

Ertsoverslagbedrijf Europoort c.v.

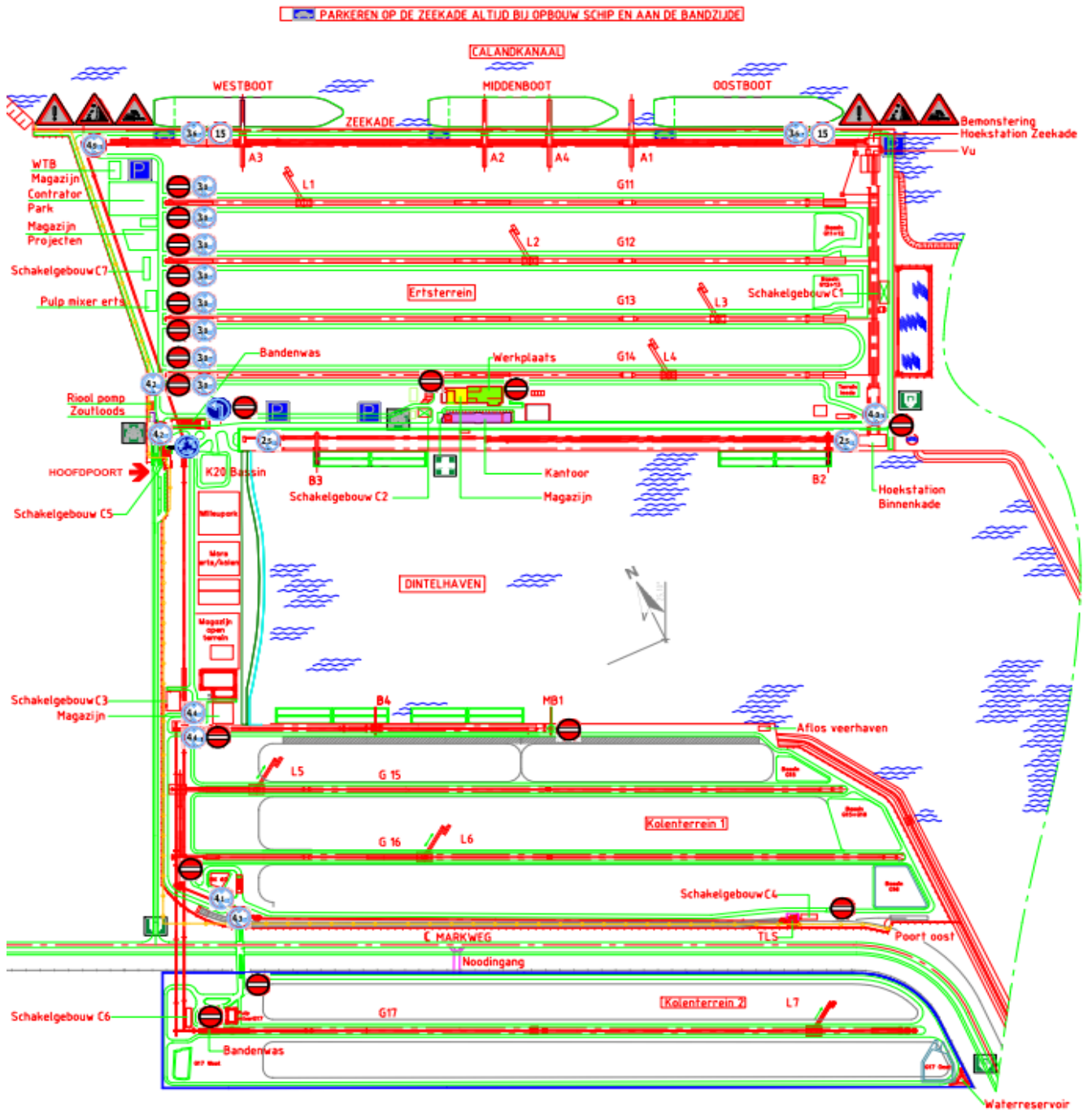


# Terminal Information Book



## Terminal Layout

-  Waarschuwing: gevaar
-  Waarschuwing: vallend gesteente
-  Waarschuwing: kade
-  Maximum snelheid tenzij anders aangegeven / stofvorming
-  Maximale hoogte
-  Verboden toegang
-  Parkeerplaatsen
-  BHV
-  Verzamelplaats calamiteiten
-  Vluchtweg





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	Datum: 11-11-2024
Terminal Information Book	Rev: 1.13
	Status: Definitief

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## 1. Introduction

### Welcome

#### General

Welcome to E.E.C.V! This document contains general information about the terminal and specifics on how to complete your work safely and efficiently. With regard to the regulations in this booklet we rely on a close and pleasant cooperation during your stay at our terminal. On arrival at the terminal, this instruction booklet is handed over to a ship's officer, who will be requested to sign for receipt.

#### History

Ertsoverslagbedrijf Europoort c.v. (E.E.C.V.), is situated in the Europoort area of the port of Rotterdam. We operate on behalf of its shareholders ThyssenKrupp Steel Europe AG (TKSE) and Hüttenwerke Krupp Mannesmann GmbH (HKM) one of the largest and state of the art bulk terminals in Europe. On an area of 100 ha approximately 24 million tons of iron ore and coal are handled yearly.

Ever since the deep-water harbor was opened in 1970, vessels with tonnages of/up to 365.000 metric tons have been unloaded around the clock. Bringing in around 20 million tons a year of overseas iron ore and additives for use in steelmaking. As from 2012 E.E.C.V. is able to receive vessels with tonnages of/up to 402.000 metric tons. Since 2003, TKSE and HKM have also been supplied with coal through E.E.C.V. to provide their blast furnaces and the coking plants that supply them. To enable this, a new terminal was constructed at a site adjacent to the E.E.C.V. iron ore terminal. Capable for the transshipment up to 5 million tons of coal.

### Mission Statement

#### Mission

We intend to deliver iron ore and coal just in time to our customers on a cost efficient basis.

#### Vision

We are a reliable partner for our stockholders where safety, quality and durability (social and environmental responsible) are of paramount importance.

### Terminal

#### Capacity

E.E.C.V. has the disposal over two terminals. The Northern terminal is destined for transshipment of iron ore. This terminal has a storage capacity of approximately 3 million tons. On a yearly basis E.E.C.V. discharges about 24 million tons for her German clients. The Southern terminal is destined for transshipment of coal. This terminal has a storage capacity of approximately 1,3 million tons. On a yearly basis E.E.C.V. discharges about 8 million tons for previously mentioned clients. Storage capacity depends on the number of grades stored on the terminal.

#### Berths

##### Deep water quay

Location:	Calandkanaal		
Quay length:	Total length		1.090 m
	- Eastern berth:		300 m
	- Middle berth:		300 m
	- Western berth:		350 m
Draft (mean water):	18,65 m: Eastern and Middle berth 23,65 m: Western berth		
Vessel size:	Up to 402.000 dwt		



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Harbour numbers: Eastern berth: 6302  
Middle berth: 6306  
Western berth: 6310

## Inner quay

Location: Dintelhaven  
Quay length: Total length 1.250 m  
- Northern quay (Iron Ore): 900 m  
- Southern quay (Coal): 350 m  
Number of berths: 6 (all situated in Dintelhaven)  
- Northern quay (Iron Ore): 4  
- Southern quay (Coal): 2  
Draft (mean low water): 4,85 m  
Harbour number: 6250

## Discharge equipment

- 3 x 60 ton grab unloaders (1 dual use ore/coal)
  - Max. capacity: 2.300 t/h. (A1 capacity coal 1.400 t/h.)
  - Outreach: 38,0 m.
  - Hoisting height: 48,0 m.
  - Max. operational air draft: 18,0 m
- 1 x 65 ton grab unloader (dual use ore/coal)
  - Max. capacity: 2.600 t/h. (A4 capacity coal 1.400 t/h.)
  - Outreach: 42,0 m.
  - Hoisting height: 52,0 m.
  - Max. operational air draft: 18,0 m.

## Weighing and Sampling

Iron ore discharged from sea going vessels is weighed by means of two calibrated belt weighers. These weighers have a deviation of plus or minus 0,5%. Each quarter these belts are inspected and calibrated. Each two years these belts are certified by an accredited company. Coal, which is discharged from sea going vessels is not weighed. As the conveyor belt destined for coal is not calibrated.

E.E.C.V. has the disposal of two automatic sampling systems. The sampling department is occupied with determination of moisture content, screening (sieving) and preparation of quality samples for German laboratory. If needed manual sampling can also be performed by our staff. Determination of moisture content is being performed under accreditation (NEN-EN-ISO/IEC 17025:2017 and 3087:2020). Only iron ore discharged from sea going vessels is sampled by these systems. Coal is manually sampled.



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## Storage

### Iron ore

Ground storage:	42 ha stockyard.
Capacity:	3,0 million tons (depending on product mix, etc.)
Equipment:	4 x 5.400 t/h. stacker-reclaimers
Conveyor belt system:	Total length 10 km. Max. capacity 5.500 t/h.

If needed E.E.C.V. is able to perform screening activities on the Iron ore and Coal terminal.

### Coal

Ground storage:	58 ha stockyard.
Capacity:	1,3 million tons. (depending on product mix, etc.)
Equipment:	3 x stacker-reclaimers - Max. capacity stacking: 4.000 t/h. - Max. capacity excavating: 3.000 t/h.
Conveyor belt system:	Total length 8 km. - Max. capacity stacking: 4.000 t/h. - Max. capacity excavating: 3.000 t/h.

## Loading equipment

### Iron ore

Amount of loaders:	2 barge loaders.
Max. capacity:	5.500 t/h.
Air draft loader:	6,05 m.

### Coal

Amount of loaders:	3 loaders.
Type of loaders:	2 barge loaders. 1 railcar loader.
Max. capacity:	Barge loader B4 2.500 t/h. Barge loader MB1 1.000 t/h. Rail car loader 2.000 t/h.

Railcar loading:	
- Storage bunker	1 x 500 t
- Weigh bunker	4 x 20 t
- Railcar capacity	63 t
- Max. train capacity	2.772 t





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## 2. Contacts

### Emergencies

General alarm number 112  
(On every telephone at the E.E.C.V.)  
Fire Brigade: +31 (0)10 - 4292929  
Police +31 (0)900 - 8844  
Seaport Police +31 (0)900 - 8844  
Environment +31 (0)10 - 2468686  
Customs +31 (0)10 - 2904747  
Safety Inspection +31 (0)800 - 2700 000  
Port Hospital +31 (0)10 - 404 33 00

### Terminal contacts

#### **E.E.C.V.**

Markweg 131  
3198 NB Europoort Rotterdam  
Port nr./Berth nr.: 6250  
Phone: +31 (0)181 - 257899  
[info.eecv@steeleurope.com](mailto:info.eecv@steeleurope.com)  
[www.eecv.nl](http://www.eecv.nl)

*Terminal Representative during office hours  
(08:00 – 17:00 hrs)*

Mr. Martin van Kampen  
Phone +31 (0)181 – 257722  
Phone off office hours +31 (0)181 – 257727  
[martin.vankampen@steeleurope.com](mailto:martin.vankampen@steeleurope.com)

#### *Control room*

Phone: Ore: +31 (0)181 – 257777  
Coal: +31 (0)181 – 257790  
[controlroom.eecv@steeleurope.com](mailto:controlroom.eecv@steeleurope.com)

#### *Gate control/security*

Phone: +31 (0)181 - 257899  
[portier.eecv@steeleurope.com](mailto:portier.eecv@steeleurope.com)

#### *Port Facility Security Officer*

Phone office hours +31 (0)181 - 257865  
Phone off office hours +31 (0)181 - 257727  
[max.vandergulik@steeleurope.com](mailto:max.vandergulik@steeleurope.com)

#### *Planoffice*

Phone: +31 (0)181 - 257824  
[planoffice.eecv@steeleurope.com](mailto:planoffice.eecv@steeleurope.com)

#### *Sampling*

Phone: +31 (0)181 - 257843  
[sampling.eecv@steeleurope.com](mailto:sampling.eecv@steeleurope.com)

#### *Shift leader*

Phone: +31 (0)181 - 257727

### Agents

#### **ThyssenKrupp Veerhaven B.V.**

p/a Mr. Green Boutique Office  
Plaatweg 15  
3202 LB Spijkenisse  
Phone: +31 (0)181 - 419882  
<http://www.veerhaven.com/>  
[agency.vh@steeleurope.com](mailto:agency.vh@steeleurope.com)

#### **HGK Shipping Rotterdam B.V.**

Waalhaven Oostzijde 77  
NI-3087 BM Rotterdam  
Dockworks 4, Port No 2203 A  
Tel: +31 (0)10 283 14 20 (24 hrs.)  
The Netherlands  
[www.hgk.de](http://www.hgk.de)  
[sh-hsr-agency@hgkgroup.de](mailto:sh-hsr-agency@hgkgroup.de)

### Services

#### **International Seafarers Centre The Bridge**

Stationsweg 33  
3233 CS Oostvoorne  
Netherlands  
Phone: + 31 (0)6 - 32274725



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### 3. Communication

#### Holidays

E.E.C.V. operates 24 hours per day, 7 days a week. Below mentioned official holidays are in principle free of labor. However if our clients are in need of our services on these days operations can be performed.

Official holidays: New Years Day (1st of January), Easter Sunday and Easter Monday, Kings Birthday (27th of April or 26th of April if 27th of April occurs to be a Sunday), Liberation Day (5th of May, every 5 years , 2015/2020, etc.), Ascension Day, Whit-Sunday and Whit-Monday, 1st and 2nd Christmas Day (25th and 26th of December). Time from 23:30 hours of the day preceding an official holiday through to 07:30 hours of the day following an official holiday. \*

\* *These times are not in force for New Years day and 1st and 2nd Christmas Day. Operations will be interrupted from 15:30 hours of the day preceding these official holidays through to 07:30 hours of the days following these official holidays.*

#### Discharging operations

The following contacts are responsible for discharging operations at E.E.C.V. terminal:

Pre-arrival:	1 <sup>st</sup> contact:	Planoffice
	2 <sup>nd</sup> contact:	Mr. Martin van Kampen (PFO)
During discharging operations:	1 <sup>st</sup> contact:	E.E.C.V. foreman (reachable via Control room)
	2 <sup>nd</sup> contact:	Control room
	3 <sup>rd</sup> contact:	Shift leader

Contacts can be reached via contact details as mentioned in paragraph 2.

#### Vessel damage

In case of damage to the vessel the ships representative(s) should report this to the E.E.C.V. foreman.

The foreman will size up the damage and will determine if there is any damage to the vessel and/or cargo and will then inform mechanical engineering. If cargo is damaged (E.g. leakage of salt water) the sampling department will be informed as well. When the damaged vessel is discharging coal the mechanical engineer will always arrange for a damage surveyor. When the vessel is discharging ore, the mechanical engineer will decide if a damage surveyor is needed and will handle the entire process.

In case of needed repairs, the mechanical engineer will order the repair crew.

#### Ships Foreman

Upon arrival of the vessel the foreman will report himself to the chief officer. The foreman is responsible for all communication and will hand out a mobile phone for the ship to shore communication. With this mobile phone contact with the ship's management must be possible at all times (E.g. in case of an emergency).

Before discharging can commence an agreed discharging plan must be handed over to the terminal representative. Changes in discharging plans should be in compliance with the BLU code and should be in consultation with the chief Officer and the ships representative. Besides an agreed discharging plan other documents (E.g. Declaration of Security, Declaration, etc.) should be signed by both terminal and ships representative before discharging operations can be started.



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## 4. Regulations

### Bulk Loading & Unloading Code

On all loading and unloading operations the IMO BLU code is applicable excluding loading of rail cars.

### ISPS

In compliance with the ISPS Code the following procedures must be followed:

- Before visitors, like suppliers and repairman, are allowed to enter the terminal to visit a vessel, the ship's officer must have provided our security guard (at the entrance of the terminal) with a detailed list stating name of the visitor, date, time of arrival, kind and quantity of the goods, etc..
- The ship's officer must provide the Port Facility Security Officer (PFSO) with a crew list. When the crew changes a new list must be given.
- Any other agreements must be made between the Ship's Security Officer (SSO) and the PFSO.
- The terminal or the vessel can decide to use a Declaration Of Security (DOS).
- Before visitors, for the office, terminal, etc. are allowed to enter the terminal, they must be pre-advised by an employee of E.E.C.V. by the security with detailed information about company, purpose of the visit etc. and they have to be in possession of a valid identification.

### Declaration

Following regulations must be followed during discharging operations at E.E.C.V.:

- Any repair work on the ship, including engine room, carried out alongside our installations is strictly forbidden if open fire is necessary;
- Repair work to be carried out by the ship's crew or a repair crew of any shipyard requires permission of Dutch (Port) authorities, a gas certificate and special permission of E.E.C.V.. The ship has to be ballasted during discharging operations to such an extent, that the air draft shall not exceed 18 meters. Air draft is the distance from water line (mean water level) to hatch coaming, resp. hatch cover;
- Vulnerable constructions on deck, on hatch covers or in cargo holds (such as ladders and pipes) or protruding obstacles, which are in the normal working way of shore cranes and/or grabs, should be removed, or be well protected because the stevedore shall not accept any responsibility for damage to such obstacles;
- It is not allowed to block the quay. Movement of the cranes must be safe and possible at any time. The road has to be kept free;
- If the entrances to the holds are made as closed ones (tube stairs), you should indicate this on this form and inform the ships foreman of E.E.C.V. about the entrances. For release of these entrances an authorized person of the ship's staff must measure with calibrated equipment; at this measuring:
  - O<sub>2</sub> should be 20 <>21%;
  - CO should be < 10 p.p.m.;
  - explosion limit should be <10%;Measurement has to be observed by a E.E.C.V. employee;
- Bunkering of vessel only permitted between 06:00 and 23:00 hrs;
- Delivery of sludge need a special permission of E.E.C.V. and have to take place between 06:00 and 23:00 hrs;

### OBO/OOC

Before discharging, a valid gas-free certificate must be handed over to E.E.C.V..

If vessel is sailing with indemnity before discharging, a valid certificate of indemnity must be handed over to E.E.C.V..



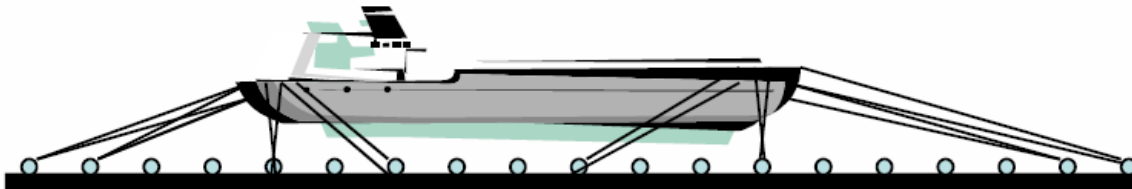
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### Mooring alongside

The vessel must be moored safely and during discharging operations everything must be done to prevent movement of the vessel along the quay. Berth must be secured with:

- 4 ropes forward and 4 ropes aft;
- 2 springs forward and 2 springs aft;
- breasts forward and 2 breasts aft.



Vessel will not perform any kind of action that will give extra strain on the quay bollards besides normal mooring forces (e.g. testing of main engine or winches), whilst being moored alongside.

Ropes must be of equal quality and all be held on equal tension. Winches must be put on their brakes.

### Gangway

The means of access between the ship and the quay must be safe and legal, and may be provided by either ship or terminal. In case of EECV terminal; The ship should arrange access to the ship.

It should consist of an appropriate gangway or accommodation ladder. Access equipment must be tended, since it can be damaged as a result of changing heights and draughts. People responsible for tending it must be agreed between the ship and terminal. This should also be recorded in the checklist. In case of the gangway entrance being positioned near cargo holds, it is not allowed to have a watchman positioned underneath a working crane.

The gangway should be positioned so that it is not underneath the path of cargo being loaded or unloaded and doesn't obstruct our unloaders. It should be well illuminated during darkness. A lifebuoy with a heaving line should be available on board the ship near the gangway. Boarding of the vessel should always be possible.

### Parking

E.E.C.V. does not accept any vessels who are seeking for a lay-by berth. Below mentioned exceptions will be made:

- Vessels which are or will be discharged at E.E.C.V. and need a longer stay (E.g. repair work, crew change, etc.);
- Pipelay vessels or offshore platforms (on request).

Each request will be judged by E.E.C.V. personnel (planning department or shift leader). Besides that a rental agreement has to be signed and send back to Planoffice by e-mail (planoffice.eecv@steeleurope.com).



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## 5. Safety & Environment

### Safety regulations

Safety and security rules are enforced on everyone entering the terminal. This includes (but is not limited to) visitors, suppliers and contractors



The maximum speed is limited to 30 km/h. on paved roads. 15 km/h on unpaved roads and on the road along the quayside. Speed has to be adjusted accordingly to prevent dust emissions. When leaving the ship via the shore-terminal, it is not allowed to leave the road, marked in orange on the plan.



Wearing safety goggles is obligatory.



Using a mobile phone while driving is strictly forbidden.



Wearing a seat belt is obligatory.



It is forbidden to have alcoholic drinks and/or consciousness-altering drugs on your person, to consume them and/or to be under the influence of them.



Everyone is obligated to wear a safety helmet, together with other appropriate personal protective clothing applicable to that area of the grounds.



It is forbidden to smoke on site except in areas specially accommodated for that purpose.



It is forbidden to photograph, film or in any other way record data of buildings, equipment, the undertaking of activities and suchlike.



Maximum height under the grab cranes is 3,60 m.



It is strictly forbidden to:

- enter any machine or equipment.
- pass underneath a crane in operation.
- pass under a conveyor belt.



Utmost care has to be observed. Beware of possible (moving) tools, equipment, cranes, cars, conveyor belts and falling cargo.

EECV (this includes people working for her) is not liable for any form of damage suffered by individuals lingering and/or present on the premises or to the ships docked on its premises.

The following sanctions may apply in the event that regulations, orders or directives are not followed:

- Collection of damage suffered by EECV.
- Termination of working activities, without the option of damage compensation.
- Removal from the premises.
- Denial of access to the premises for an indefinite period.



The premises is guarded by cameras.



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Every first Monday of each month at noon an alarm signal is tested at the terminal. In case of an emergency you will be informed by E.E.C.V..

Repair work to be carried out by the ship's crew or a repair crew of any shipyard, requires permission of Dutch authorities, a gas certificate and special permission of the E.E.C.V..

### Directions of E.E.C.V.-staff must be followed strictly

## Environment measures

The transshipment of iron ore and coal requires special environmental protection measures. E.E.C.V. has risen to these challenges and implemented a comprehensive range of preventive measures to protect the environment against dust and noise pollution.

Enclosed conveyor belt systems, dust protection such as spraying stockpiles with water and crusting agents, a dust protection fence, as well as a continuous monitoring system for dust emission are a few of the many concrete measures used by E.E.C.V. to protect the environment.

- The vessel is not allowed to discharge any slops without stevedore's special permission;
- Washing, pumping or stripping of slop tanks from oil tankers or O.B.O vessels is absolutely not allowed at the E.E.C.V. terminal and must be carried out at the Petroleumhaven.
- Disposal of waste or other materials is only allowed in agreement with the ships agent. Under no circumstances can this be stored or left on the terminal. If any waste or other material is left behind by the vessel this will be disposed of on expense of the vessels owners.
- Waste of polluted water from deck and accommodation is forbidden and will be penalized.
- When leaving the terminal by car or mini bus, vehicle must be cleaned in our car/tire wash installation.

## Environmental rules and regulations:

Law on the prevention of pollution from seagoing vessels:

Please note besides the MARPOL Annex V as applicable for all seagoing vessels. The Dutch law has stated and implemented additional rules and regulations in which it has become mandatory for all vessels calling the harbours in the Netherlands to hand over and dispose all cargo residues as left on board and/or on deck during the discharge operations and master must follow below mentioned procedures:

- Cargo residues' means the residues of cargo on board remaining on deck or in holds or tanks after loading and unloading, including residues or residues resulting from spillage during loading and unloading, in wet or dry condition or carried away in washing water, and excluding cargo matter remaining on the deck after sweeping or dust on the outer surfaces of the ship.
- Ship-generated waste' means all waste from the ship, including cargo residues, generated during the operation of a ship or during loading, unloading and cleaning activities and falling within the scope of Annexes I, II, IV, V and VI to the Convention, as well as passively fished waste.

The master of a ship calling at a port shall, before departure of the ship from the port, deliver all ship-generated waste to a port reception facility in accordance with the applicable discharge and delivery standards of the Convention.

As per respective charterparty your cargo is discharged under FIOST terms, thus shippers for loading operations and receivers for unloading operations may have to collect the spillage on your deck and remove the cargo remnants up to your satisfaction prior to vessels departure. For sake of good order, vessel is requested to facilitate the stevedores to collect the remnants from the deck. Additionally, for the hatches, which in principle is a no-go area for the stevedores, we kindly ask the vessel and its crew, to sweep the remnants if any, either back into the hold or to the sides of the deck. In this way the stevedores will be able to perform this job and collect the remnants in good order accordingly.



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## 6. Emergencies

Conduct during accidents on the terminal

### Ship's Crew:

When an accident with a crew member takes place on board, the ship's management also has to report the accident to the E.E.C.V. control room. So the proper assistance can be arranged and guided to the vessel upon arrival.

### Third parties on the premises:

When an accident occurs at the site of E.E.C.V. the control room will inform the emergency response team (BHV) and the operational manager.

## 7. Operational Procedures

Two hours after completion of discharging operations the vessel has to depart. If a ship wishes to de-ballast than this has to be requested in writing before arriving at the terminal including the time needed.

### Discharging procedure coal

#### Discharging takes place in three stages:

- Stage 1: Unloading approximately 30% of cargo each hold (to lighten the ship equally);
- Stage 2: Unloading approximately 50% of cargo each hold;
- Stage 3: Unloading the remaining cargo, approximately 20% of the cargo each hold. Before starting stage 3 the mobile crane will be exchanged for a payloader.

#### For the discharging sequence a few guide lines are to be considered:

1. The maximum air draft when unloading shall not exceed 18 meters, due to the restrictions of the grab cranes. Air draft is the maximum distance from water line (mean water level) to hatch coaming, resp. hatch cover.
2. Unloading takes place in 3 stages, 30% at first, followed by 50% and 20% at last.
3. All drafts are related to mean water level.

After leaving the loading port vessels must communicate their stowage plan to Planoffice. After receipt Planoffice will make a discharging proposal based on the requirements Which will be send back to the vessel. Both parties must agree with the proposed discharge plan.

### Discharging procedure iron ore (grab cranes)

#### For the discharging sequence a few guide lines are to be considered:

1. A maximum of two grades per run can be discharged.
2. Discharging from adjacent holds is in most cases not possible. If discharging plans are prepared please do not plan adjacent holds in the same run.
3. In some cases mobile cranes are put into the holds to clear vessels structure from cargo. Holds will be emptied with the help of payloaders.
4. If discharging sequence is being changed during discharging operations a new plan (ships format including ballast operation, stress and bending moments, etc.) have to be signed by both ships representative and E.E.C.V. foreman. In case of small changes an amendment can / should be signed by ships representative and E.E.C.V. foreman.

After leaving the loading port a stowage plan and discharging plans based on one, two and three unloaders should be communicated to Planoffice through the ships agent.



## Ertsoverslagbedrijf Europoort c.v.

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Terminal Information Book	Rev: 1.13
	Status: Definitief

### Weather conditions

#### Wind directions

Stevedoring activities during wind directions in wind sectors 330 – 60 degrees or 150 – 300 degrees, in combination with wind speeds larger than 20 m/s (8 Beaufort) are not allowed. If dust during discharging is visible at 2 meters then all activities must be stopped and the cause must be remedied. Grab cranes activities when discharging Coal or Concentrate ore, and during wind directions in wind sectors 230-240 in combination with wind speeds larger than 9 m/s are not allowed and will be stopped.

#### Wind force

If the weather forecast indicates that the wind force increases from 20 m/s to 25 m/s, the grab cranes activities can be stopped to bring the machinery and stevedore people to safety. No stevedoring activities with grab cranes can take place if the average wind speeds during a period of 10 minutes will exceed 25 m/s (10 Beaufort) or is expected to occur.

### Delivery to vessel / access regulations

Access to the site is only permitted following registration and identification with the security guard and with his/her consent. The security guard registers the name of the visitor, the purpose of their visit, arrival and departure times, and if relevant, checks if their name is on the admittance register and issues a visitors pass. Access is only granted to parts of the site where the visitor needs to be with the nature of their visit or work. Access is limited to the paved roads unless visitors are accompanied by a terminal representative.