



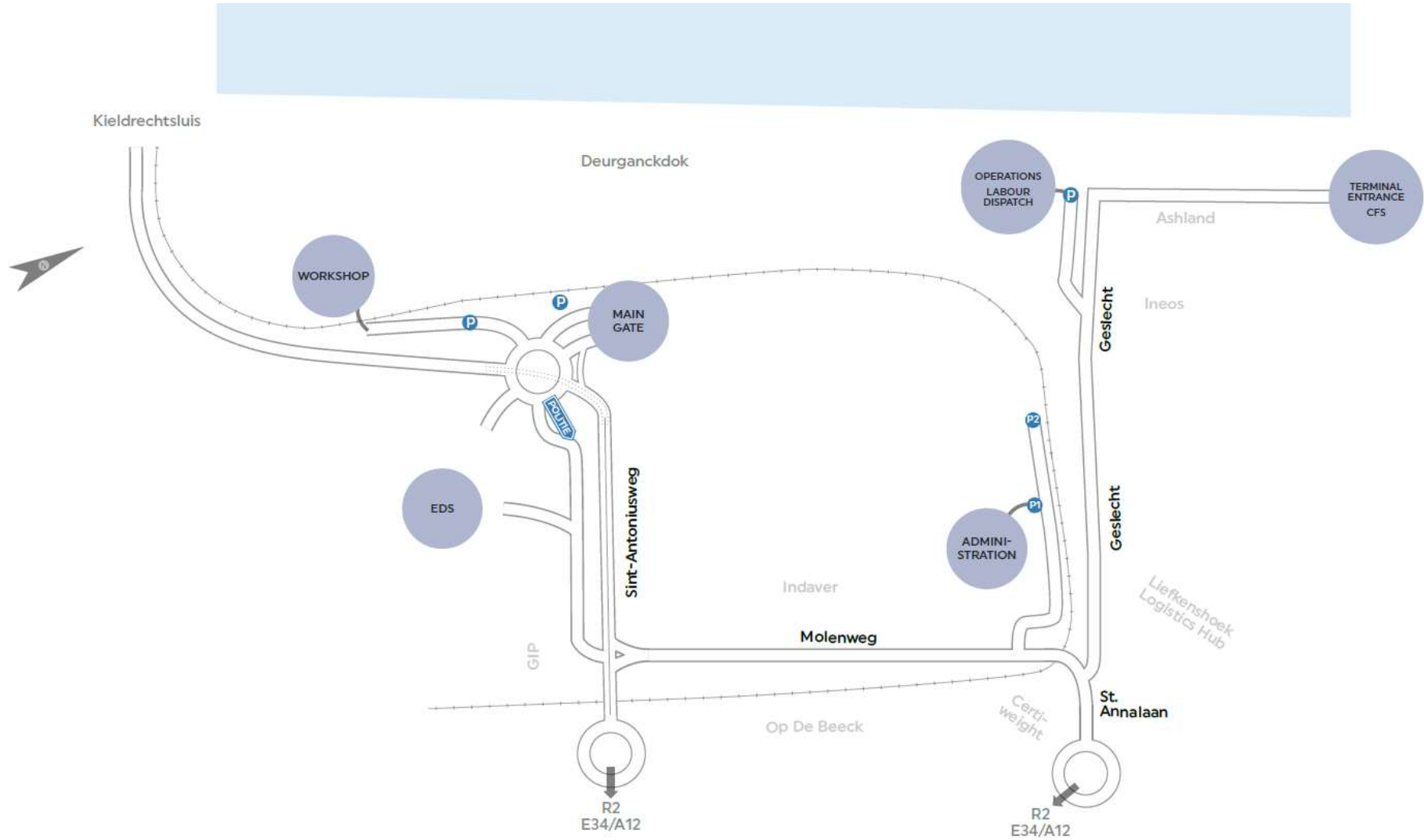
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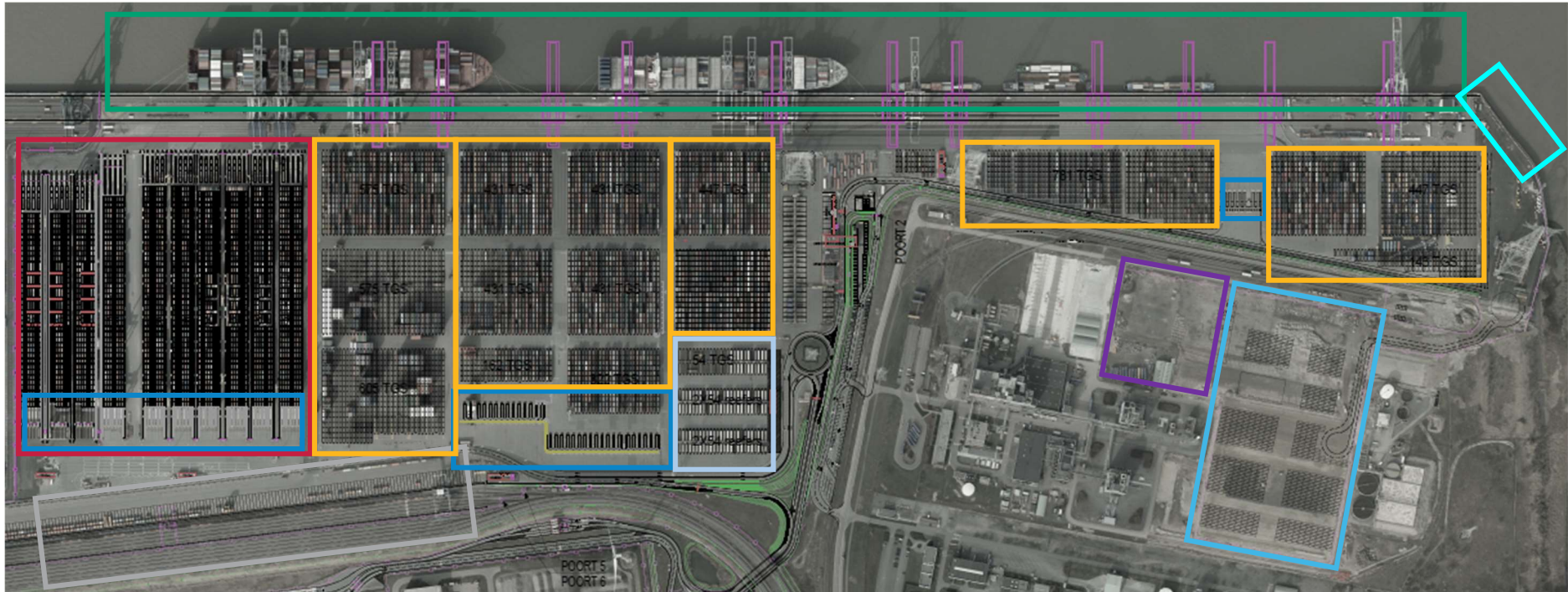
1. LOCATION







2. TERMINAL OUTLINE



<p>20 Automatic Stacking Cranes</p> <p>15.800 TEU capacity</p>	<p>Rail</p>	<p>Truck</p>	<p>Reefers 950 plugs</p>	<p>1.660m quay length Draught alongside = 16m at all times</p> <p>11 QCs + 1 Mobile Harbor Crane</p>	<p>Container Freight Station</p>	<p>Blockstack 6.550 TEU</p>
	<p>Straddle Carrier Area 11.120 TEU</p>	<p>Dedicated barge quay (in development)</p>				

3. GENERAL INFO

Quay length	1660m
Yard capacity	37.302 TEU
Throughput capacity	2,8 million TEU/year
Terminal area	107 ha
Bollards	double bollards with interval of 20m SWL bollards 1-7 50t SWL bollards 8-90 150t SWL bollards in quay wall 30t
Fenders	fenders with interval of 20m Max 1,55m between fender and quay wall
Depth	deep water draft alongside: 16m at all times (21,5m at high tide)
Waterlevel	terminal floor is 9m above sealevel
Hightide	waterline is 6m above sealevel (8 at spring tide)
Lowtide	waterline is 0,5m above sealevel (-1,1 at spring tide)

4. CONTACT INFO

Department	Email	Phone	Definition
Terminal Operations Supervisor	Opsman1700.ANTW@dpworld.be	0032 (0) 3 730 40 22	Berthing / general operational matters
Ship planning	Shipplanningag.ANTW@dpworld.be	0032 (0) 3 730 40 42	Stowage related matters
Barge planning	Bargeplanningag.ANTW@dpworld.be	0032 (0) 3 730 40 32	Operational barge matters
Preplanning deepsea	Preplanningag.ANTW@dpworld.be	0032 (0) 3 730 45 12	Administrative deepsea matters (e.g. discharge and load lists + blocks for loading)
Preplanning barges	Lichterorders1700.ANTW@dpworld.be	0032 (0) 3 730 45 11	Administrative barge matters
Checkpoint	CheckpointAGDL.ANTW@dpworld.be	0032 (0) 3 730 45 35	Truck trouble desk / Truck appointments (TAS) / booking related matters
Yard planning	Yardplanningag.ANTW@dpworld.be	0032 (0) 3 730 40 61	Truck operations
Rail planning	Railplanningag.ANTW@dpworld.be	0032 (0) 3 730 40 62	Rail related matters (e.g. discharge and load lists)
Chef-markeur	Chefmarkeurs1700DL.ANTW@dpworld.be	0032 (0) 3 730 41 31	All manifest related issues / reporting after ops
Customer Relations	Customerrelations.ANTW@dpworld.be	0032 (0) 3 730 45 01	Operations related matters; not included in the above

Visitors to the terminal need to be preannounced by a DP World employee. Required company, first name, last name, date of birth.

Visitors to the vessel need to be preannounced by the agent.

5. OPENING HOURS

GENERAL

LANDSIDE

From Monday 05:00 till Saturday 05:30

WATERSIDE

From 00:00 till 23:59 (24/7)

HOLIDAYS

LANDSIDE

[Opening hours Antwerp Gateway](#)

WATERSIDE

24th and 31st of December operations stop at 15:30 and recommence on December 25th and January 1st at 06:00 (depending gang availability).

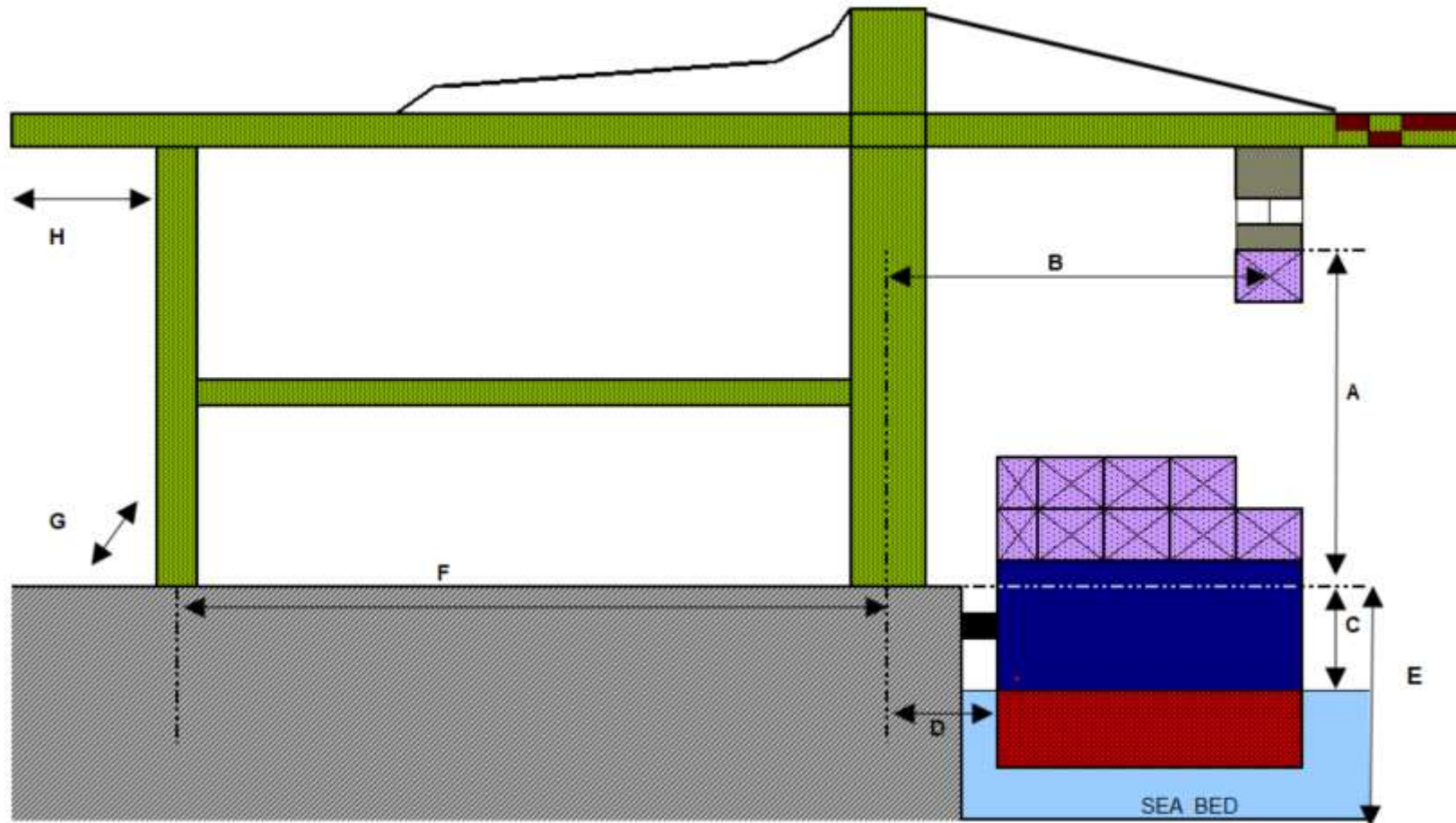
SHIFT HOURS

Early shift 06:00 – 13:30 (break from 10:00 till 10:30)

Late shift 14:00 – 21:30 (break from 18:00 till 18:30)

Night shift 22:00 – 05:30 (break from 02:00 till 02:30)

6. EQUIPMENT CAPABILITIES



7. QUAY CRANE SPECIFICATIONS

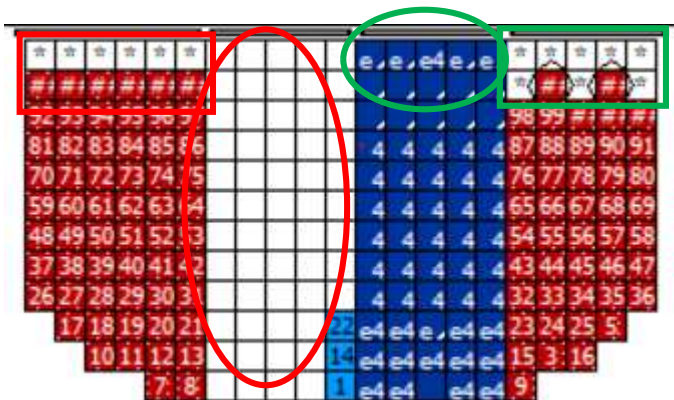
GANTRY NR	LOADING POSSIBILITY (TWIN, DOUBLE, 20/40)	MANUFACTURER	YEAR BUILT	A MAX SPREADER HEIGHT ABOVE RAIL (M)	B OUTREACH MAX (M)	C HEIGHT RAILS ABOVE SEA LEVEL AT MEAN TIDE (M)	D DISTANCE RAIL – FENDER (M)	E HEIGHT RAILS ABOVE SEA BED (M)	F DISTANCE BETWEEN CRANE LEGS – SIDE (M)	G DISTANCE BETWEEN CRANE LEGS – FRONT (M)	H DISTANCE OF BACKREACH (M)	MAX LIFT (TONS/UNDER HOOK)	CONTAINER ROWS ON VESSEL	SPECIAL REMARKS
QC01	51T SINGLE / 65T TWIN	KALMAR	2005	37	55	3M HW / 8,5M LW	5,78	26M (MAX)	30,48	18	20	74	20	
QC03	51T SINGLE / 65T TWIN	KALMAR	2005	37	55	3M HW / 8,5M LW	5,78	26M (MAX)	30,48	18	20	74	20	
QC04	51T SINGLE / 65T TWIN	KALMAR	2005	43	55	3M HW / 8,5M LW	5,78	26M (MAX)	30,48	18	20	74	20	
QC05	51T SINGLE / 65T TWIN	KALMAR	2005	43	55	3M HW / 8,5M LW	5,78	26M (MAX)	30,48	18	20	74	20	
QC06	51T SINGLE / 65T TWIN	KALMAR	2005	43	55	3M HW / 8,5M LW	5,78	26M (MAX)	30,48	18	20	74	20	
QC07	58T SINGLE – 71T TWIN / 85T TANDEM	ZPMC	2009	50	63	3M HW / 8,5M LW	5,78	26M (MAX)	30,48	18	20	95	22 + 1	23 IN TANDEM
QC08	58T SINGLE – 71T TWIN / 85T TANDEM	ZPMC	2009	50	63	3M HW / 8,5M LW	5,78	26M (MAX)	30,48	18	20	95	22 + 1	23 IN TANDEM
QC09	58T SINGLE – 71T TWIN / 85T TANDEM	ZPMC	2009	50	63	3M HW / 8,5M LW	5,78	26M (MAX)	30,48	18	20	95	22 + 1	23 IN TANDEM
QC10	50T SINGLE / 65T SINGLE / 85T TANDEM	LIEBHERR	2017	52	68	3M HW / 8,5M LW	5,78	26M (MAX)	30,48	18	23	95	24 + 1	25 IN TANDEM
QC11	50T SINGLE / 65T SINGLE / 85T TANDEM	LIEBHERR	2017	52	68	3M HW / 8,5M LW	5,78	26M (MAX)	30,48	18	23	95	24 + 1	25 IN TANDEM
MHC	50T SINGLE / 50T TWIN	GOTTWALD	2002	40	50	3M HW / 8,5M LW	5,78	26M (MAX)	N/A	N/A	N/A	100	N/A	MOBILE HARBOUR CRANE

8. STRADDLE CARRIER SPECIFICATIONS

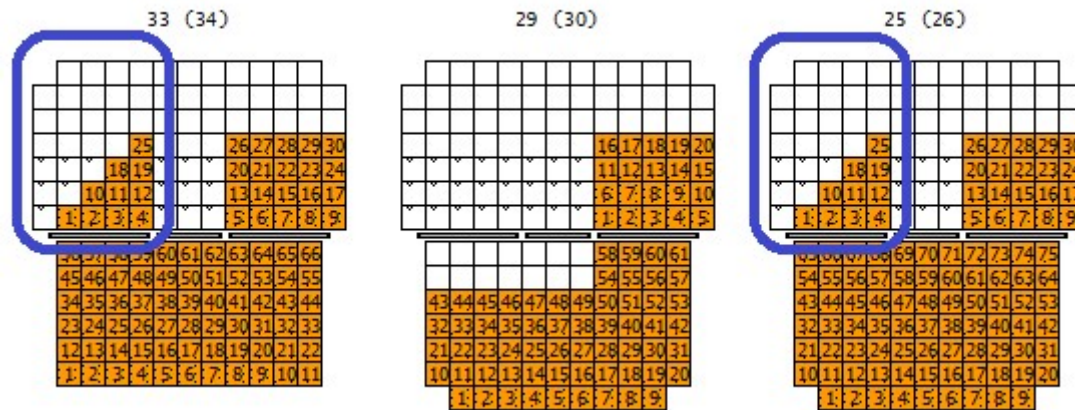
MANUFACTURER	YEAR BUILT	HEIGHT (M)	HEIGHT CAPABILITY (CONTAINERS)	LIFTING HEIGHT (M)	MAX SPEED (KM/H)	WEIGHT	MAX WORKLOAD (TONS)	NUMBER OF SC'S	SPREADER
NOELL	2005	13,2	1 OVER 2	9,2	25	58	2 * 25 / 1 * 40	8	LONGTWIN
KALMAR	2005	15,85	1 OVER 3	12,94	25	68	40	6	SINGLE
KALMAR	2005	13,28	1 OVER 2	9,2	25	62	40	10	SINGLE
KONECRANES	2009	15,45	1 OVER 3	12	25	70	40	6	SINGLE
KALMAR HYBRIDE	2017	13,1	1 OVER 2	9,2	25	71	2 * 26 / 1 * 40	8	LONGTWIN
KALMAR HYBRIDE	2018	13,1	1 OVER 2	9,2	25	71	2 * 26 / 1 * 40	15	FIXEDTWIN
KALMAR HYBRIDE	2019	13,1	1 OVER 2	9,2	25	71	2 * 26 / 1 * 40	19	FIXEDTWIN

9. STOWAGE GUIDELINES

- **Mooring side:** vessels with length 260m or more -> starboard (exceptions can be requested with port authorities (via agent) – for example because of damaged gangway/breakbulk/repairs/deliveries/etc ...).
- **Breakbulk loading with floating crane:** weights of more than 95t (including lifting gear!) need to be handled with floating crane BRABO. Special stowage requirements:
 - Adjacent bays before and aft the bay where the piece will be loaded need to be loaded stepwise as per below picture (for example BB on bay 30). This to have some working space for the boom of the floating crane. Therefore, the piece can't be loaded on bays just before and aft the vessel's bridge / accommodation.
 - If the vessel is mooring SB; breakbulk to be loaded preferably on PS or center. We need one row available adjacent to the breakbulk flats for our flatrack/safety cage with lashing gear and people. This needs to be on the same height.
 - Our people need a safe working place, so the working area has to be protected by other containers. See example below: loading breakbulk in green square area is ok because they are protected by the blue containers. Loading in red square area is unsafe; no containers to protect people from falling. If necessary, we will restow containers on customers account to create a safe workplace.



- Floating crane needs full vessel hull to moor against while handling breakbulk, eg. handling breakbulk in first bays is impossible due to curve of vessel bow. Same is valid for aft side of vessel



- **Tandem requirements:** Tandem specifications for our current tandem capable QC:
 - Max weight of the tandemlift is 85t
 - Difference between both containers of the tandem lift while landing on containerrows on board of vessel can be maximum 470mm. If you translate this into possible maximum difference of HC and DC stowage in containerrows it amounts to 1 highcube container (305mm). Concluding: as soon as the height difference between two rows 40' containers is more than 1 highcube container we cannot use our tandemspreader any more for discharging/loading.
- **Weight specification Twin:**
 - Max weight is 65 t or 71 t.
 - Acceptable weight difference is 10 t.
- Specific for **large vessels with separate accommodation and funnel**; we are unable to load/discharge single 20ft next to funnel/accommodation. Boom of the crane is too wide and can hit vessel. 20ft units need to be handled in twin in this case.
- **Two cranes can work next to each other** with 1 x 40' bay in between, when three cranes work we need 2 x 40' bay in between crane 2 and 3. This is continued when more cranes are used: 1 x 40' bay in between crane 3 and 4, 2 x 40' bay in between crane 4 and 5, etc ...

- **Loading/discharging with chains** (OOG or damaged): only on deck; not higher than lashing bridge (2-3 high normally) and free space on all sides of container is necessary to attach/detach the chains.
- Using **overheight gear** we can handle OOG units up to 3m overheight. By using overheight gear we avoid the use of chains and the stowage restrictions imposed by this (see item above).
- For smaller vessels, an **alternative gangway** (see picture below) should be on board to be used at low tide. Terminal is situated at a tidal dock and tidal difference is up to 5-6 meters. At low tide, standard gangway cannot be used.



10. OOG/BREAKBULK

- **OOG**
 - Max overheight = 3m by use of overheight frame
 - Max overwidth
 - by use of straddle carries = 0,2m
 - by use of reachstacker = 1m
 - by use of gantry crane = N/A
 - Max overlength
 - Must be able to fit between the legs of QC (= 18m)

- **BREAKBULK**
 - See crane capabilities for weight limits; if these are exceeded, the customer can use/rent mobile floating crane (BRABO) from the port.
 - Quotation request via commercialcfs.antw@dpworld.be (Shelly Jacobs).

11. EMPTY CONTAINERS

- For empty storage, customer can use EDS (Empty Depot Services). Empties on quay can only be delivered under export reference.
- Empty discharge can be transferred to our block stack area (preplanning must be informed before discharge has started). Empty loading can be ordered from our block stack area. To guarantee smooth preparation, it is necessary to send the request 48h in advance (weekends not included).

DP WORLD



Antwerp Gateway

