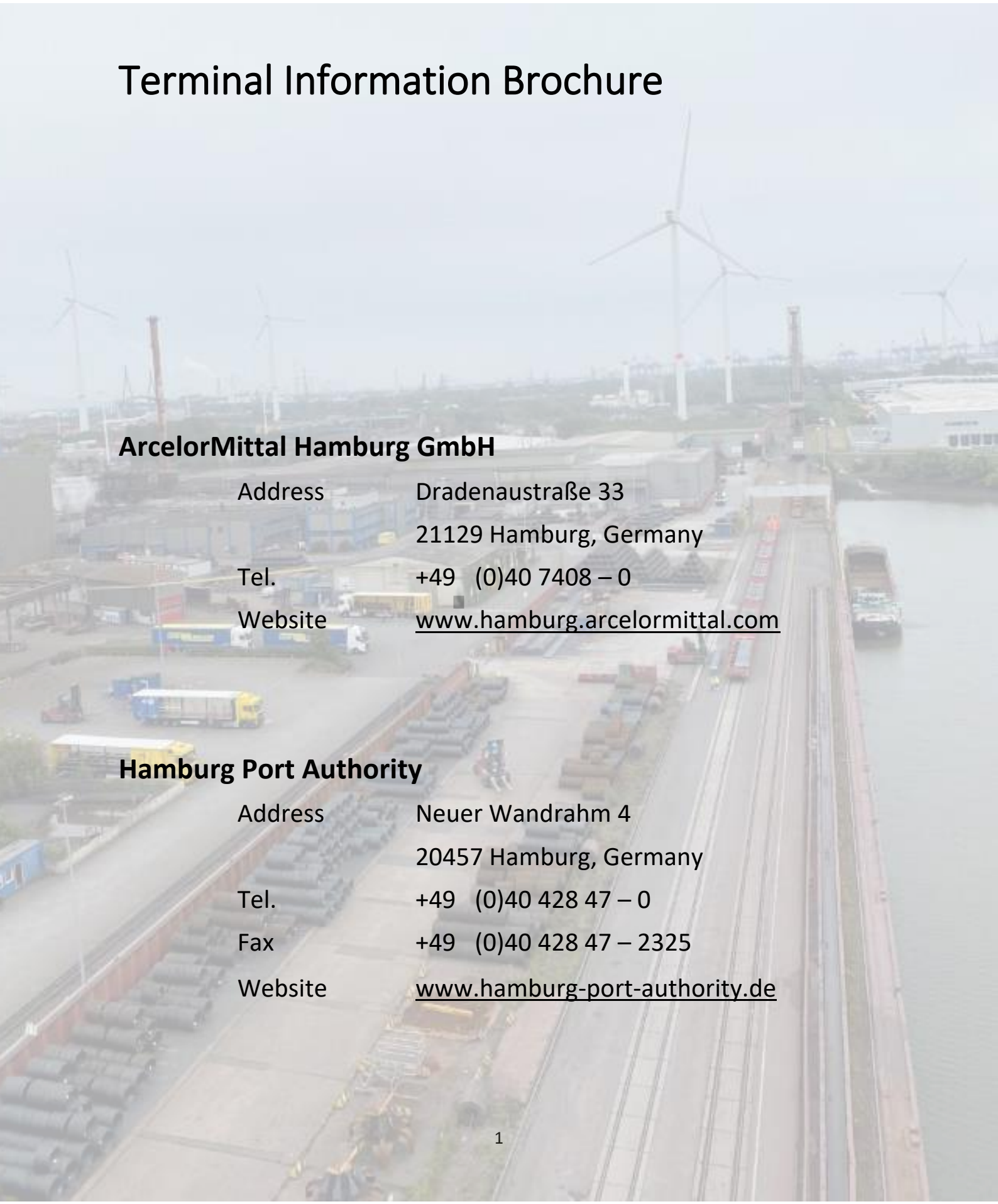
Terminal Information Brochure



ArcelorMittal Hamburg GmbH

Address	Dradenaustraße 33
	21129 Hamburg, Germany
Tel.	+49 (0)40 7408 – 0
Website	www.hamburg.arcelormittal.com

Hamburg Port Authority

Address	Neuer Wandrahm 4
	20457 Hamburg, Germany
Tel.	+49 (0)40 428 47 – 0
Fax	+49 (0)40 428 47 – 2325
Website	www.hamburg-port-authority.de

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Contact

Terminal management:	Tom Mosel	Transport Operations Manager
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	Heiko Haak	Transport Foreman
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	Nadine Stöwing	Deputy Transport Forewoman
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	Email	nadine.stoewing@arcelormittal.com

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Transport links

- Autobahn A7, Waltershof exit
- The factory's own railway track

Terminal data

Dock length: 486 m

- Shipping dock 346 m
- Inland waterway dock 140 m

Water depth:

- 14.2 m during MLW (mean tidal low water) in the deep-water basin
- 10.4 m during MHW (mean tidal high water) at the entrance (Köhlfleet to Dradenau port)

Technical equipment:

- 1x luffing crane 45 t per lift
- 1x bridge crane 25 t per lift
- 1x hydraulic excavator 3 t per lift

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Terminal-specific data

1. **General information**

   ArcelorMittal Hamburg GmbH is a coastal steelworks on seagoing water with a direct reduction plant and is located in Hamburg's Dradenau port on a site of just 590,000 m².

   Annual handling and production volumes:

Production of semi-finished products (billets)	1,100,000 t
Production of wire rod	750,000 t
Production of DRI (direct reduction iron)	600,000 t
Import of iron ore, iron ore pellets by sea	900,000 t
Import of scrap by sea	300,000 t
Export of billets and wire rod by sea	300,000 t

2. **Water conditions at the berths**

Tidal range	3.6 m

3. **Iron ore ship processing maximum values**

Maximum ship type:	Panamax Carrier
Max. ship width:	33 m
Max. ship length:	270 m
Max. ship draught:	As per HPA info

4. **Overloading heights / maximum height**

Bulk carriers during ore unloading with grab	15.0 m
Bulk carriers and combined ships with crossbeam discharge	11.5 m

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Terminal-specific data

5. Scrap ship processing maximum values

Max. ship width	13 m
Max. ship length	110 m
Max. ship draught	4.8 m

6. Mooring facilities and supervision

There are 18 bollards at 25–31-m intervals. Supervision is provided by the terminal operator's shift supervisor.
The shift supervisor can be contacted at all times, 7 days a week at +49(0) 40 7408 293.

7. Loading/unloading rates

Material	Loading / unloading	Tonnage	Loading time / unloading time	Shipping terms
Wire rod	Loading	3,000 t	24 h	WWD, SSHEX, UU, WP
Billets	Loading	3,000 t	24 h	WWD, SSHEX, UU, WP
Billets	Unloading	3,000 t	24 h	WWD, SSHEX, UU, WP
Iron ore	Unloading	18,000 t	24 h	SHINC
Iron ore *	Unloading	14,400 t	24 h	SHINC
DRI	Unloading	6,500 t	24 h	SHINC
HBI	Unloading	6,000 t	24 h	SHINC
Pig iron	Unloading	4,000 t	24 h	SHINC
Scrap from coasters and seagoing vessels	Unloading	1,000t	24 h	SSHEX, UU, SSHINC
Scrap from inland vessels, re: Germany's loading/unloading times regulation (BinSchLV 2010)	Unloading	1,080 t	24 h	BinSchLV 2010

*Iron ore ships with on-board cranes

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Terminal-specific data

8. Unloading-free days

No unloading occurs on “super high holidays”. Even if a ship is in demurrage, the time does not count on the following days:

New Year's Day:	12:00 on 31 Jan. to 07:00 on 2 Jan.
Easter:	From 12:00 on the Saturday before Easter to 07:00 the following Tuesday
Labour Day:	12:00 on 30 Apr. to 07:00 on 2 May
Whitsun:	12:00 on the Saturday before Easter to 07:00 the following Tuesday
Christmas:	12:00 on 24 Dec. to 07:00 on 27 Dec.

The public holidays regulated by law in the federal state of Hamburg apply, which are not to be equated with unloading-free days. The defining of unloading-free days rests with the terminal management.

9. Loading process

Loading capacities refer to when a crane is used. They may change depending on the condition of the vessel. Where possible, two units can also be used. Loading capacities will increase accordingly.

Depreciation:
Outgoing cargo comes from an open storage area and is always exposed to weather conditions. The seller is not responsible for flash rust and bending. Bill of lading notes such as "unprotected", "wet before shipment", "atmospherically rusty", "edges bent" and suchlike are considered harmless. Such bill of lading notes are accepted by the buyer as clean and do not justify complaint.

10. Unloading process

The unloading of seagoing vessels is carried out with normal grabs, hydraulic grabs and magnets. Prior to the conclusion of a ship/cargo contract, ArcelorMittal Hamburg GmbH must be informed of the ship's technical data. Ships that have proven unsuitable for ArcelorMittal Hamburg GmbH may be rejected.

11. Determining the tonnage

The quantity of unloaded goods is determined using a draught measurement.
The quantity of loaded goods is determined by means of weighing.

12. Access and approach to berths and ships

The maximum permitted draughts of the ships at the entrance to the port basin and at the terminal are based on the current DF results of the Hamburg Port Authority (HPA).

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Terminal-specific data

13. Damage and liability regulations

ArcelorMittal GmbH is liable for damages and their consequences which occur to

a) ships to be unloaded and/or loaded by it,
b) equipment and accessories of these ships or other objects,
c) caused by the company's devices or equipment, in particular by grab or magnets, to persons who are in service on the ships or who are on the ships for any other reason, to the extent that the company or its employees or workers can be shown to have been causally at fault in the performance of their official duties, which could have been avoided in view of the nature of the operation.

ArcelorMittal Hamburg GmbH is not liable

a) for damage to objects lying under the goods in the holds, e.g. spare screws, shafts, timbers, etc.
b) for damage to objects remaining in the area of the working grabs, and/or magnets, which could have been removed without disproportionate expenditure of time and money,
c) for damage suffered by persons as a result of being under suspended loads or swinging grabs and/or magnets,
d) for damage that can be attributed to the natural condition of the goods to be unloaded or loaded, e.g. large, hard pieces that do not give way and can therefore cause damage when the grab is placed on them,
e) for damage to parts, equipment or accessories of the ships which are located in the holds, e.g. frames, jumpers, floor cradles, bearings, shaft tunnels, tank caps or protruding parts, e.g. bearing shoes, eyelets, tensioning devices, uneven wooden belly boards or cuffs, if such ship parts, equipment, accessories or protruding parts come into contact with grabs and/or magnets or the goods handled by them without protection by protective timbers in good condition preventing the grabs or magnets from hooking, as well as for damage caused to the protective timbers themselves.

Terminal Information Brochure

Terminal-specific data

14. Point for making the shore connection

- The captain of the ship is responsible for the safety of the route between the ship and the dock.
- Dangerous parts of the gangway, ladders, etc. must be secured with nets.
- If the gangway and the ship's tackle protrude over the dock, they must be checked by the crew day and night.
- Ship tackle may not be deposited on the premises of ArcelorMittal Hamburg GmbH without permission.
- For unloading operations, there is a corresponding conveyor line directly at the dock edge, which must not be stepped on or loaded with goods of any kind under any circumstances.
- The arrival and departure from/to the ship may only take place after registration with the transport shift supervisor and only in his/her company. Tel.: 0049 (0)407408293
- ArcelorMittal Hamburg GmbH cannot be held responsible for any damage or consequences resulting from non-compliance with these regulations.
- In the event of a breach of them, ArcelorMittal Hamburg GmbH reserves the right to hold the ship's management, the owner and/or the agent responsible.

15. General notes

- The contact person for the ship's management in operation is always the stevedore (foreman) appointed by ArcelorMittal.
- The stevedore is responsible for all arrangements on the ship with the ship management.
  Contact between the ship's management and ArcelorMittal Hamburg GmbH is mediated through the stevedore.
- Fresh water deliveries from the dock are not possible. However, through the agent, delivery from the water side can be arranged with appropriate boats.
- Disposal and supply of seagoing vessels from the shore side is not possible. There is nothing wrong with disposal and supply by water, and this is possible by agreement between agents and ArcelorMittal Hamburg GmbH.
- Special wishes of the ship's management should be notified or presented via the agency. ArcelorMittal Hamburg GmbH will endeavour to find a solution for this in cooperation with the agent.
- The only way to get to the city centre is by taxi. It should be noted, however, that the road distance to the city centre is about 25 km.

Terminal Information Brochure

16. Protective equipment at ArcelorMittal Hamburg GmbH

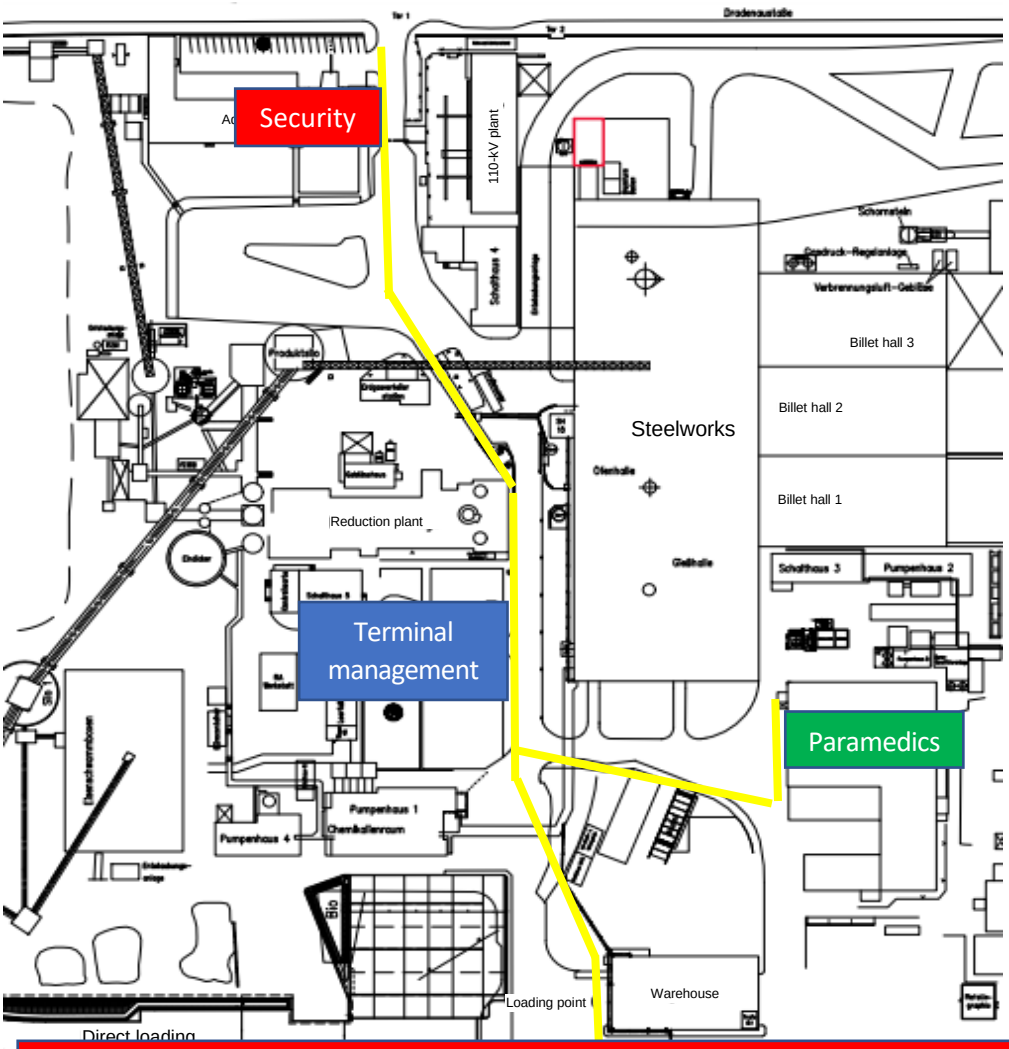
Employees of delivering/collecting ships are obliged to wear the following personal protection equipment on the premises of ArcelorMittal Hamburg GmbH.

	Helmet
	High-vis vest
	Safety shoes

Without the aforementioned protective equipment, access to the works premises may be denied by the works security.

Terminal Information Brochure

17. Premises map



Accompaniment by the terminal shift supervisor on the docks required!
Terminal shift supervisor 0049 40 7408 293
Paramedics 0049 40 7408 333
Security 0049 40 7408 278

Dradenau port

ArcelorMittal

Terminal Safety Checklist

date	_____
port	_____
terminal/quay	_____
min. air draught	_____
max. draft	_____
name of the ship	_____
draught of the ship – arrival	_____
draught of the ship – departure	_____
air draught of the ship	_____

The captain and the deputy of the terminal, respectively other authorized persons, have to complete this checklist in cooperation. The instructions show hints, which points to be attended especially. For a secure handling procedure it is very important and necessary, that all questions have been handled and the boxes have been marked. Isn't it possible to answer the question, reasons should be noted and the captain and the deputy of the terminal make an agreement to take precautions. Is any question not appropriate, it have to be marked with „N/A" and assign a reason.

		Ship	Terminal
1.	Is the depth of the water at the berth and the air draught, adequate for the cargo operation to be completed?	☐	☐
2.	Are mooring facilities adequate for all local effects of tide, current, weather, traffic and craft alongside?	☐	☐
3.	In emergency, is the ship able to leave the berth at any time?	☐	☐
4.	Are there safe accesses between the ship and the quay?	☐	☐
5.	Is the agreed ship/terminal communication system operative and functioning properly?	☐	☐

system:	_____
language:	_____
speaking method:	_____
phone number:	_____

Terminal Safety Checklist

		Ship	Terminal
6.	Are the contact persons, which should be connected during the handling operations, identified by name? supervisor ship: _____ supervisor terminal: _____ point of contact: _____	☐	☐
7.	In emergency, are there enough adequate crew on board and staff on the terminal?	☐	☐
8.	Have any bunkering operations been advertised and agreed?	☐	☐
9.	Have any intended repairs to wharf or ship whilst alongside been advised and agreed?	☐	☐
10.	Has a procedure for reporting and recording damage from cargo operations been agreed?	☐	☐
11.	Has the ship been provided with copies of port and terminal regulations, including safety and pollution requirements and details of emergency services?	☐	☐
12.	Has the skipper provided the master with the properties of the cargo in accordance with the requirements of chapter VI of SOLAS?	☐	☐
13.	Is the atmosphere in the holds and the other closed rooms, which might be entered, completely harmless, are gassed goods identified, and does an agreement exists between ship and terminal, how to supervise the atmosphere?	☐	☐
14.	Are the handling capacities and working areas of each handling equipment, being transferred to ship and terminal? handling equipment _____ handling equipment _____ handling equipment _____	☐	☐
15.	Is a concept for all phases of loading/ballast release and unloading/ballast intake calculated? concept is placed at _____	☐	☐

Terminal Safety Checklist

		Ship	Terminal
16.	Have holds, which have to be worked at, been identified clearly in the storage plan? Are sequences of work mentioned here as well as kind and weight of cargo per hold?	☐	☐
17.	Has the need for trimming of cargo in the holds been discussed, and the method and extend been agreed?	☐	☐
18.	Does the fact become accepted, that if there is no adequate synchronism between ballast intake and unloading respectively ballast release and loading, the unloading and loading have to be discontinued until the synchronism is reached?	☐	☐
19.	Have the intended procedures for removing cargo residue lodged in the holds while unloading been explained to the ship and accepted?	☐	☐
20.	Does a consensual decision of the procedure „Stowing the ship in the closing phase of loading" exist?	☐	☐
	Cargo mass presently available in the material handling system _____		
21.	Has the terminal been advised of the time required for the ship to prepare for sea, on completion of cargo work?	☐	☐

The checklist above is to certify by signature:

clock time _____ date _____

for the ship _____ for the terminal _____

status/position _____ title _____