

GDAŃSK BULK TERMINAL

**GDAŃSK – POLAND
BYTOMSKIE BERTH**





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Gdańsk Bulk Terminal Sp. z o.o.

Ul. Promowa 1

80-702 Gdańsk

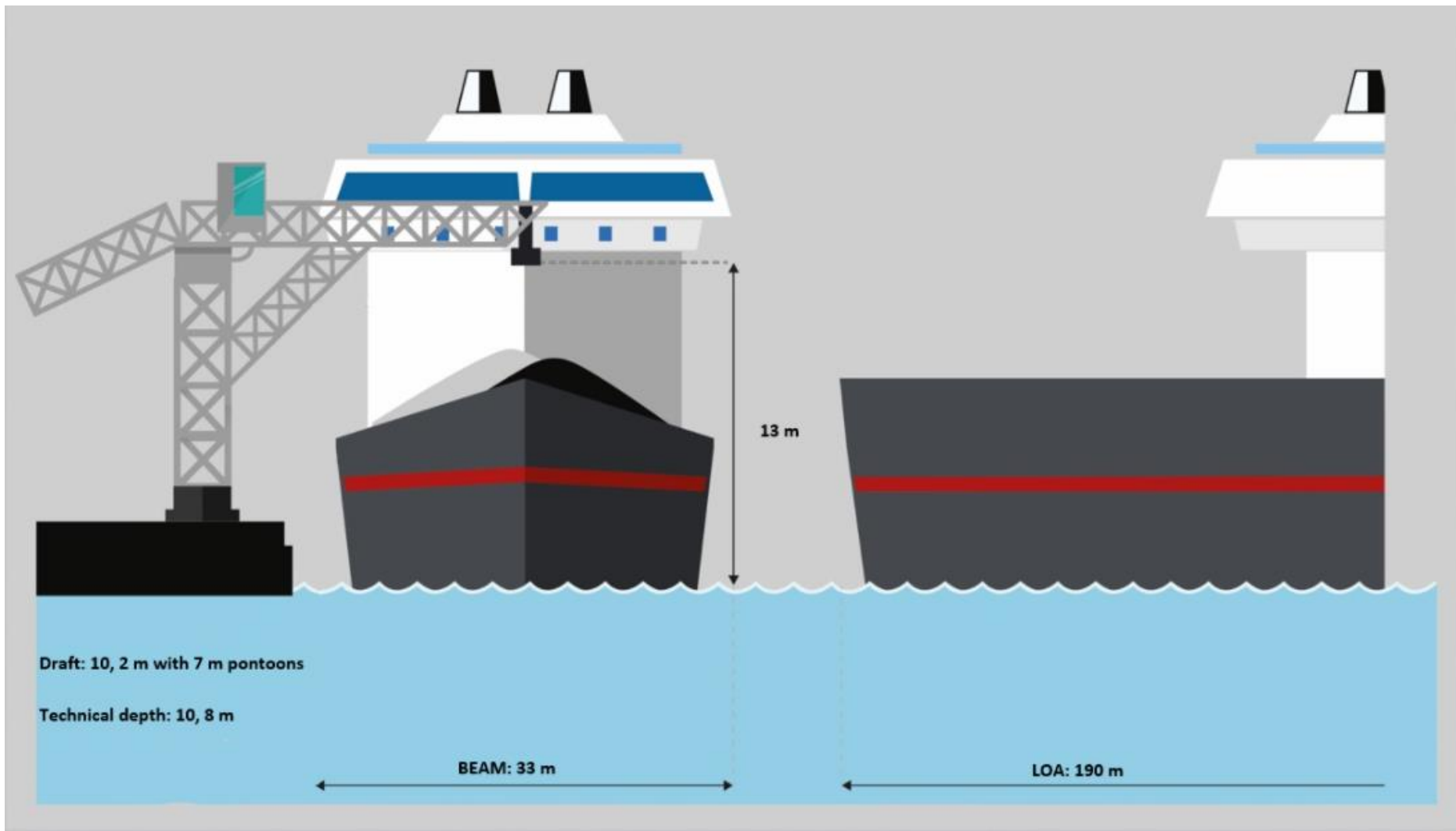
POLAND

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TERMINAL INFORMATION BOOK

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DETAIL OF TERMINAL CONTACT PERSONNEL

| | | |
|--------------------------------|--------------------|------------|
| GBT operator | +(48) 58 768 28 62 | VHF: 4 |
| Harbor Master's Office | +(48) 58 343 73 71 | VHF: 14,16 |
| Rescue Station | 11 | VHF: 14 |
| Police | 997 | |
| Port Security Officer | +(48) 58 737 74 42 | |
| | +(48) 603 242 668 | |
| GBT terminal technical manager | +(48) 515 284 670 | |
| GBT terminal general manager | +(48) 609 000 930 | |
| Pilots | +(48) 58 343 97 69 | VHF: 14 |
| Tugs | +(48) 58 343 62 30 | VHF: 14 |

TECHNICAL DATA ON THE BERTH AND LOADING/UNLOADING EQUIPMENT

Berth : Bytomskie

| | |
|--------------------------------------|-------------|
| Max. Length overall ship - | 190 m |
| Available technical depth of water - | 11 m |
| Available draft- | 10,2 m |
| Max air draught of crane - | 13 m |
| Max. Speed of approach to the berth- | 0,11 m/s |
| Water density at the berth- | 1,003-1,005 |

Loading/Unloading equipment:

| | |
|-------------------------------------|-----------------------|
| Max. capacity of Loading/Unloading- | 450 m.t/h / 120 m.t/h |
| Max. range of works- | 12,3 m |
| Length of rail - | 120 m |

SAFETY REGULATIONS

OBLIGATORY FOR VESSELS STAYING IN

GDAŃSK BULK TERMINAL – GBT

I. AGREEMENTS

All ships that enter the area of Gdańsk Bulk Terminal in Gdańsk before starting to unload /load the cargo and before starting any other actions must be officially informed that the Bulk Terminal is prepared to service the ship.

The person in charge of the Bulk Terminal is the GBT operator.

A ship's Master or the person authorized by a ship's Master shall inform the Operator of the Gdańsk Bulk Terminal that the ship is ready to be unloaded/loaded.

Under no circumstances must any unauthorized actions be taken. All planned tasks associated with unloading, bunkering, ballasting must be authorized by the GBT operator.

The discharge of ballast water must be accepted by the Harbor Master's Officer.

1. Information given by the Bulk Terminal to the ship:
 - maximum wind force during unloading of the ship - 7°B,
 - mooring dates shall be passed on by the Pilot to the Master before mooring,
 - the other dates and information shall be passed by the Operator of the Gdańsk Bulk Terminal to a ship's Master or the person authorized by the ship's Master during filling of the ship-shore safety checklist.

2. Information given by the ship to the terminal:

A ship's Master while filling the ship-shore safety checklist shall pass on all needed information to the Operator of the Gdańsk Bulk Terminal.

Additionally, a ship's Master should present the copy of:

- Cargo plan,

II. EMERGENCY PROCEDURE

1. Fire alarm.

In case of the each person staying within the area of the Bulk Terminal or on the ship must immediately either inform Rescue Station (tel. 11, channel VHF 14) and the Harbor Master's Officer (tel. 058 343 73 71, channel VHF 14,16) or try (if possible) to extinguish the fire.

2. Fire on the GBT berth

In case of a fire on the pier

- Stop performing all tasks associated with unloading, bunkering, ballasting,
- prepare to immediately leave the port and sail out to sea,
- wait for the instructions of the Harbor Master's Officer.

3. Fire on board.

- activate an alarm siren on board using the following pattern of three successive signals: two short and one long one. The signals must be repeated till the arrival of the Fire Brigade,
- notify the Rescue Station (tel. 11, channel VHF 14) and Harbor Master's Officer (tel. 058 343 73 71, channel VHF 14, 16),
- if possible extinguish the fire using all extinguishers of the ship,
- stop performing all tasks associated with unloading, bunkering, ballasting,
- call for the tug service and prepare to immediately leave the port and sail out to sea,
- wait for the instructions of the Harbor Master's Officer.

4. Storm.

If the wind force is 7°B, any ship unloading must be discontinued.

The cranes must be placed in the storm position with the boom over the pier.

The Disposer of the Bulk Terminal is the decision maker in that situation.

In case of the weather deterioration, a ship must be equipped with indispensable reserve mooring lines. All mooring lines must have the proper length and strength specified by the required certificates.

If the maximum parameters of both the mooring lines and mooring devices are reached, it is necessary to consider following possibilities:

- using the additional mooring lines, or
- call for the tug service and, if possible, take in ballast.

5. Health hazard.

In case of any malfunction, a fire or a building disaster in situation of a life hazard it is necessary:

- to protect the safety of people and rescue people life,
- to notify the Rescue Station (tel. 11, channel VHF 14) and the Harbor Master's Officer (tel. 058 343 73 71, channel VHF 14, 16),
- to discontinue all activities and leave the place of an accident untouched,

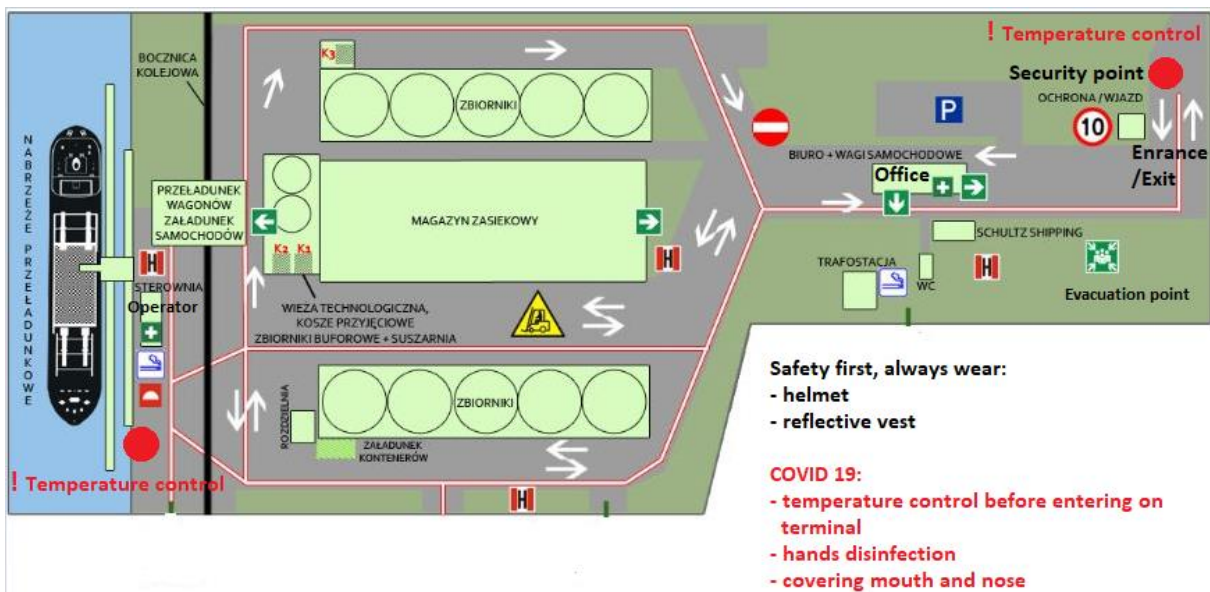
-to perform all actions needed in the situation.

6. Emergency evacuation of the ship.

In situation of any emergency, the Harbor Master is the person who makes a decision about a ship leaving the port.

7. Evacuating people.

In case of evacuation people should use the evacuation routes shown on the GBT berth plan.



III. PRECAUTIONS

1. Safety first. People on the GBT terminal are obliged to wear helmets and reflective vests, also for the crew leaving the ship or entering, also deliveries from outside.
2. Smoking and using naked fire.
Smoking and using a naked fire in the area of The Gdańsk Bulk Terminal is strictly prohibited.
3. Smoking on the ship.
It is strictly prohibited to smoke on the decks near the open cargo holds.
Smoking is allowed only in places appointed by the ship's Master.
4. Works on the unloading berth and aboard.
All the orderings and repairs that may cause a fire as well as any fire hazardous activities must be agreed with the Unloading Master and the ship's Master. These activities should be organized and performed on the basis of legally binding "Technological instruction for the fire hazardous activities in the area of the Bulk Terminal".
The fire hazardous works performed aboard and the tasks associated with immobilizing the main engine of the ship must be authorized by the Harbor Master's Officer.
5. Communication with the ship.
The unloading/loading berth is not equipped with any additional equipment for communication with ship. Ship is responsible for create of communication by his gangway ladder with the GBT Berth.
For a creation evacuation route, on the opposite ship board the rope ladder should be prepared to use.
6. Alcohol.
Alcohol consumption as well as drunkenness is strictly prohibited in the entire area of the Gdańsk Bulk Terminal. The intoxicated person should be taken to the hotel or the sobering chamber at the Master's cost.
7. Harbor Water Protection.
In the area of the Gdańsk Bulk Terminal it is not allowed to:
 - dispose of the waste, garbage and other unnecessary object overboard.

- dispose of polluted ballast. A drop of clean ballast should be authorized by the Harbor Master's Officer and the GBT operator.

8. Bunkering.

Ship bunkering may be only performed on the unloading berth with previous consent from the Harbor Master's Officer.

The bunkering process must be supervised by the ship's Master or the person authorized by the ship's Master.

9. Deliveries for ship and receipt wastes.

The procedure of a ship delivery and waste reception may be performed simultaneously with unloading is not disturbed or prolonged.

More information about the details of the ship delivery and waste reception can be found on the website: www.portgdansk.pl

10. Mooring/Unmooring.

Ships that enter the area of Gdańsk Bulk Terminal and mooring by the GBT Pier are obligated to use the tug boat service as follows:

- ships of length from 180 m – 3 tugs
- ships of length from 130 to 180 m – 2 tugs
- ships of length from 90 to 130 m – 1 tugs
- ships of length to 90 m – according to the Harbor Master's Officer instruction,

The speed of a ship mooring to the GBT Pier fenders must be lower than 0,11m/s.

The ship must sail out to sea immediately after the procedure of unloading, measurement, custom inspection and passport control. The usage of jet rudders or a screw propeller and a rudder should be limited to the minimum.

Restrictions for vessel exceeding parameters: LOA 150 m, DRAFT 7,9 m, BEAM 21 m, DWT 15 000,

| DWT | Approaching speed | Wind speed | Additional two tug boats during stay at berth for wind from directions NE-E-SE-SSE |
|---------------|-------------------|-------------|------------------------------------------------------------------------------------|
| | [m/s] | [°B, m/s] | |
| 15 000-25 000 | 0,16 m/s | 6°B, 12 m/s | 13 m/s |
| 35 000 | 0,11 m/s | 5°B, 10 m/s | 11.5 m/s |
| 45 000 | 0,1 m/s | 5°B, 8 m/s | 10 m/s |
| 55 000 | 0,09 m/s | 4°B, 7 m/s | 9 m/s |

IV. REMARK

The Unloading Master must be immediately informed about any ship damages caused by the cranes/grabs.

In all cases concerning the bulk carriers and an unloading berth that are not regulated by present document, the regulations of Maritime Offices and the Code of Practice for the Safe Loading and Unloading of Bulk Carriers (Res.A.862(20)), dated of Nov. 27,1997 should be applied.

V. COVID 19

Due to pandemic situation in Poland ship and the shipping agency are obliged to observe following regulations:

- **No contact with GBT terminal crew without masks and 2 m distance**
- **Leaving the vessel by the crew only after temperature measurements by GBT crew (information from the ship agent to GBT), hand disinfection and covering mouth and nose**
- **Entering on the vessel after temperature measurement at GBT security point, hand disinfection and covering mouth and nose**
- **Additional breaks per day are excluded from allowed time for loading (3 x 1 h), due to disinfection of the terminal crew social rooms**

Best regards

GBT terminal