

Another ATT pilot for Embotech & Eurogate

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Eurogate is to pilot an Autonomous Terminal Tractor to move containers between its marine terminal and EUROKOMBI rail exchange in Hamburg.

EUROGATE and Embotech have announced a second pilot project for Autonomous Terminal Tractors (ATTs) at the EUROGATE marine terminal in Hamburg. The six-month pilot started at the end of January and builds on the successful technical feasibility pilot completed at EUROGATE Wilhelmshaven.

The new pilot will evaluate ATTs for draying containers from EUROGATE's main container terminal to the EUROKOMBI rail facility located on the Köhlfleetdamm and directly connected to the EUROGATE sea terminal. The journey between the two facilities does not require travel on a public road.

In comments to WorldCargo News Embotech said the trial will involve a single Terberg electric YT203EV terminal tractor fitted with its autonomous driving technology. The tests will cover different routes with travel distances of between 500m and 2km.

Hitching a ride

At Hamburg the exchange from the marine to the rail terminal uses trailers. The trailers are uncoupled in the exchange zones. At the marine terminal trailers are handled by straddle carriers, whereas at the EUROKOMBI rail terminal trailers are staged under the cantilever of RMGs.

EUROGATE uses a multi-trailer system (MTT) from Buiscar, where one terminal tractor pulls up to three trailers, between the straddle interchange and the rail zone. Embotech said the ATT will operate next to the MTT operation and share routes with the MTTs. This does not require any special arrangements, Embotech said. Different operational scenarios with MTTs were evaluated, "and traffic regulation (such as right of way at specific intersections) is embedded in the digital map of the Embotech system," the company noted.

Automated coupling

For the pilot project trailer coupling will be performed by an automated system supplied by AUCOS. EUROGATE already uses AUCOS Coup automated coupling system, together with the AUCOS Leg system for deploying legs in the lead trailer of its Buiscar MTT systems at Hamburg.

"The AUCOS Coup system connects air, power, and data via the kingpin, allowing tractor-trailer coupling without manual intervention. The system integrates with Embotech's AV Kit, enabling precise reverse manoeuvres and trailer buffering required in both the railway terminal and straddle carrier interchange zones. This capability enhances operational efficiency while maintaining high safety standards," Embotech stated.

Embotech noted that, while the Wilhelmshaven pilot validated the "technical maturity of Embotech's Autonomous Tractor Solution (ATS) across landside and waterside operations, the Hamburg pilot shifts the focus to operational performance." In particular ATT performance will be assessed "through throughput, availability, and process stability under day-to-day terminal conditions."

“This second pilot represents a logical next step,” said Johannes Stelten, Managing Director EUROGATE Container Terminal Hamburg. “After validating the technical capabilities of autonomous terminal tractors in Wilhelmshaven, Hamburg allows us to evaluate how autonomy performs against operational KPIs and within commercial terminal processes.”

“Autonomy only creates value when it performs reliably in daily operations,” added Niklas Thomas, Head of Business Development at Embotech. “This pilot lets us evaluate our system against operational and commercial benchmarks in close cooperation with EUROGATE and our partners.”

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