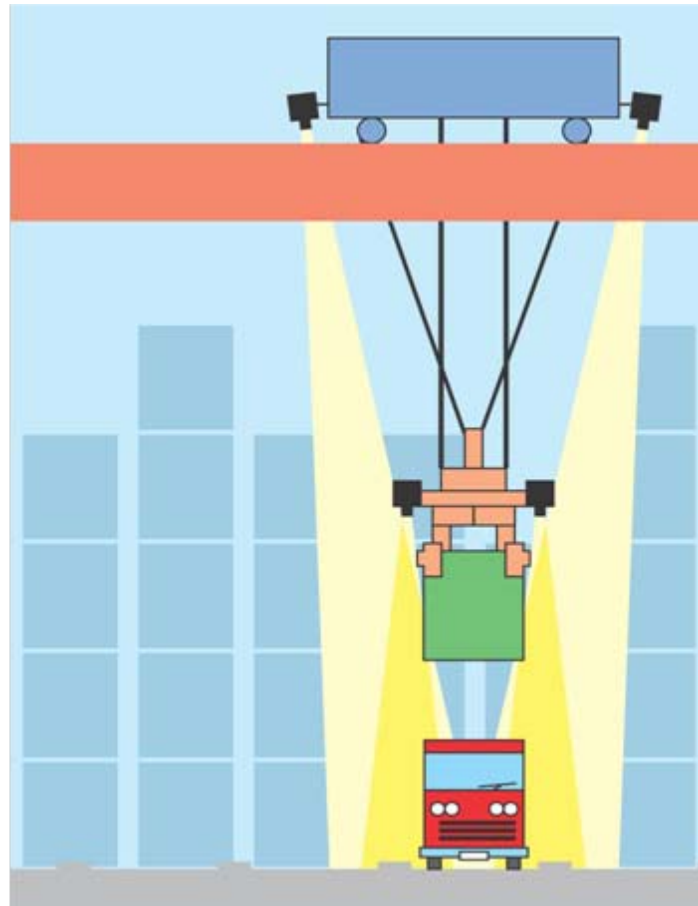


# BLOCK STORAGE

## WITH AUTOMATED CRANES

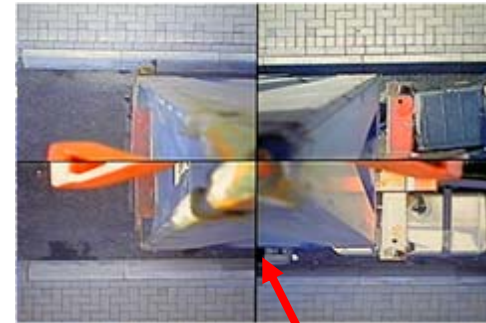


# REMOTE CONTROL – CAMERA SUPPORTED



# TRUCK HANDLING

## REMOTE CONTROL OPERATION

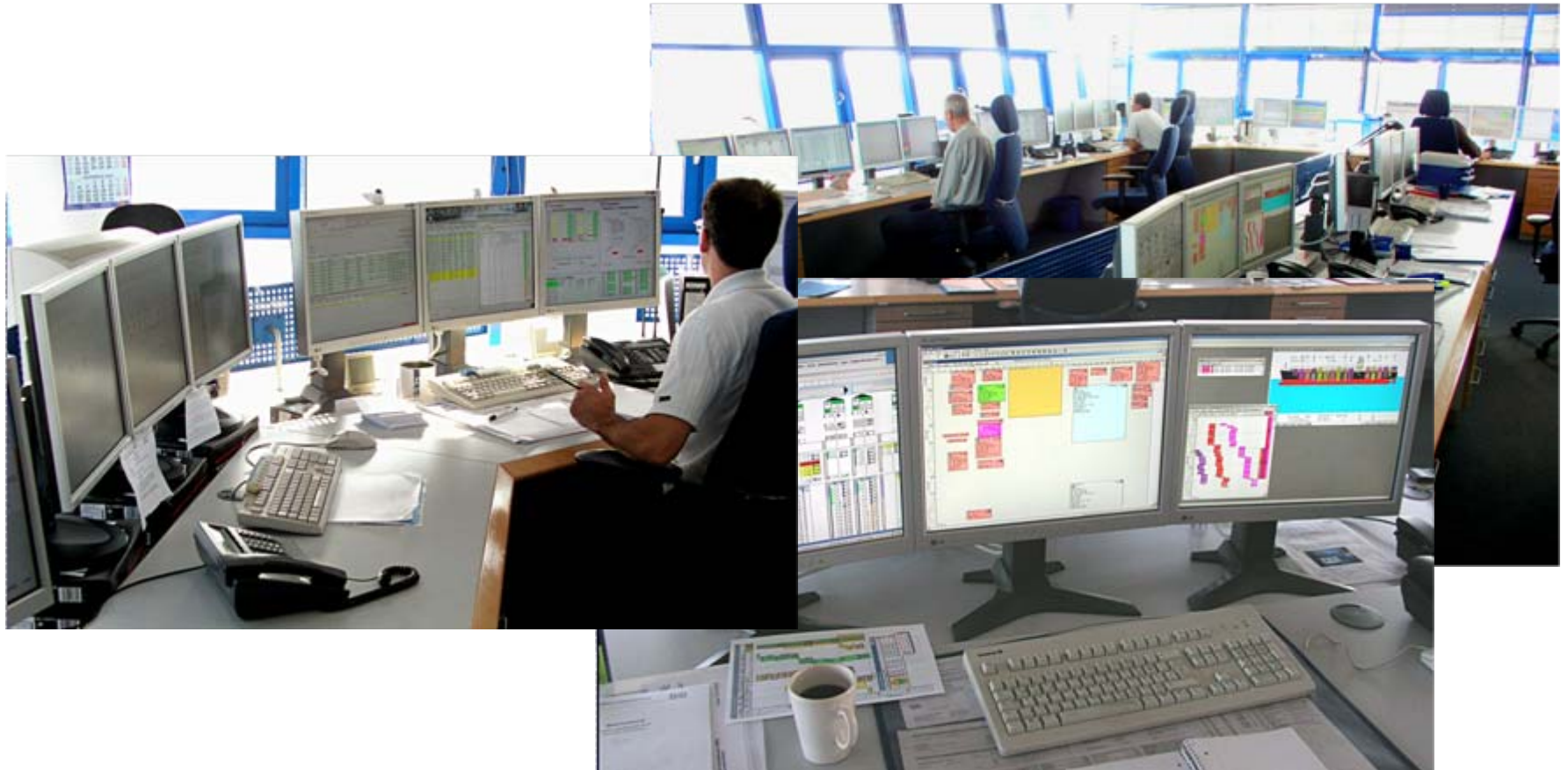




# RAIL OPERATION BY TRANSTAINERS



# CONTROL CENTER



# CTA – HANDLING FIGURES

- CTA serves
  - all 4 Far East services of the Grand Alliance calling Port of Hamburg
  - additionally 1 North Atlantic service
  - all 3 Far East services of The New World Alliance calling Port of Hamburg
- 7 calls of Super Postpanmax vessels and 1 North Atlantic Panmax vessel per week
- App. 90-100 calls of feeder vessels per week
- Throughput per month: app. 145.000 bxs incl. 40.000 feeder bxs
- Truck Handling 2.400 bxs per day (max: 2.700)
- Rail throughput app. 1.100 mvs per day (max: 1.400)
- CTA operates since June 24th 2002

THANK YOU VERY MUCH FOR YOUR ATTENTION.

