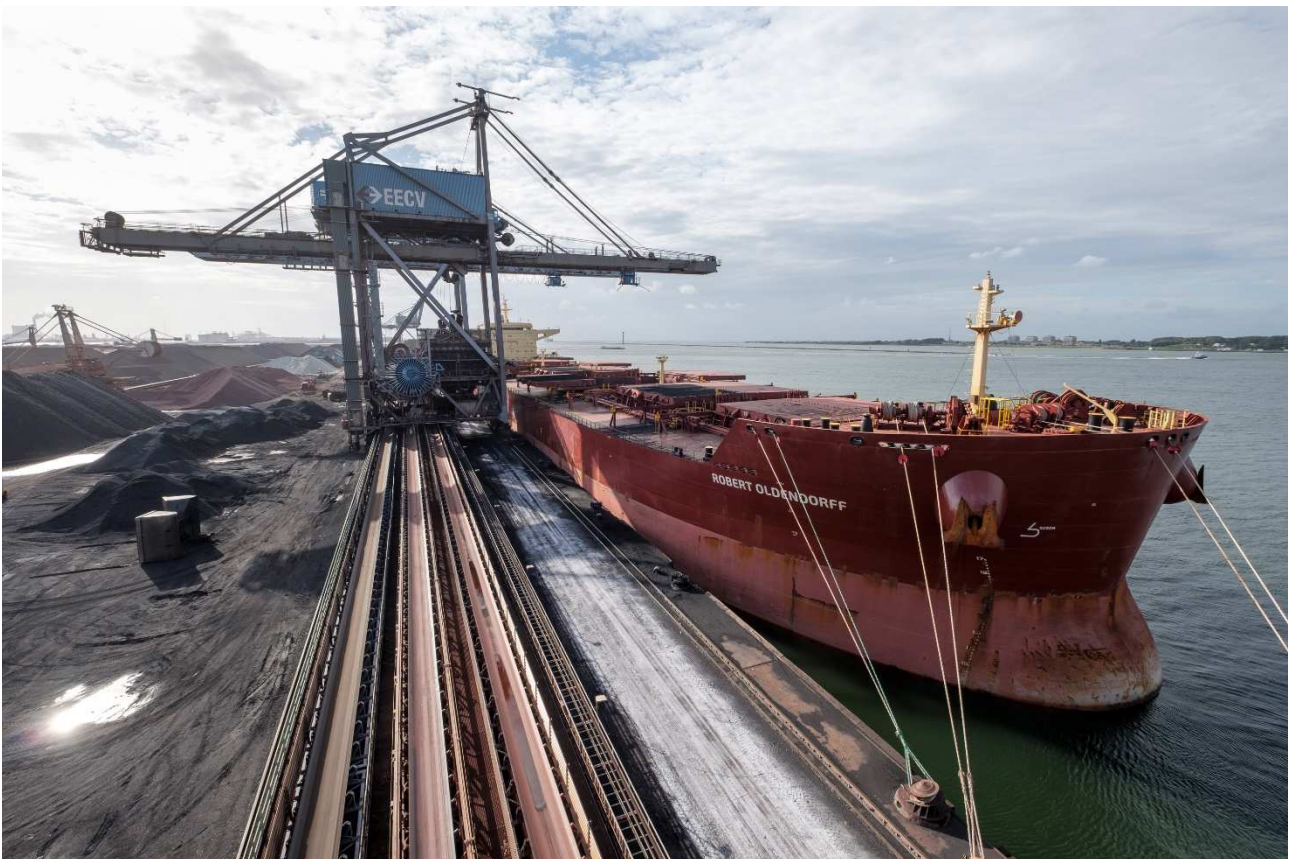


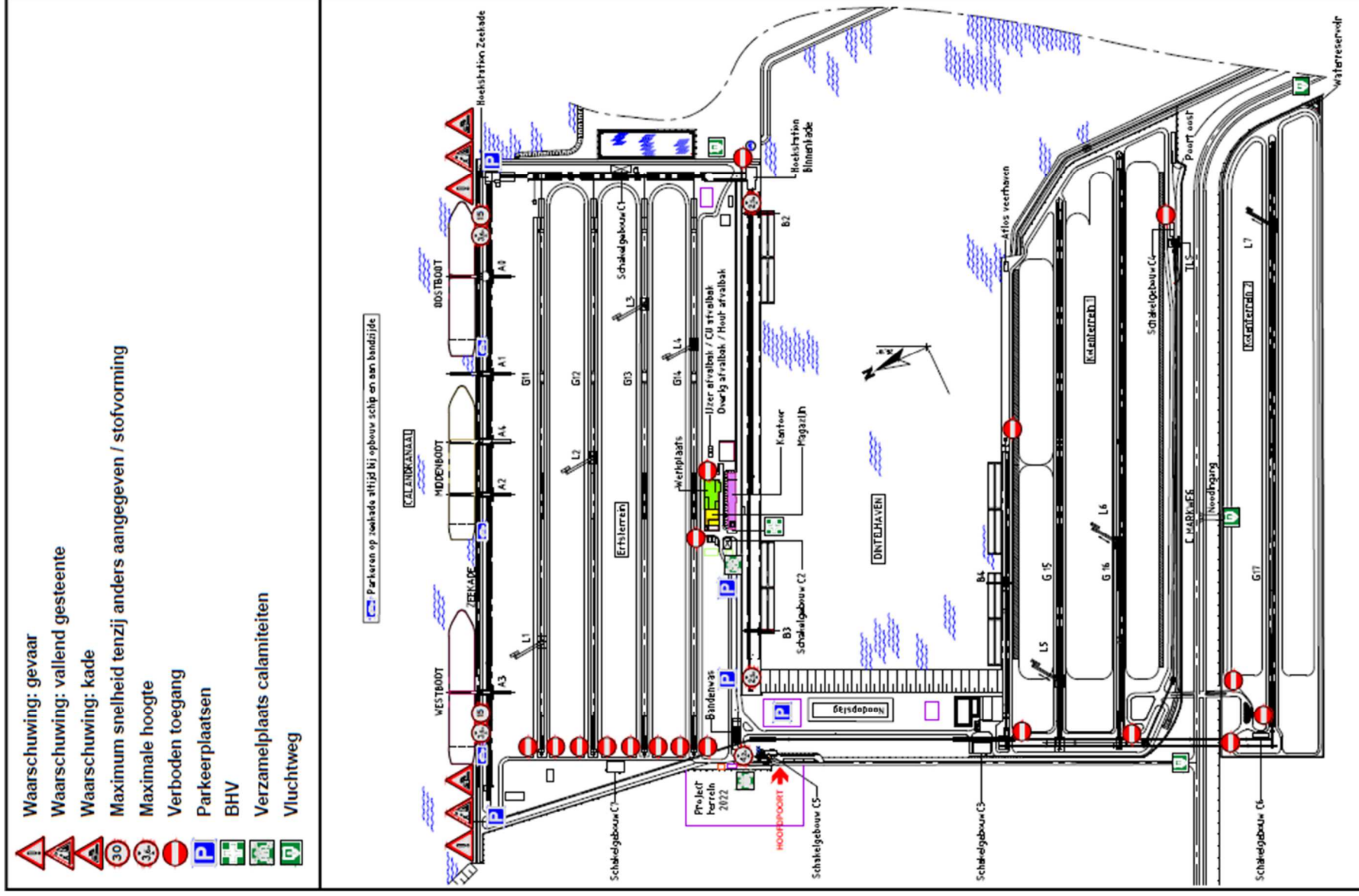
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Terminal Information Book



Terminal Layout





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1. Introduction

Welcome

General

Welcome to E.E.C.V! This document contains general information about E.E.C.V.. 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.), situated in the Europoort area of the port of Rotterdam, operates 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 60 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 24 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 2004, 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, for the transshipment up to 16 million tonnes of coal.

Mission Statement

Mission

We intend to deliver iron ore and coal just in time to our customers on an 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 3,5 million tonnes. On a yearly basis E.E.C.V. discharges about 24 million tonnes for her German clients. The Southern terminal is destined for transshipment of coal. This terminal has a storage capacity of approximately 1,3 million tonnes. On a yearly basis E.E.C.V. discharges about 8 million tonnes 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
- 1 x Continuous Ship Unloader (only used for coal)
 - Max. capacity: 3.000 t/h.
 - outreach: 46,5 m
 - hoisting height: 38 m
 - Max. operational air draft: 22 m

Deployment of a hired floating crane is amongst the possibilities

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. 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 3087:2011). 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: 47 ha stockyard
Capacity: 3,5 mio tonnes (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 both Iron ore and Coal terminal.

Coal

Ground storage: 53 ha stockyard
Capacity: 1,3 million tonnes. (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 6,4 km
after delivery of stacker reclaimer L7 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: 2 loaders
Type of loaders: 1 barge loader
1 rail car loader
Max. capacity: barge loader 4.000 t/h.
rail car loader 2.000 t/h.

Rail car loading:
- Storage bunker 1 x 500 t
- Weigh bunker 4 x 20 t
- Rail car capacity 60 t
- Max. train capacity 2.640 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@thyssenkrupp.com
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@thyssenkrupp.com

Control room

Phone: +31 (0)181 –257777
+31 (0)181 – 257790
controlroom.eecv@thyssenkrupp.com

Gate control/security

Phone: +31 (0)181 - 257899
portier.eecv@thyssenkrupp.com

Port Facility Security Officer

Phone office hours +31 (0)181 - 257742
Phone off office hours +31 (0)181 - 257727
robert.gilbers@thyssenkrupp.com

Planoffice

Phone: +31 (0)181 - 257824
planoffice.eecv@thyssenkrupp.com

Sampling

Phone: +31 (0)181 - 257843
sampling.eecv@thyssenkrupp.com

Shiftleader

Phone: +31 (0)181 - 257727

Agents

ThyssenKrupp Veerhaven B.V.

Nicolaas Piekstraat 14
3230 AD Brielle
Phone: +31 (0)181 - 419882
<http://www.veerhaven.com/>
agency.vh@thyssenkrupp.com

Imperial Logistics

Waalhaven Oostzijde 77
NI-3087 BM Rotterdam
Dockworks 4, Port No 2203 A
Tel: +31 (0)10 283 14 30 (24 hrs.)
The Netherlands
www.imperiallogistics.com
agency@imperial-sr.com

Services

Botlek Stores Botlek

(The Seaman's shopping centre)

Botlekweg 115
3197 KA Botlek Rotterdam
Netherlands
Phone: +31 (0)10 - 4161133
www.botlekstores.com

Botlek Stores Europoort

Dintelweg 131
3198 LB Europoort - Rotterdam
Netherlands
Phone: + 31 (0)181 – 262188



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3. Communication

Holidays

E.E.C.V. works 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 st contact:	Planoffice
	2 nd contact:	Mr. Martin van Kampen (PFO)
During discharging operations:	1 st contact:	E.E.C.V. foreman (reachable via Control room)
	2 nd contact:	Control room
	3 rd contact:	Shiftleader

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 E.E.C.V. 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 (F.i. leakage of salt water) sampling department will be informed as well. When the damaged vessel is discharging coal the mechanical engineer will always arrange for a damage surveyor and 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 ships foreman will report himself to the chief officer. The ships 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 (F.i. 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 (F.i. 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 discharge to such an extent, that the air draft shall not exceed 22 meters in case of discharging with CSU only. In case of discharging with grab unloader(s) or grab unloader and CSU simultaneously 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:
 - O₂ 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..



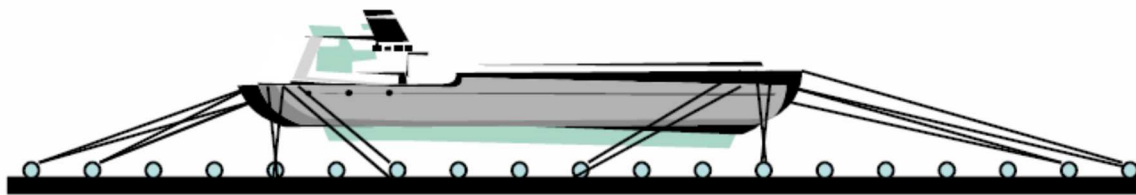
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Mooring alongside

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 en 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 wharf must be safe and legal, and may be provided by either ship or terminal. In case of EECV terminal ship should arrange access to the ship.

It should consist of an appropriate gangway or accommodation ladder with a properly fastened safety net underneath it. Access equipment must be tended, since it can be damaged as a result of changing heights and draughts; persons responsible for tending it must be agreed between the ship and terminal, and 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 the 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 (F.i. repairwork, 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 fax or e-mail.



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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/hr. on paved roads and 15 km/hr 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.
Maximum height under the coal CSU is 4,20 m.



It is strictly forbidden to:

- enter any machine or equipment;
- pass underneath a crane in operation;
- pass under 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

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.



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6. Emergencies

Conduct during accidents on the terminal

Ships 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 be 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 this (and the time needed) has to be requested for, in writing before arriving at the terminal.

Discharging procedure coal (CSU and/or grab crane(s))

Discharging with the CSU takes place in three stages:

- Stage 1: Unloading approximately 30% of cargo each hold (to lighten the ship equally);
- Stage 2: Unloading approximately 65% of cargo each hold; When approx. 15% of the cargo remains in a hold the ship's draft should not exceed 10,0 meters, because of the limited working range of the CSU. As soon as stage 2 begins, a mobile crane will work simultaneously with the CSU;
- Stage 3: Unloading the remaining cargo, approximately 5% 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. As described above, when finishing a hold, and when will be discharged with CSU only the ship's draft should not exceed 10,0 meters;
2. The maximum airdraft when unloading with the CSU, should not exceed 22.0 meters. In case of discharging with grab unloader(s) or grab unloader and CSU simultaneously, airdraft shall not exceed 18 meters, due to the restrictions of the grab cranes. Airdraft is the maximum distance from water line (mean water level) to hatch coaming, resp. hatch cover;
3. Unloading takes place in 3 stages, 30% at first, followed by 65% and 5% at last;
4. All drafts are related to mean water level.

After leaving the loading port vessel must communicate her loading plan to Planoffice. After receipt Planoffice will make a discharge proposal based on the requirements for the CSU and/or a grab crane, 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 two, three and if possible four unloaders should be communicated to Planoffice through the ships agent.



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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 emissions are visible then all activities must be stopped and the cause must be remedied.

Wind force

No stevedoring activities with grab cranes can take place if the average wind speeds during a period of 10 minutes will exceed 25m/s (10 beaufort) or expected to occur.

No stevedoring activities with the CSU can take place at wind speeds exceeding 20m/s (8 beaufort)

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, among other things, 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.