



ArcelorMittal

Terminal - information booklet -

ENGLISH



ArcelorMittal Hamburg GmbH

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Directions

- Autobahn A7 Exit Waltershof
- In-house railway-siding

Terminal facts

quay length:

- Ocean-going vessels: 346 m
- Inland vessels: 140 m

max. draft:

- 13,7 m at average-tide low-water mark in the deep-water basin
- 10,7 m at average-tide low-water mark in the approach channel (Köhlfleet to Dradenau-Hafen)

Technical equipment

- 1x Luffing crane: 45 mtons
- 1x Bridge crane: 25 mtons
- 1x Hydraulic excavator 3 mtons

Contact persons

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Terminal facts

1. General information

- ArcelorMittal Hamburg GmbH is a coastal steelworks on a navigable waterway its own directreduction-plant. The works is situated in the **Dradenau-Hafen** of Hamburg covering an area of only 590.000 m².
- Annual quantities of handling and production:

Production of semi-finished goods (billets):	1.000.000 t
Production of rolled wire and concrete reinforcement wire :	850.000 t
Production of sponge iron:	550.000 t
Sea imports of iron-ore, iron-ore pellets:	840.000 t
Sea imports of scrap:	350.000 t
Sea exports of billets, concrete-reinforcement wire, rolled wire:	350.000 t

2. Maximum dimensions

- Ship max. TDWAT 70.000 dwt
- Ship max. width 33 m
- Ship max. length 270 m
- Ship max. draught (fw) as per HPA

3. Available water depth at berth

- Tidal range (fw) 3,6 m

4. Maximum air draught

- Bulk-carriers discharging ore by grab: 15,0 m
- Bulk-carriers and Combi-ships with traverse shipments: 11,5 m

5. Mooring arrangement and supervision

- 18 bollards are installed in a distance between 25m and 31m. The supervision is provided by the shift-manager of the terminal operator. Shift-manager is available 24/7: +49 (0) 40 7408 293.

6. Loading- & unloading instalments

- Wire: 2.500 mtons per 24 hours, shex, weather-permitting
- Billets: 2.200 mtons per 24 hours, shex, weather-permitting
- Iron-ore: 20.000 mtons per 24 hours, shinc,
- Scrap: 1.000 mtons per 24 hours, depending on types of scrap



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7. Bank Holidays

- North-German bank holidays are valid in Hamburg. This does not mean that there is no unloading on bank holidays. Determining non working days obtains to the terminal manager.

8. Loading procedure

- The loading levels are achieved by use of hydraulic excavator or crane and may vary according to the condition of the ship. Where possible a second crane may be introduced with resulting increase of loading levels.
- Depreciation: The outgoing cargo has been stored in an open area and subject to weathering in all cases. The seller accepts no responsibility for atmospheric rust and warping. Remarks on the Bill of Lading such as “unprotected”, “wet before shipment”, “atmospherically rusty”, “top sheets rusty”, “edges bent” and similar remarks will be considered as “innocuous”. Such Bill of Lading remarks will be accepted as “clean” by the buyer/seller and give no right to claims.

9. Unloading procedure

- The discharge of sea-going vessels is carried out using normal grabs, hydrograbs and magnets.
- Before completion of a contract of affreightment ArcelorMittal Hamburg GmbH must be informed of the vessel’s technical data. Vessels which are considered unsuitable by ArcelorMittal Hamburg GmbH may be rejected by ArcelorMittal Hamburg GmbH.

10. Determination of tonnage

- A draft-survey is used to determine the quantity of deleted goods.
- The quantity of loaded goods is determined by weighing.

11. Entrance and approach to berths and ships

- Arrival and Departure times for heavy draught vessels up to 9,75 m freshwater draught can arrive or depart at any time.
- Vessels up to 11 m freshwater draught have to pass Köhlfleet in the period three hours before to two hours after high water.
- Vessels up to a maximum of 12,5 m freshwater draught can only pass Köhlfleet at high water.



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12. Regulations for damage & liability

- ArcelorMittal Hamburg GmbH is liable for damage and its consequences, to
 - a) Ships being discharged or loaded by ArcelorMittal Hamburg GmbH,
 - b) Equipment and accessories of such ships or other objects situated on them
 - c) Persons serving on the ship, or who are present on the ship for other purposes, who/which are damaged/injured by appliances or equipment, especially the grabs or magnets, only to such an extent, as the Company, its staff or its workers are proved to have caused to happen in the performance of their duties, whereby, given the nature of the company, such could have been avoided.

- ArcelorMittal Hamburg GmbH will not be liable
 - a) For damage to objects lying under the cargo in the ship's hold, e.g. spare propeller, propeller shafts, timbers,
 - b) For damage to objects left in the area around the working grabs or magnets, which could have been removed without a disproportionate amount of time and cost,
 - c) For damage causing personal injury, whereby such persons were beneath the suspended or swinging grabs or magnets,
 - d) For damage caused by pieces of the cargo, being loaded or unloaded should they fall from the suspended swinging grabs or magnets,
 - e) For damage which can be attributed to the natural characteristics of the cargo in the process of loading or unloading, e.g. large, hard pieces which do not yield to the grab when applied and which are hence capable of causing damage.
 - f) For damage to parts, equipment or accessories of the vessel located in the ship's hold, e.g. frames, stringers, floor plates, bearings, shaft alley, tank covers, or from protruding parts, e.g. lashing shoes, eyes, clamps, uneven timber floor-ceiling panels or shields on same where such ship parts, equipment, accessories or projecting parts are exposed to the grabs an/or magnet or the cargo they are handling without adequate protective timbers in good conditions, or for damage to the protective timbers themselves,



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- g) For damage caused by riot, strike, lock out, traffic delays en route to the works, passive resistance of ArcelorMittal Hamburg GmbH's own people or caused by them, causing the appliances or equipment or parts thereof in use by ArcelorMittal Hamburg GmbH to fail, function abnormally or break, unless at the time of procurement, repair and maintenance or use of the appliance or equipment all due necessary care and attention was not paid,
- h) For damage up to and including € 500,--,
- i) For damage not reported in writing to ArcelorMittal Hamburg GmbH before the departure of the vessel from the plant, by the Principal, the Captain or his agent.

- **Special Regulations:**

In the event of damage which according to the circumstances could have been caused by a danger listed under a) to e) above, it will be presumed until proven to the contrary that the damage really was so caused.

Exemption of Liability for danger under a) to h) above for ArcelorMittal Hamburg GmbH may not be claimed if it is proven that the damage was caused by gross negligence by ArcelorMittal Hamburg GmbH or its staff or workers.

Liability on the part of ArcelorMittal Hamburg GmbH expires if three months of the event leading to the liability claim, it has not been brought before the herewith exclusively agreed Hamburg Courts.

The liability of ArcelorMittal Hamburg GmbH is limited in all cases so that

- a) Only the general market value, or in its absence the general value of the damaged goods at the time and place of discharging or loading can be brought to bear,
- b) Maximum liability for damage caused to a vessel during discharging or loading may not exceed € 50.000,--.

The customer guarantees ArcelorMittal Hamburg GmbH that claims for damages as set out in these regulations may equally only be applied to owners, equipment suppliers or others acting on their behalf in the manner and to the extent set out in these regulations.



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13. Positions to moor the gangway

- The ship's captain is responsible for safe passage between the ship and the quay. Dangerous sections of gangway, ladder, etc. must be protected by nets.
- If the gangway or the ship's tackle project out over the quay, these must be under crew control both day and night.
- Without permission ship's tackle may not be stored on the premises of ArcelorMittal Hamburg GmbH.
- For discharging operations a traffic lane is located immediately on the edge of the quay. This may under no circumstances be entered or covered with goods of any whatsoever.
- Access to and from the ship is permitted exclusively via direct routes from the works gate to the ship and vice versa. These routes are signposted. It is forbidden to enter the production area.
- ArcelorMittal Hamburg GmbH will not be held responsible for any damage or consequences caused by failure to comply with these regulations.
- In the event of infringement of these regulations ArcelorMittal Hamburg GmbH reserves the right to hold the ship's command, its owner and/or its agents responsible.

14. General




- The principal partner at the plant for ship's command is the stevedore (foreman) appointed by ArcelorMittal Hamburg GmbH.
- The stevedore is responsible for all arrangements on the ship with the ship's command.
- Contact between the ship's command and ArcelorMittal Hamburg GmbH will be through the appointed stevedore.
- It is not possible to supply fresh water from the quayside. The agent can however arrange deliveries by boat from the water side of the ship.
- Drainage and supplies for sea-going vessels are not possible from the quayside. However there is no objection to this being carried out by waterway, by agreement between the agent and ArcelorMittal Hamburg GmbH.
- Any special wishes on the part of the ship's command should be appropriately handled through the ship's agents. In conjunction with the agent ArcelorMittal Hamburg GmbH will make every effort to satisfy such requests.
- The works is linked to the City Centre only by cab. It should however be noted that the distance by road to St. Pauli or the inner city is approx. 25km.



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Protective equipment at ArcelorMittal Hamburg GmbH

Due to safety measures, all crew members of delivery / pick-up ships are obliged to wear the following protective equipment on the factory premises of ArcelorMittal Hamburg GmbH at all times:

	- Hardhat
	- Safety vest (Hi-Viz)
	- Safety shoes

The admittance to the factory premises will be denied to everybody who is not wearing the required protective equipment.



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Terminal facts in emergencies



Behaviors after a work accident

- Whoever notices an accident has to alarm immediately the medical service.
- The following information have to be communicated to the medical service :
 - Information about the place of accident
 - Number of injured persons
 - Presumptive injuries
- All injuries have to take medical advice at the medical station and the ArcelorMittal Supervisor in charge has to be informed.
- During rescue works the instructions of the medical orderlies have to be followed. The injured persons are only taken away from the place of accident on behalf of the medical orderlies or the first aider. Just in case of safety reasons (e.g. explosions, collaps, danger of fire) it is allowed to take the injured persons away.
- Actions of life rescue and revival are to be taken immediately.



0049 40 7408 333 // INTERN: 333

Behaviors in fire case

- The fire brigade has to be alarmed by the factory security officers.
- Keep calm – act deliberately
- The notification of an accident has to include following information:



0049 40 7408 355

INTERN: 355

- Who?
- Where?
- What happened?
- How many persons are affected?

• Find out whether persons are in danger. Human rescue take priority over fire fighting. Attempt to extinguish a fire only with suitable extinguishing devices.



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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?	<input type="checkbox"/>	<input type="checkbox"/>
2. Are mooring facilities adequate for all local effects of tide, current, weather, traffic and craft alongside?	<input type="checkbox"/>	<input type="checkbox"/>
3. In emergency, is the ship able to leave the berth at any time?	<input type="checkbox"/>	<input type="checkbox"/>
4. Are there safe accesses between the ship and the quay?	<input type="checkbox"/>	<input type="checkbox"/>
5. Is the agreed ship/terminal communication system operative and functioning properly?	<input type="checkbox"/>	<input type="checkbox"/>
system: _____		
language: _____		
speaking method: _____		
phone number: _____		



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	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: _____	<input type="checkbox"/>	<input type="checkbox"/>
7. In emergency, are there enough adequate crew on board and staff on the terminal?	<input type="checkbox"/>	<input type="checkbox"/>
8. Have any bunkering operations been advertised and agreed?	<input type="checkbox"/>	<input type="checkbox"/>
9. Have any intended repairs to wharf or ship whilst alongside been advised and agreed?	<input type="checkbox"/>	<input type="checkbox"/>
10. Has a procedure for reporting and recording damage from cargo operations been agreed?	<input type="checkbox"/>	<input type="checkbox"/>
11. Has the ship been provided with copies of port and terminal regulations, including safety and pollution requirements and details of emergency services?	<input type="checkbox"/>	<input type="checkbox"/>
12. Has the skipper provided the master with the properties of the cargo in accordance with the requirements of chapter VI of SOLAS?	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>
14. Are the handling capacities and working areas of each handling equipment, being transferred to ship and terminal? handling equipment _____ handling equipment _____ handling equipment _____	<input type="checkbox"/>	<input type="checkbox"/>
15. Is a concept for all phases of loading/ballast release and unloading/ballast intake calculated? concept is placed at _____	<input type="checkbox"/>	<input type="checkbox"/>



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		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?	<input type="checkbox"/>	<input type="checkbox"/>
17.	Has the need for trimming of cargo in the holds been discussed, and the method and extend been agreed?	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>
19.	Have the intended procedures for removing cargo residue lodged in the holds while unloading been explained to the ship and accepted?	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>
21.	Has the terminal been advised of the time required for the ship to prepare for sea, on completion of cargo work?	<input type="checkbox"/>	<input type="checkbox"/>

The checklist above is to certify by signature:

clock time _____ date _____
for the ship _____ for the terminal _____
status/position _____ title _____