



PORT INFORMATION
EUROGATE CONTAINER TERMINAL HAMBURG
PART 1
NAUTICAL INFORMATION



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1.0 LOCATION

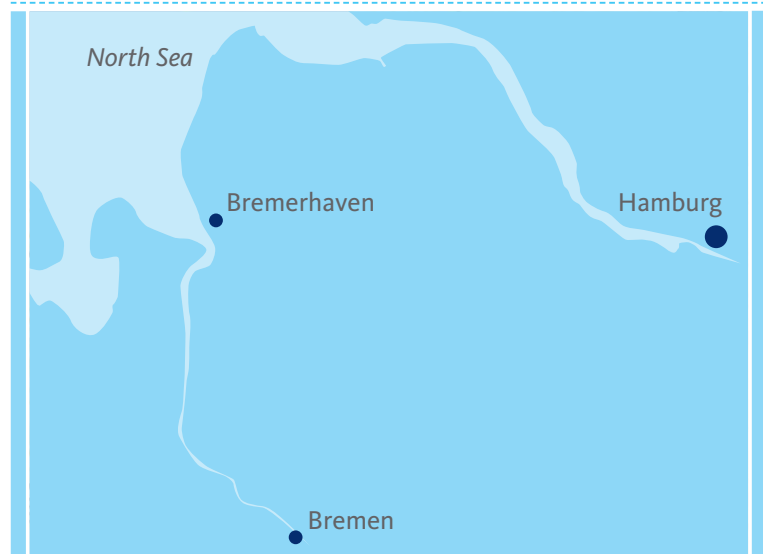
THE PORT OF HAMBURG IS LOCATED 115 KILOMETRES OR 70 NAUTICAL MILES FROM THE NORTH SEA FOLLOWING THE ELBE RIVER, RIGHT IN THE MIDDLE OF THE GREATER HAMBURG AREA



The Port of Hamburg is located 115 kilometres or 70 nautical miles from the North Sea following the Elbe River, right in the middle of the greater Hamburg area. Its environmental-friendly inland position helps shipping lines and freight forwarders to reduce transport time by truck or rail. The Port of Hamburg – and the EUROGATE Container Terminal Hamburg – is located in the southern part of the city. The North Sea and the Elbe River are tidal waters (see 1.3).

Latitude:	53° 33'N
Longitude:	009° 58'E
Time zone:	UTC + 1 hour / Daylight Saving Time UTC + 2 hours
UNLOC Code:	DEHAM

The approach through the traffic separation zones in the German Bight is controlled by a modern traffic management system. The German territorial waters begin in the so-called “BOX” in the west of the Island of Helgoland. The Elbe, 1,165 km in length, of which 870 km are navigable, is 15 km wide at its mouth. Passing Cuxhaven, Brunsbüttel, Glückstadt and Stade, vessels cross Hamburg’s port boundary at Wedel.



1.1 PILOTAGE

PILOTAGE IS COMPULSORY FOR ALL SEAGOING VESSELS WITH AN OVERALL LENGTH (LOA) OF 90 METRES AND ABOVE, OR AN OVERALL BEAM (BOA) OF 13 METRES AND ABOVE



All vessels that approach the Elbe River have the option to take a pilot on board already at the last port of call or even en route.

The Elbe River pilotage is divided into three districts:

- A river pilot comes on board near light buoy "Elbe 1".
- The first river pilot is replaced by a second river pilot at the pilot station Brunsbüttel (in some cases at Cuxhaven). The Brunsbüttel station is the interchange point for all inbound and outbound vessels to and from the Port of Hamburg. Here, too, pilots are provided for all vessels leaving the Kiel-Canal.
- The harbour pilot boards at Finkenwerder and leaves the vessel as soon as it is berthed at the EUROGATE quay.

The following regulation applies to all vessels up to 120 metres in length and 18 metres in width:

After the first 12 approaches within one year with pilotage, no further pilotage is necessary for the vessel. The same regulation applies to all vessels of more than 120 metres in length and 18 metres in width if 24 approaches are made within one year. It might be necessary to pass an examination.

THE FOLLOWING VESSELS MUST TAKE A PILOT ON BOARD AT BUOY "E 3" WHEN INBOUND



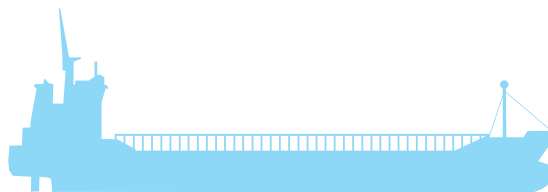
TANK VESSELS

With LOA of 150 metres and above
or BOA of 23 metres and above.



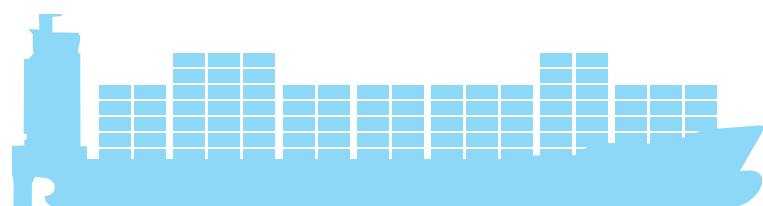
BULK VESSELS

With LOA of 220 metres and above
or BOA of 32 metres and above.



ALL OTHER VESSELS

With LOA of 350 metres and above
or BOA of 45 metres and above.



PILOT ORDERING PROCEDURE ON ARRIVAL/ETA



If a river pilot has not been taken on board at the last port of call, one must be ordered 24 hours before reaching light buoy “Elbe 1” by calling “Brunsbüttel Traffic”.

The following information has to be transmitted:

- Name of vessel
- Call sign/IMO number
- Length over all, beam over all, current draught
- Port of destination
- ETA Elbe pilot station or buoy “E 3”
- Extra orders
- Max. river speed

The harbour pilot must be called when passing the pilot station Brunsbüttel at latest.

PILOT ORDERING PROCEDURE ON DEPARTURE

The pilot has to be ordered no later than four hours prior to sailing.

1.2 RADAR SERVICE



The approach through the German Bight to the Elbe River is regulated by a modern monitoring system. Each approaching ship has to register with German Bight Traffic when passing light buoy “GW 7”. These vessels will be passed on to “Cuxhaven Traffic” and subsequently to “Brunsbüttel Traffic”.

A so-called traffic separation system (TSS) ensures additional safety in the Elbe River estuary. To avoid collisions, separate lanes are provided for ships travelling in each direction. The vessel traffic system (VTS) monitors and controls ship traffic all the way into the Port of Hamburg.

Both the German Bight and the Elbe River are covered by shore radar stations operating 24 hours a day.

1.3 RIVER FAIRWAY



The distance from light buoy “Elbe 1” to the Port of Hamburg is about 115 km or 70 nautical miles. The Elbe River has a depth of 16.3 metres at high tide. Ships with a maximum draught of 12.8 metres can enter or clear the port irrespective of tides. Making use of high tides, ships of up to 15.1 metres draught can sail up the Elbe.

The North Sea and the Elbe River are tidal waters. The water level rises for six hours from its lowest level to its highest level. In the following six hours, the water level drops again during ebb tide to the lowest level. The ebb and flow of tides lead to a tidal current with a velocity of about 2.5 knots in Hamburg. Tidal predictions are given by the Bundesamt für Seeschifffahrt und Hydrographie (www.bsh.de/en/marine_data/forecasts/tides).

The turning of vessels takes place at the entrance to the “Waltershof” harbour basin (“Parkhafen”). The turning area is 400 metres in size and has a depth of 14.60 metres (reference point: mean low water).

1.4 TUGS



Around 20 tugboats are available in the Port of Hamburg. Even though today's vessels are very manoeuvrable, the captains still usually ask for assistance from tugboats. It is not mandatory to make use of a tugboat, but in individual cases the harbour master may require it.

Tugboats have extremely powerful motors and a bollard pull of up to 75 tons. In order to be able to manoeuvre in tight spaces, they are equipped with Schottel or Voith-Schneider propulsion systems. Five of the seven tugboat companies in Hamburg belong to the Joint Service of the Tugboat companies of the Port of Hamburg (Arbeitsgemeinschaft der Seeschiffassistenz-Reedereien für den Hafen Hamburg).

1.5 MOORING



90 employees, 17 mooring tugs and 20 winch trucks are at work, mooring vessels around the clock. Their job is to moor vessels quickly and securely to bollards and piles.

Five mooring companies belong to the consortium Arbeitsgemeinschaft der Hamburger Schiffsbefestiger (ArGe). They provide service throughout the port and thus enable reliable logistical planning and safe transport operations.

1.6 ANCHORAGE



Anchorage with sufficient turning space is possible at the following locations on the river:

For all ocean carriers: Aussenelbe Reede

For smaller vessels: Neuwerk Reede/Medem Reede/Neufeld Reede

1.7 QUAY



Length of quay: 2,080 metres

Draft: 15.3 metres

Tidal range at pier: 3.57 metres

There is no, or only a minimal, tidal current along the berths of the terminal.

Quay wall:

The quay wall is a concrete wall with steel constructions carrying fenders. Rubber rolls are placed horizontally (double berths at 20-metre intervals, 5–7a at 30-metre intervals). The quay has no overhang.

Mooring on double bollards at 30-metre intervals (1,000 kN).

Height of quay between 7.25 metres (berth 1) and 7.70 metres (berth 7a). Reference point: mean low water.

Height of quay between 3.90 metres (berth 4) and 4.13 metres (berth 7a). Reference point: mean high water.

Obstructions:

No obstructions on the river, in turning areas or in docking area, no overhead cables or bridges, no tunnels.

1.8 USEFUL CONTACTS



Port of Hamburg

Hamburg Port Authority
 Harbour Master's Office
 Oberhafenamt
 Baumwall 7
 20459 Hamburg
 Phone: +49 40 42847-2571
 +49 40 42847-3700
 Fax: +49 40 428411859

Hamburg Port Traffic

VHF Channel 14
 Channel 74 will be used
 for all following calls.

Elbe Pilot Services

Harbour Pilot Station:
 VHF Channel 9, "Hamburg Pilot"
 Phone: +49 40 7402610

Elbe River Pilots:
 Lotsenbrüderschaft Elbe
 Elbchaussee 330
 22609 Hamburg
 Phone: +49 40 824075
 Fax: +49 40 82278175
 E-mail: lbe-hamburg@elbe-pilot.de
 Internet: www.elbelotsen.de

Lotsenwache Hamburg (outbound):
 Phone: +49 40 820244
 Fax: +49 40 803425
 E-mail: depart.hamburg@elbe-pilot.de

Lotsenwache Brunsbüttel (inbound):
 Phone: +49 4852 87-295
 Fax: +49 4852 87-165
 E-mail: eta.elbe@elbe-pilot.de

Mooring Services/Tugs

Bugsier-, Reederei- und Bergungs-
 Gesellschaft mbH & Co. KG
 Johannisbollwerk 10
 20459 Hamburg
 Phone: +49 40 311110
 Fax: +49 40 313693
 E-Mail: info@bugsier.de
 Internet: www.bugsier.de

FAIRPLAY Schleppdampfschiffs-
 Reederei Richard Borchard GmbH
 Bei den Mühren 1
 20457 Hamburg
 Phone: +49 40 374999-0
 Fax: +49 40 374999-49
 E-mail: info@fairplay-towage.com
 Internet: www.fairplay-towage.com

Schleppreederei KOTUG GmbH
 Grosse Elbstrasse 281
 22767 Hamburg
 Phone: +49 40 741188-0
 Fax: +49 40 741188-11
 E-mail: info@kotug.nl
 Internet: www.kotug.nl

Port Security

Port Facility Security Officer (PFSO)
 EUROGATE
 Phone: +49 40 7405-2573
 Fax: +49 40 7405-2575

Emergency

Emergency call, Phone: 110

Fire Brigade, Phone: 112

Ambulance, Phone: 112

Water Police Hamburg
 Phone: +49 40 428665-110

Police Station Hamburg
 Phone: +49 40 428650

Port Health Authority
 Phone: +49 40 42837501



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PORT INFORMATION
EUROGATE CONTAINER TERMINAL HAMBURG
PART 2
CONTAINER TERMINAL
EQUIPMENT AND CARGO



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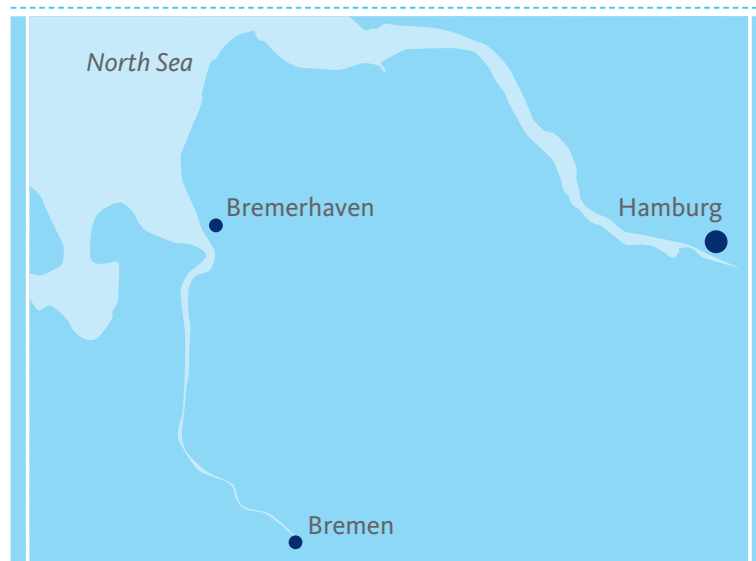
2.0 LOCATION

THE EUROGATE CONTAINER TERMINAL HAMBURG IS LOCATED IN THE SOUTH-WESTERN PART OF THE PORT OF HAMBURG, NEAR THE A7 MOTORWAY, IN THE GREATER HAMBURG AREA



The EUROGATE Container Terminal Hamburg is located in the south-western part of the Port of Hamburg, near the A7 motorway, in the greater Hamburg area. It offers excellent hinterland connections, thanks to the EUROKOMBI railway station directly at the terminal site. The Port of Hamburg is located 115 kilometres or 70 nautical miles from the North Sea following the Elbe River. Its environmental-friendly inland position helps shipping lines and freight forwarders to reduce transport time by truck or rail.

The EUROGATE Container Terminal Hamburg is also an ideal transshipment hub to Scandinavia, Eastern Europe and Russia. The route to St. Petersburg (Russia) leads through the Kiel-Canal. The container terminal is equipped with state-of-the-art container gantries and straddle carriers, and is thus able to offer best productivities even when loading and unloading mega ocean carriers.



2.1 TERMINAL FACTS & FIGURES AT A GLANCE



Quay wall:	2,080 metres
Draft:	15.3 metres
Terminal area:	1,200,000 m ²
Stacking capacity:	15,500 TEU empty containers (4–5 high stacking) 29,000 TEU straddle carrier area (2 high stacking)
Container gantries:	24 container gantries (incl. 20 post-panamax)
Straddle carriers:	85 x 3 high stacking 66 x 4 high stacking
Other equipment:	2 reach stackers for full container stacking (41–45 tons of capacity)
Power connections for refrigerated containers:	1,100 Voltage: 380 Frequency: 50 hertz

Additional equipment for items other than integral reefer units, such as “clip-ons”, is provided by different companies.

2.2 THE PLANNING AND BOOKING PROCESS



Shipping lines have to provide all information regarding the containers to be loaded, discharged, transhipped and/or shifted – including quantity, size, weight, port of discharge, additional information about reefers, IMO cargo, customs clearance reference, OOG containers and/or uncontainerised cargo and further cargo information necessary – **one working day shift before** start of operation (excluding night shifts).

2.3 IMO/HAZARDOUS CARGO



EUROGATE handles IMO/hazardous and uncontainerised cargo according to international and local laws.

The following rules apply at the container terminal and on board all container vessels:

- **IMDG Code (International Maritime Code for Dangerous Goods) by the International Maritime Organization (IMO)**
- **Verordnung über die Beförderung gefährlicher Güter mit Seeschiffen, Bundesrepublik Deutschland, kurz Gefahrgutverordnung See – GGVSee (Regulations on Hazardous Marine Cargo)**
- **Landesgefahrgutverordnung Hafen Hamburg (LGGVHH)**

Shipping lines shall supply in time all necessary information to EUROGATE, the Port Authority or other regulatory bodies as applicable. If containers with IMO class 7 remain on board, EUROGATE has to be informed about such containers.

Movements of dangerous goods in the Hamburg harbour area have to be registered via EDI by the Gefahrgut-Informationssystem (GEGIS), the Dangerous Goods Information System of the Port of Hamburg (www.gefahrgut.net). GEGIS has been especially developed to meet transport safety requirements.

2.4 OOG CONTAINERS



OOG containers are loaded or discharged by specially equipped container spreaders. There are EUROGATE companies with special expertise in OOG containers, uncontainerised cargo and heavy lift operations (see 2.6 and 2.7).

2.5 UNCONTAINERISED CARGO AND HEAVY LIFT OPERATIONS



Uncontainerised cargo may be loaded or discharged on/off board a container vessel by gantry or by floating crane. Floating cranes must be ordered in advance; early notice is advisable.

Loading/Discharging by gantry:

Working load (without spreader): 55–95 tons

Maximum loading length

along ship: 15.50–17.00 metres

Maximum loading length

athwart ship: 40.00 metres

Height of quay above L.W. level: 7.20–7.70 metres

Height of quay above H.W. level: 3.63–4.13 metres

Loading/Discharging by floating crane:

Floating crane: HHLA IV/HHLA III

Capacity: 200 tons/100 tons

Maximum hoist

above water level: 31.63 metres/45.00 metres

Maximum reach from

front side of pontoon: 8 metres/14 metres

A lashing crew is available on board the container vessel for blocking and lashing uncontainerised cargo.

2.6 SWOP – SEAWORTHY PACKING



SWOP is the expert in seaworthy packing. Whether heavy, breakable or oversized cargo, SWOP packs all kinds of goods in a professional and reliable manner. The staff of SWOP is very professional and particularly well-trained. In Hamburg, SWOP is located directly at the EUROGATE Container Terminal Hamburg, and disposes of an indoor area of 3,440 m² and an outdoor area of 15,000 m². But SWOP does not only do seaworthy packing, but also lashing and unlashng of container on board of seagoing vessels.

Contact:

SWOP Seaworthy Packing GmbH
 Kurt-Eckelmann-Strasse 1
 21129 Hamburg
 Phone: +49 40 7405-2381
 Fax: +49 40 7405-2217
 E-mail: swop@swop.eu
 Internet: www.swop.eu

2.7 CONTAINER MAINTENANCE AND REPAIR FACILITIES



Container repairs and maintenance must be performed outside the terminal area.

An expert for container maintenance and repair is the EUROGATE company, REMAIN Container-Depot and Repair. REMAIN is located in the seaports of Bremen, Bremerhaven and Hamburg. Its core business is that of handling, repairing and servicing containers, and providing storage for empty containers. A range of specialists is there to ensure that damaged or dirty containers are quickly ready for service again. In Hamburg, REMAIN operates an empty-container depot at Dradenauer Hauptdeich, with 200,000 m² of operating space. Alongside its core business, REMAIN buys and sells containers, supplying new and used sea containers.

Contact:

REMAIN GmbH Container-Depot and Repair
 Dradenauer Deichweg 1
 21129 Hamburg
 Phone: +49 40 7405-2600
 E-Mail: kundendienst@remain.de
 Internet: www.remain.de

EUROKOMBI



2.8 RAILWAY STATION: EUROKOMBI TERMINAL



The EUROKOMBI Terminal railway station is located directly at the container terminal site. It disposes of 11 handling tracks, each 720 metres in length, with eight cranes. Along with containers, it is also possible to handle swap bodies and trailers.

Contact:

EUROKOMBI Terminal GmbH

Köhlfleetdamm 5

21129 Hamburg

Phone: +49 40 7405-1905

E-mail: thorsten.reese@eurokombi.de



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**PORT INFORMATION
EUROGATE CONTAINER TERMINAL HAMBURG
PART 3
CONTAINER TERMINAL
SERVICES AND SECURITY**



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3.0 GENERAL INFORMATION

THE EUROGATE CONTAINER TERMINAL HAMBURG OPERATES 24 HOURS A DAY, 7 DAYS A WEEK



The EUROGATE Container Terminal Hamburg operates 24 hours a day, 7 days a week. The same applies for all authorities. The terminal area is subject to the regulations imposed by the ISPS Code (International Ship and Port Facility Security Code). Therefore, walking, cycling and driving at the container terminal without permission is strictly forbidden. External persons, e.g. drivers forwarding goods or spare parts to container vessels, must request special permission when entering the terminal area. The EUROGATE Container Terminal Hamburg is located within the free trade zone and is a certified Authorised Economic Operator.

3.1 WORKING HOURS



The container terminal operates 24 hours a day, 7 days a week.

The working hours are:

Monday to Friday:	Shift I	7 a.m. – 3 p.m.
	Shift II	3 p.m. – 11 p.m.
	Shift III	11 p.m. – 7 a.m.

Saturday/Sunday and national holidays:	Shifts I & II	7 a.m. – 7 p.m.
	Shifts III & IV	7 p.m. – 7 a.m.

Ordering of gangs by the terminal operator:

Monday to Thursday until 10 a.m.:

Ordering of gangs for shift III on the same day and for shifts I and II of the following day.

Saturday until 10 a.m.:

Ordering of gangs for shift III on the same day, all shifts for Sunday and shifts I and II on Monday.

Receiving/Delivery of containers by truck:

During weekdays, the EUROGATE Interchange enables container receiving and delivery 24 hours a day. Trucks can deliver and pick up containers at any time between Monday 6 a.m. and Saturday 12.30 p.m. On Sundays, it is closed.

3.2 NATIONAL HOLIDAYS



On the following national holidays, the container terminal remains closed or operates as on Sundays.

Neujahr – New Year’s Day (1 Jan.)	No work
Karfreitag – Good Friday	Work as on Sundays
Ostersonntag – Easter Sunday	No work
Ostermontag – Easter Monday	Work as on Sundays
Maifeiertag – Labour Day (1 May)	No work
Himmelfahrt – Ascension Day	Work as on Sundays
Pfingstsonntag – Whit Sunday	No work
Pfingstmontag – Whit Monday	Work as on Sundays
Tag d. dt. Einheit – Day of German Unity (3 Oct.)	Work as on Sundays
1. Weihnachtsfeiertag – Christmas Day (25 Dec.)	No work
2. Weihnachtsfeiertag – Boxing Day (26 Dec.)	Work as on Sundays

Regular work stops at 12:30 midday on days prior to national holidays. Overtime is allowed for finishing work.



3.3 BUS SHUTTLE SERVICE AT THE TERMINAL



There is bus shuttle service free of charge, starting from the main building. Visitors must register at the Port Security office. This shuttle service can be ordered 24 hours a day by phone via internal extension -2701, or when calling from outside, phone +49 40 7405-2701. The bus will pick up passengers at the Port Security office or at the gangway of the container vessel.

3.4 SUPPLIES AND DISPOSAL



Bunkering facilities

Fuel oil is supplied from barge at a rate of 400 tons per hour. If due notice is given before arrival, an output of up to 2,000 tons per hour is possible. Auxiliary pump service is on request. Slop disposal is according to the pump performance of the vessel. The disposal of up to 20 tons is free of charge if finished within 1.5 hours.

Fresh water

Fresh water can be ordered by barge.

Waste and garbage disposal

The waste and garbage disposal is carried out by trucks. Vessels must order waste containers via their agent, stating the total amount needed. The disposal of household garbage is compulsory.

3.5 PORT HEALTH AUTHORITY AND IMMIGRATION



The master is required to complete and sign the Maritime Declaration of Health, supplied to him by the pilot, also available at www.port-health.org. He must present them to the water police on arrival in Hamburg to gain the clearance. In case any of the health questions of the Maritime Declaration on Health are answered with “yes”, the Port Health Authority should be notified in advance on phone +49 40 428894-504 or +49 173 2322871.

Contact:

Hamburg Port Health Center
Seewartenstrasse 10, Haus 1
20459 Hamburg
Phone: +49 40 428894-0
Fax: +49 40 428894-511

In the Port of Hamburg, border control is carried out by the water police. According to the law on port security and the German weapon act, certain data (crew list, passenger list, ports-of-call list, weapon list) are required 24 hours prior to the arrival of the vessel.

3.6 CONTAINER TERMINAL INFORMATION ON SECURITY



Since 1 July 2004, the EUROGATE Container Terminal Hamburg operates in compliance with the ISPS Code security regulations. This “Terminal Information of Security” describes the security measures of the EUROGATE Container Terminal Hamburg set up to secure your vessel. The person in charge of all security-related questions is the Port Facility Security Officer (PFSO). He is available 24 hours on phone +49 40 7405-2573 (internal extension -2573).

The Ship Security Officer (SSO) or his assistant must assure 24-hour availability during the harbour berthing time. Shipping lines have to hand over the communication data of the SSO for the harbour berthing time in Hamburg to the terminal representative.

The following security measures and proceedings are obligatory:

Access control of terminal personnel:

- All EUROGATE staff use ID cards for personal identification. These ID cards display the company logo, the holder’s name and picture. Terminal access by staff is controlled via an electronic access system. That means, all staff members who present their ID cards when going on board a container vessel have already passed security inspections when entering the terminal area.
- Our staff members always wear their personal safety outfit: safety helmet, safety jacket and safety shoes.



Terminal monitoring:

- All terminal access points are secured with fences, cameras, motion sensors and an electronic access system with turnstiles.
- The terminal is permanently monitored.
- The security personnel is authorised to stop people for security inspections as well as to check vehicles or similar within the safety area.

Security inspections of crew members:

- It is strictly forbidden to move around the terminal area without permission from the port security.
- The stay on the terminal is restricted to the bus transfer from/to the container vessel to/from the gate or seaman's mission.
- A 24-hour bus shuttle is available on phone +49 40 7405-2701 for all passenger/seaman transportation from/to the container vessel.
- The EUROGATE Container Terminal Hamburg is entitled to check the ship's personnel for identity.
- In case of security level two, the whole ship crew has to carry their seaman's registration book or shore pass with them. Only the seaman's registration book or shore pass is an authorisation for the transfer from/to the container vessel to/from the gate or seaman's mission.

Security inspections of visitors and ship suppliers:

- All people who intend to visit and go on board a container vessel have to get a visitor's permission from the terminal's port security. The permission is only granted if the visitor is able to identify himself through his personal identity card or passport.
- A shuttle bus will bring the visitor to the gangway of the vessel. In case the Security Ship Officer (SSO) does not give permission to come on board, the visitor will be taken back to the terminal gate by shuttle bus.
- Ship suppliers without an unlimited access permission may use their own vehicle to drive to the vessel, but they will be escorted by the terminal's security personnel.
- In case of security level two, the SSO has the possibility to carry out the security inspection of the ship chandler on board the container vessel or outside the terminal area. The PFSO has to be informed about the procedure.



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21129 Hamburg, Germany
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ct-hamburg@eurogate.eu
www.eurogate.eu

A photograph of two Eurogate workers, a woman on the left and a man on the right, both wearing yellow hard hats with the Eurogate logo and high-visibility orange and blue work jackets. They are standing in an industrial setting with red metal structures. The woman is wearing yellow work gloves, and the man is wearing grey work gloves. They are both smiling at the camera.

**PORT INFORMATION
EUROGATE CONTAINER TERMINAL HAMBURG
PART 4
CONTACTS**

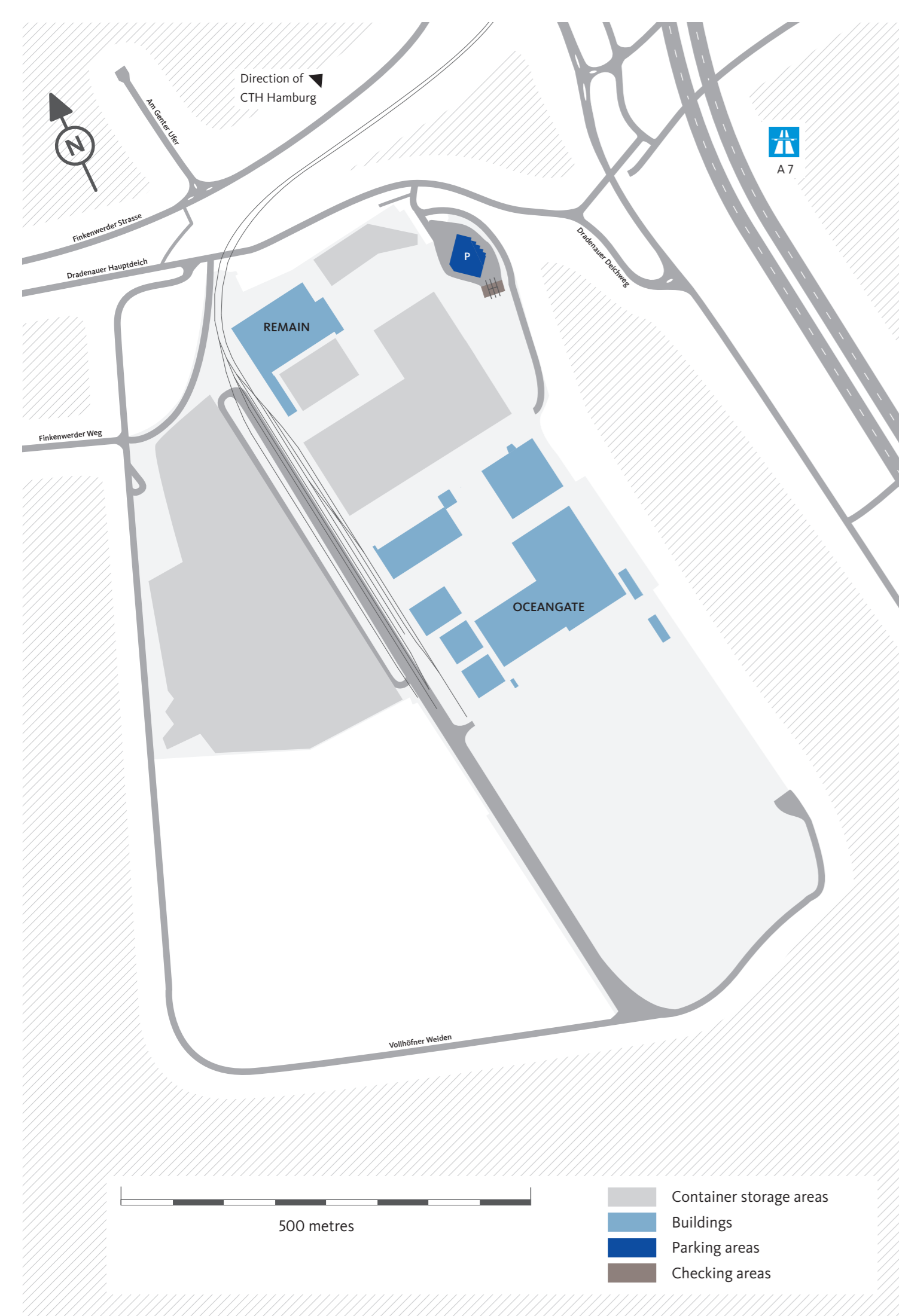


EUROGATE Container Terminal Hamburg GmbH**Kurt-Eckelmann-Strasse 1****21129 Hamburg, Germany****www.eurogate.eu****+ 49 40 7405-0****ct-hamburg@eurogate.eu**

NAME	PHONE	FAX	E-MAIL
Managing Director			
Peter Zielinski	+49 40 7405-2310	-802311	peter.zielinski@eurogate.eu
Sales Directors			
Torsten Meyer	+49 421 1425-4971	-4984	torsten.meyer@eurogate.eu
Jörn Kamrad	+49 421 1425-4967	-4984	joern.kamrad@eurogate.eu
Sales Managers			
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Jürgen Holdack	+49 40 7405-2212	-2209	juergen.holdack@eurogate.eu
Alexander Prah	+49 40 7405-2210	-2209	alexander.prahl@eurogate.eu
Hans Schulze	+49 421 1425-4975	-4984	hans.schulze@eurogate.eu
Director of Operations			
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Operations Managers			
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Arne Schult	+49 40 7405-2260	-802262	arne.schult@eurogate.eu
Samira Edler	+49 40 7405-2265	-802262	samira.edler@eurogate.eu
Miriam Gläfke	+49 40 7405-2258	-802262	miriam.glaefke@eurogate.eu
Team Manager (Shipplanning)			
Michael Börm	+49 40 7405-2326	-802850	michael.boerm@eurogate.eu
Administration			
Klaus Detje	+49 40 7405-2420	-2883	klaus.detje@eurogate.eu
Security Department			
PFSO Peter Eichler	+49 40 7405-2573	-802575	peter.eichler@eurogate.eu
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ELBE

Waltershofer Hafen

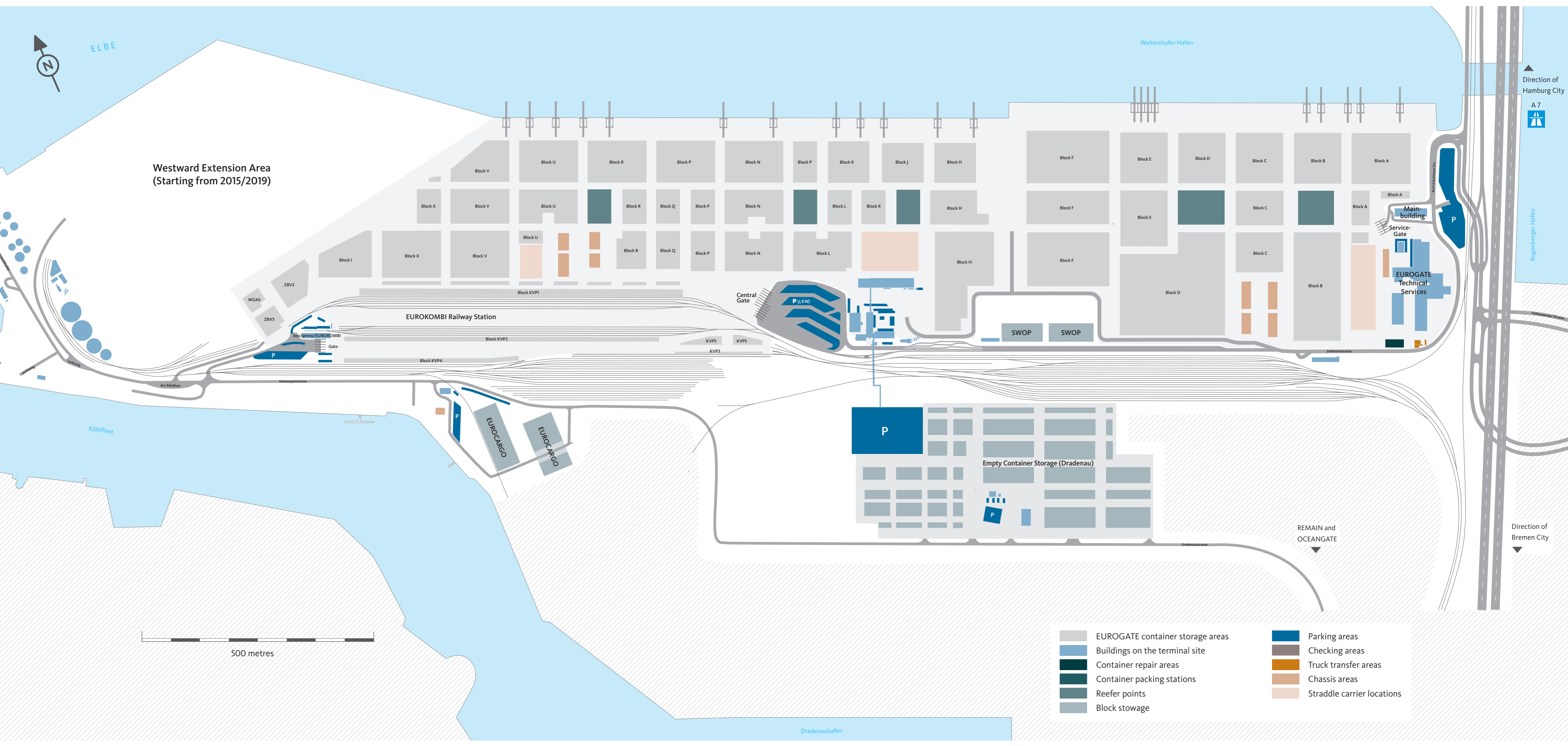
Westward Extension Area
(Starting from 2015/2019)

Direction of
Hamburg City

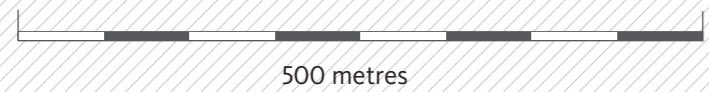
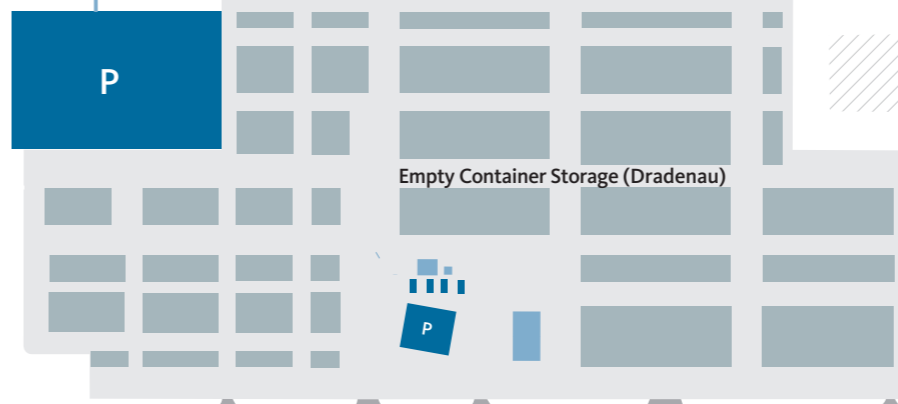
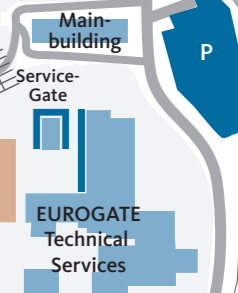
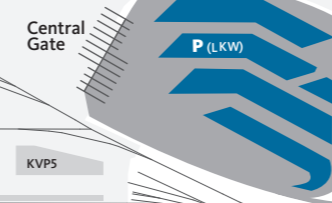


Rugenberger Hafen

Direction of
Bremen City



EUROKOMBI Railway Station



- | | | | |
|--|----------------------------------|--|----------------------------|
| | EUROGATE container storage areas | | Parking areas |
| | Buildings on the terminal site | | Checking areas |
| | Container repair areas | | Truck transfer areas |
| | Container packing stations | | Chassis areas |
| | Reefer points | | Straddle carrier locations |
| | Block stowage | | |

Dradenauhafen

REMAIN and
OCEANGATE