Port of Hamburg –
Future Developments

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www.portofhamburg.com
Port of Hamburg in figures 2011

- Total cargo handled: 132.2 Mio. t
  - Of which general cargo: 92.6 Mio. t
  - Of which bulk cargo: 39.6 Mio. t

- Biggest container port in Germany:
  - Container cargo handled 2011: 9 Mio. TEU

- Incoming ocean-going vessels (thousands): 10.1
  - Tonnage (mill.): 285.3

- Infrastructure:
  - Total port area (approx.): 7,216 ha
    - Of which shore area: 4,236 ha
    - Of which water area: 2,980 ha
  - Port extension area: 833 ha
  - Quay walls for ocean-going vessels: 38 km
  - Berths for ocean-going vessels: 320

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Modal Split Hinterland Traffic Container 2011

- Transshipment: 3.3 Mio. TEU
- Gesamtumschlag: 9.0 Mio. TEU
- Hinterlandverkehre: 5.7 Mio. TEU

Binnenschiff: 2%
Bahn: 36%
LKW: 62%
Scope of the port development
Handling potential

Container handling acc. to trade areas in mio. TEU - Current value and prognosis

Total handling until 2025 in mio. of tons - Current value and prognosis

Quelle: ISL/IHS Global Insight (2010), HPA
The strategic guidelines serve as guide for future port development

- Increasing the **value added** in the Port of Hamburg consistently on efficiently used areas
- Strengthen the whole Metropolitan Region by means of port-related and labour-intensive branches with high value added

Quality leadership via:
- **Liable infrastructure** along the quay wall, in the port and the Hinterland
- Intermodal **optimized transport chains**
- Integral transport mode **development** and increased transparency in the management of information and goods flows

Strengthening of the market position of Hamburg as container hub via:
- Enhancing trade in the **growth regions. To expand the role of hub of Baltic region.**
- **Cooperation** with the ports of the Metropolitan Region and other seaports

Continuing the projected increase of cargo handling volume as traditional Asian port and gateway for Central and Eastern Europe and Scandinavia, Baltic States and Russian Federation

- **Responsibility** as „ecological world port in the middle of the metropolis“
- **Environmental pioneer** in terms of environment and climate protection
- **Pursuit of a peak image** by means of scheduled targets, active promotion and use of innovative ideas and technologies

Value added

Handling

Quality leadership

Environment

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Port of Hamburg Future Investment

- Dredging of river Elbe
- Expansion of Eurogate Container Terminal Hamburg
- Redesign HHLA Container Terminal Burchardkai
- Enlargement of HHLA Container Terminal Tollerort
- Downsizing of free trade area
- Rail crossing Süderelbe
- Port Link Road
- Central Terminal Steinwerder
- HafenCity Area
West-Extension: CT Eurogate and Blumensandhafen

- Increasing in capacity till 6 million TEU
- Creation of new 750 work places
- Additional tax proceeds

Area of Blumensandhafen – building of the bridge for loading of bulk liquids
Redesign of Terminal Burchardkai

Source: HHLA
New terminal - Central Terminal Steinwerder (125 ha)
Port railway

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New IT-systems to optimize traffic and logistics flows

Port Road Management Centre

Information boards for truck drivers
Elbe deepening

Tide-depending incoming ship

Incoming tide
North sea → Outer Elbe → Lower Elbe → Port of Hamburg

Tide-depending outgoing ship

Incoming tide
North sea → Outer Elbe → Lower Elbe → Port of Hamburg

Benchmark container vessel, channel deepening project

Built after 1997
Length: up to 350m
Width: up to 46m
Capacity approx. 9000 TEU

Draught: max. 14.5m

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Why is LNG interesting?

Cleaner fuels driven by worldwide (upcoming) regulations of IMO, TIER 3 (MARPOL Annex VI, Regulation 13) for SOx, NOx, CO2 and PM
LNG has some advantages:

- To reduce emissions (compared to heavy fuel oils):
  - sulphur oxide: 100%
  - particulate matter: almost 100%
  - carbon dioxide ($\text{CO}_2$): ca. 20%
  - nitrogen oxide: 80-85%

- LNG is expected to become cheaper than marine diesel oil (MDO).
- Wear of engines will be reduced.
- There already exist some rewards programs which encourage the use of LNG, such as ESI, for example.
IT-technologies, paperless Port