



Container terminal Gdansk

Poland is a growth nation and since joining the European Union this rate of growth has increased as indeed it has throughout all of Eastern Europe. The continuously growing movement of goods in the Baltic states is testimony to the region's growing economic market.

These prospects are the main reason for the British consortium DCT Gdansk to construct the Baltic Sea region's largest privately financed container terminal in Gdansk. The new terminal is meant to turn the historic Hanseatic city into a hub for merchandise traffic in Eastern Europe. To attain this goal, more than a hundred million

euros are invested into constructing the deep-sea harbor and into building a container terminal.

The construction part of this ambitious project is in the hands of two units of HOCHTIEF Construction AG: Civil Engineering and Marine Works (CEM) and HOCHTIEF Polska.

International cooperation

The smooth progress of the planning and execution process is accomplished by the successful cooperation of our local business unit and the Hamburg-based competence

center Civil Engineering and Marine Works. In addition, HOCHTIEF Consult Marine Works helped to optimize the original design by submitting special proposals.

Project data

Project address:

DCT Nordhafen
80-750 Gdansk, Poland

Client:

Project company DCT Gdansk S.A.

General contractor:

HOCHTIEF Construction AG is
sole contractor

Execution planning:

Engineering office Projmors, Gdansk
HOCHTIEF Consult Marine Works,
Hamburg

Technical data:

steel	approx. 12,000 t
concrete incl.	
surface paving	110,000 m ³
connecting road	2,250 m
railway link	2,000 m
dredging works	5.4 million m ³

Administrative buildings, workshops,
storage hall, complete infrastructure
link-up including media facilities

Construction period:

October 2005 to September 2007

New dimensions in the field of logistics

HOCHTIEF Construction and its contractual partners accomplish a whole set of outstanding feats to make Gdansk Harbor fit for the future with increasingly large container vessels.

The main feature of Poland's biggest future deep-sea harbor is the pier. From the coast line, it will project some 800 meters into the Baltic Sea. The newly created land measures some 44 hectares. Five million cubic meters of sea bed have to be moved for this purpose. The new logistics area will be enclosed by a 650-meter long quay wall on the harbor side and an approximately one-kilometer long sheet pile wall on the sea side. The quay wall is designed as a sheet pile wall combining loadbearing elements (DB HZ 775 up to 28.5 meters long), fill elements DB AZ 25 and so-called flap anchors. The sheet pile wall on the sea side is back-anchored and consists of elements of types AZ 36-700 to AZ 19. Driving elements of this dimension have never been used before in Poland.

In addition to construction of the terminal, the project also includes construction of the logistics area onshore and the infrastructure connection into the hinterland, complete with access roads, railway tracks and all utilities. On land, the terminal and its administrative buildings, workshops, storage halls, transformer building and gates occupy 190,000 square meters of space. A future road and a railway link—each approximately two kilometers in length—will connect the terminal to the existing infrastructure.

Before reclamation of the new land could start, the construction site had to undergo extensive preparation and be cleared from dud shells and other remains from the Second World War. There were also some positive highlights: historic windlasses and a pipe from the 17th century, all of which were handed over to the city's Shipping Museum.

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