


First of all, welcome to E.B.S. This document contains general information about E.B.S. and specifics on how to complete your work safely and efficiently. Working at E.B.S. means: integrated concern for safety, environment and quality. With regard to the regulations in this booklet we rely on a close cooperation during your stay at our terminal.



EBS Laurens haven, Mineral Terminal (Botlek)

JETTY SEA-QUAY 1	BARGE / COASTER QUAY	SEA-QUAY 2
Length: 825 mtr. Depth: 14.50 mtr. NAP (rest: 13.50 mtr) Berths: 5	Length: 180 mtr. Depth overall: 7.00 mtr. NAP Berths: 1	Length: 647 mtr. Depth over 750 mtr.: 9.80 mtr. NAP Berths: 5



EBS Europoort, (Agribulk Terminal)

JETTY (discharge)	BUOYS	LOADING JETTIES SEAGOING VESSELS
Length: 2 x 220 mtr. Outside depth: 16.00 mtr. NAP Inside depth: 12.30 mtr. NAP	Length: 220 mtr. Outside depth: 18.50 mtr. NAP	Length: 220 mtr. Depth: 12.30 mtr. NAP
		LOADING JETTIES COASTERS / BARGES
		Length: 190 mtr. Depth: 6.60 - 7.35 mtr. NAP

General information	St. Laurens haven Terminal	Europoort Terminal
Country	The Netherlands	The Netherlands
Rotterdam Port number (general)	4310	5820
Name of port facility	EBS – St. Laurens haven	EBS – Europoort
Type of port facility	Bulk Stevedoring	Bulk Stevedoring
Address	Montrealweg 50	Elbeweg 117
Postal code	3197 KH	3198 LC
Place	Rotterdam-Botlek	Europoort Rt.
Terminal representative	Production manager	Production manager
Communication		
Phone	0031 181 243 500	
Fax	0031 181 243 558	
Telex	None	
Email	portierlh@ebsbulk.nl	
VHF	Private trunking network	
Production coordinator	0031 622 22 15 46 or 0031 653 39 05 49	
Port Facility Security Officer		
Name	S. Boutestein	
Function	Safety – Security Manager	
Phone	0031 181 258 185	
Mobile phone	0031 653 878 315	
Fax	0031 181 258 284	
Email	s.boutestein@ebsbulk.nl	
VHF	0031 181 243 500	
Working times		
Shift times	07.30 – 15.30 / 15.30 – 23.30 / 23.30 – 07.30	
Meal breaks	11.30 – 12.00 / 19.30 – 20.00 / 03.30 – 04.00	
Security system		
Assessment done by	Security officer EBS /Port authorities 2010	
Security plan available	yes	
Fencing in patrols		
Type of fence	partly wire netting and corrugated iron	
Height	2.20 meters	
General illumination system	Illuminated by light structures	
Quay	as above	
Waterside	as above	

Access control at gate	St. Laurens haven Terminal	Europoort Terminal
Number of gates	2 (two)	1 (one)
Type of barrier	movable barriers	movable barriers
Gate controlled	by camera and movable barrier	by camera and movable barrier
Checking procedure	entrance control all persons	entrance control all persons
Video supervision	St. Laurens haven Terminal	Europoort Terminal
Area covered	at the gate partly on the terminal	at the gate partly on the terminal
General supervision	St. Laurens haven Terminal	Europoort Terminal
Baggage check screening	Not applicable	Not applicable
Port facility workers at port facility	30 – 60 depending quantity of work	30 depending quantity of work
On board	variable, depending number of gangs	variable, depending number of gangs
Third party workers	variable	variable

Estuary	St. Laurens haven Terminal	Europoort Terminal
Distance	About 25 kilometres	About 7 kilometres
Max speed	Ruled by the port authorities	Ruled by the port authorities
Locks / bridges / canal	None	None
Tidal restriction	Yes / depends on draft and length of vessel	Yes / depends on draft and length of vessel
Surrounding and harbour basin	St. Laurens haven Terminal	Europoort Terminal
Ashore	concrete terminal construction without jetty	jetty connected with shore, distance about 300 meters
	passage to the gate via quay and terminal roads	

Technical Details St. Laurens haven Terminal – Botlek Area

St. Laurens haven / loading - unloading berth for see-going vessels

Port numbers 4308 – 4315

Mainquay length 825 meters divided in:

550 meters with waterdepth of 14.50 meters - NAP

200 meters with waterdepth of 13.65 meters - NAP

75 meters with waterdepth of 11.90 meters - NAP

Botlek / barge - coaster loading berth

Port numbers 4306 - 4307

Quay length 180 meters.

Waterdepth of 7.0 meters – NAP

Botlek / loading – unloading berth for see-going vessels and barge coaster berth

Port numbers 4300 - 4305

Quay length 647 meters.

Waterdepth 9.80 meters – NAP

Quay height : about 4 meters – NAP

Type of berth : terminal to accommodate bulk carriers

Maximum length : no restrictions

Technical Details Europoort Terminal – Europoort Area

Europoort / loading - unloading berth for see-going vessels

Port numbers : 5820

Mainquay : length 220 meters

Waterdepth : 16 meters - NAP

Type of berth : jetty to accommodate bulk carriers

Quay height : about 4 meters

Loading and discharge equipment	St. Laurens haven Terminal	Europoort Terminal
	2 x 32-tonne grab gantry crane Outreach 40 meters Operational air draft 20 meters	3 shore based combined (un-) loaders
	1 x 16-tonne grab luffing crane Outreach 27.5 meters Operational air draft 29 meters	
	1 x 15-tonne mobile crane Outreach 20 meters Operational air draft 26 meters	

Loading and discharge equipment	2 x 36-tonne floating crane Outreach 30 meters Operational air draft 31,5 meters	
	1 x 16-tonne floating crane Outreach 29 meters Operational air draft 29 meters	
	1 x 13-tonne floating crane Outreach 25 meters Operational air draft 15 meters	
	2 floating weighing towers	
Storage	St. Laurens haven Terminal	Europoort Terminal
Ground storage	160.000 m2 which is all paved	40.000 m2 which is all paved
Covered storage	400.000 m3	100.000 m3
Rail car handling	Different possibilities for loading railcars	Different possibilities for loading and discharging of railcars
Truck handling	Different possibilities for loading trucks	Different possibilities for loading trucks

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

- Before visitors, like suppliers and repairmen, are allowed to enter the terminal to visit a vessel, the ship's officer must have provided our security guard 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).

Discharging and loading operations E.B.S. has appointed a special foreman, who is in charge of all discharging and loading operations. He is the Terminal Representative in accordance with the requirements of the International Maritime Organization's BLU Code and will be responsible for the communication about the (un)loading plan and for completing the safety checklist together with the ship's officers. This foreman can be reached via the boatswain, who is always present during loading and discharging. During loading and discharging operations, the boatswain is responsible for the contact between the ship's officers and the machine operator; he obeys the instructions of the ship's officers.

Any goods delivered for the vessel must be removed from the terminal immediately. Goods left behind will be removed at the vessel's expense.

- No cars are permitted on the quay.
- Via the quay it is only possible to deliver goods which can be transported manually using the special, safe "underpasses" as indicated.
- Bunkering of oil and drinking water and delivery of (heavy) goods can be carried out via the water side of the vessel, but it may not affect discharging/loading.

On arrival at the terminal, this instruction booklet is handed over to a ship's officer, who will be requested to sign for receipt. Additionally, signature of the ship's officer is requested on a statement that the instructions mentioned will be followed and carried out. Stevedoring operations will not start before this statement is signed and handed over to the Terminal Representative.

The ship will be visually inspected before operational cargo handling is commenced;

Safeguards, ladders, etc. are not in order

- Exemption for repair is given until the next voyage. For this, the ship's officer must sign a declaration of agreement.
- Exemption is given for a specific period (in hours) giving the ship's officer the opportunity to correct the defects mentioned.
- If the defects are serious (un)loading may not start (or will be suspended) until such defects have been repaired.
- If means of access to the hold are not sound and safe and cannot be rectified within a short period, E.B.S. may refuse to trim the hold completely.
- Any extra cost to be made in order to finally enter the hold safely will be entirely for the account of the vessel.

Inadequate lighting

- E.B.S. can hire additional lighting devices for the account of the vessel.
- Decks must have adequate lighting, minimum 8 lux.
- Access to shafts must have adequate lighting, minimum 8 lux.
- Lighting in holds must be minimum 20 lux.

General

- It is not permitted to leave gas cylinders, chemicals or waste material on the quay. Any costs incurred for the removal of these cylinders will be charged to the vessel.
- As of 1 July 2004 each vessel > 500 GT must comply with the ISPS-demands.
- On all operations the IMO BLU Code is applicable.

If emergencies occur at the E.B.S. terminal affecting vessels alongside the E.B.S. quay, the ship's officers will be informed by E.B.S. immediately. This also applies to cases where the terminal has to be cleared and the people will be evacuated. If emergencies occur on board of the vessel affecting E.B.S. staff, equipment, quay or otherwise, E.B.S. should be informed immediately.

This also applies if an ambulance or other emergency assistance has been called for E.B.S. staff may be able to assist.

When a vessel's crew enters the E.B.S. terminals, the 'General regulations EBS terminals' must be followed.

- If you need a taxi, you can either call your agent or ask the boatswain.
- Telephone calls can be made from the main gate; a charge will be made for this.
- Entering the E.B.S. terminal is entirely at your own risk, including vehicles and goods. E.B.S. or E.B.S. employees accept no liability for any damage whatsoever.
- By entering the terminal, any person acknowledges exclusion of any form of liability on the part of E.B.S..

Discharging vessels

- All vessels to be discharged must be 'self-trimming'. E.B.S. may refuse to discharge cargo that is out of reach of the grab or remains in the frames.
- If the surface of the hold is not level, it will not be discharged entirely.
- Protuding bilge covers, which are mislaid during discharging, will not be returned.

A vessel, entering the Port of Rotterdam, must comply with the Rotterdam Port Regulations (<http://www.portofrotterdam.com/en/maritime/seashipping/>). Some of these rules have been included in the following instructions:

Damage

E.B.S.'s foreman is authorized to settle any damage. Any damage which is caused by the stevedores, has to be reported to the boatswain on duty immediately. He will inform the foreman who will sign the damage report. If E.B.S. is at fault, repairs will be made immediately or at a later stage by mutual agreement.

Safety

For protection of E.B.S. personnel on board a vessel, it is the vessel's responsibility to comply with the following regulations:

Safe access to the vessel

- Sturdy gangway with handrail or a ladder with a strong safety net underneath and a lifebuoy on board at the access point.
- Adequate lighting, minimum 8 lux.
- Should not be underneath nor within the range of a moving grab unloader or loading machine.
- Height difference between quay and gangway during loading and discharging and tidal movement must not exceed 25 cm.

In some cases, it may be impossible for a gangway to be placed out of range of the grab unloaders. E.B.S.'s Terminal Representative decides, on a case by case basis, whether this is acceptable.

Accessibility of decks

- Decks must have adequate lighting, minimum 8 lux.
- Decks/platforms leading to holds must be easily accessible and free of obstacles.
- Where necessary the decks must have sound railings.

Access to holds (only for discharge)

- A fixed hold ladder fore and aft of the hold, safe and well maintained:
- Platforms must have railings
- Access to the hold via an enclosed shaft, free of noxious gasses and with adequate ventilation.
- Access to shafts must have adequate lighting, minimum 8 lux.

Holds

The holds must be suitable and safe for stevedoring operations:

- Before discharging, potentially hazardous objects or objects forming an obstacle to discharging should be removed or indicated. For example such objects and obstacles may include:
 - adjacent fuel tanks
 - position and type of hold ladders, position of projecting pipes
 - steeply receding sloping sides
 - Lighting in hold minimum 20 lux.
 - Floor of hold should be completely level.

Please note that trimming of holds is done manually, with the help of wheel loaders using a vibrating plate when necessary.

Hatches

E.B.S. will remove spillage from the hatch covers. Therefore, hatches must be surrounded on four sides by a safe, sturdy rail with stanchions. Moreover, the hatches have to be secured to prevent unexpected movements, if not E.B.S. will not remove the spillage.

Loading/discharging plan

Before loading/discharging, an agreed loading/discharging plan must be handed to the Terminal Representative. Changes in the plan should be in compliance with the BLU Code.

OBO/OOC

Before discharging/loading, a valid gas-free certificate must be handed over to the Terminal Representative.

OBO/OOC with indemnity

Before discharging, a valid certificate of indemnity must be handed over to the Terminal Representative.

Slops

Discharging of any slops on board of the vessel is not permitted at EBS Terminals.

Repairs

It is strictly forbidden for any repair work, requiring "hot work" on board, including the engine room, to be carried out alongside our installations. Repair work to be carried out needs special permission of the Terminal Representative.

Environment

- Soot blowing alongside of the quay is not permitted.
- Only clean ballast water may be pumped into the harbour.
- Rinsing water from decks, holds, tanks, or any other water contaminated with cargo residues, may not be pumped into the harbour.
- The ship's officers must limit noise nuisance to a minimum.
- It is strictly forbidden to leave any waste on the quays.
- In case of dust coming out of the holds, instructions to close these holds given by the boatswain must be followed immediately.