



EUROGATE Container Terminal Wilhelmshaven: Ready for the future

It will finally be time in around ten months: Germany's only deepwater port will open on 5 August 2012. With this container terminal, one of Northern Germany's largest infrastructure projects of the last years is being realised. The joint project's investment volume amounts to nearly one billion euros – both the German State of Lower Saxony and the Free Hanseatic City of Bremen are contributing to the project. EUROGATE holds 70 percent of the operating company. APM Terminals, a subsidiary of the Danish A.P. Møller Group, holds 30 percent. EUROGATE alone is investing around 350 million euros for the construction of the superstructure for the new container terminal. "The EUROGATE Container Terminal Wilhelmshaven will be a success story", says Emanuel Schiffer, Chairman of EUROGATE Group's Management Board.

With the start of the new deepwater port's operations, the range of services on offer from Germany's port business will be strengthened over the long term. Wilhelmshaven is the country's only deepwater port, at 18 metres below sea chart zero. "Even the new 18,000 TEU mega carriers, fully loaded and featuring a draught of 16.5 metres, will enjoy the best conditions here", says Emanuel Schiffer. Currently, there are more than 125 vessels over 10,000 TEU deployed, and around 160 vessels with the respective capacities will be added to the services by 2015. "This new deepwater port takes ever-increasing container ship sizes into full account", emphasises the EUROGATE manager.

In addition to tide-independent access, the location offers a host of outstanding advantages: the pilotage area comprises just a short 23 sea miles. At the 1,725-metre-long quay, up to four mega container ships can be handled at the same time, with 16 container cranes featuring a jib length of 69 metres. To join the new port efficiently to the economic centres, the EUROGATE Container Terminal Wilhelmshaven features a direct connection to the German railway network. A 16-track forwarding group joins the deepwater port with the hinterland – and with the A29, the terminal provides direct access to the motorway.

"We are right on schedule with construction of the EUROGATE Container Terminal Wilhelmshaven", says the technical project manager Jörg Jacobi. To date, around 46 million cubic metres of sand have been jettied. When piled together, this would form a mountain 330 metres high – and thus be significantly higher than the Eiffel Tower in Paris at 276 metres. All

in all, more than 4,300 load-bearing and injected piles as well as inclined, fender and reinforced concrete pier slab piles for stabilising the quay have been positioned and 80,000 cubic metres of concrete have been used for the 1,725-metre-long main quay. “Metre for metre, the new container terminal is growing – we are very satisfied with the progress being made”, emphasises EUROGATE project manager Jörg Jacobi.

The EUROGATE Container Terminal Wilhelmshaven will give the north-west region a clear economic boost. Along with container handling, the full range of “box”-related operations, such as intermodal transport, logistic management as well as packing goods of all kind, will be offered at the new container terminal. To guarantee these services, more than 300 well-trained employees will be in service when the terminal starts operations.

But not just in Wilhelmshaven, the project is also being diligently worked on several thousand kilometres away: in China, the world’s largest container crane is currently being produced. The first eight cranes will be shipped to the new quay in November and arrive at the EUROGATE Container Terminal Wilhelmshaven in early 2012.