

# Port Rules, Nordkalk Storugns Port, Gotland

The port of Storugns is owned by Nordkalk AB and is intended solely as port of loading and unloading for Nordkalk AB and Kalkproduktion AB (KPAB). Normal products handled is limestone, quicklime and fuel oil.

## Contact details

Nordkalk AB has a designated Storugns Port Manager and PFSO, who is thereby the primary contact for all shipping related issues concerning Nordkalk Storugns port.

Contact details - Shipping matters:

- Email: [chartering@nordkalk.com](mailto:chartering@nordkalk.com)

ISPS information and relevant documents shall be sent to Port Manager no later than 24 hours prior to arrival.

Contact details PFSO and port related matters:

- Tel: +46-(0)739-201606
- Email: [pfs0.storugns@nordkalk.com](mailto:pfs0.storugns@nordkalk.com)

## In case of Emergency:

- 1) Alert emergency central (ambulance, fire department, police) **by dialling 112.**
  - a. Important info to 112: "Place of entry" is: Lärbro Storugns 2733
  - b. Coordinates RT90: X:6416940, Y:1677982
- 2) Inform Storugns control central, telephone: +46-(0)10-4762689
- 3) Crane operator (while loading) is watching VHF channel 15.
- 4) Cooperate with Nordkalk staff to meet up ambulance etc

## Security/ISPS

Port of Storugns is ISPS approved. UN locode: SESUS

Port facility number: SESUS-0001

All visitors, ship crew, passengers must adhere and act strictly in accordance with the ISPS regulations.

## STEM and Laycan

Permission to load is not obtained until a STEM and laycan has been agreed in written correspondence between Nordkalk Storugns and the disponent owner of the vessel.

*In case of late request for change of STEM from customer/receiver Nordkalk reserves the right to charge the requesting party for any extra costs that arises due to the change of STEM.*

### **Notice of arrival.**

- Minimum 7 days prior to agreed STEM and first layday the disponent owner shall present its performing vessel and its expected time of arrival for Nordkalk Storugns approval. Performing vessel shall be in conformity with stipulations in charter party and within Storugns Port regulations. If Nordkalk Storugns does not approve the vessel, a substitute vessel shall as soon as possible be presented by the disponent owner.
- If STEM/Laycan is agreed less than 7 days prior to loading, the disponent owner shall immediately upon agreed STEM present its performing vessel.
- Upon Nordkalk Storugns acceptance of performing vessel, the vessel shall (either by the vessel itself, its agent or disponent owner) give updated notices, in writing, 5 / 3 / 2 / 1 day prior arrival.
- If the ETA is changed more than 10% of the remaining time until arrival, a new ETA-notice shall immediately be given. Changes less than one hour does not need to be reported.
- Notice of arrival shall be given in writing, by email, at the vessels arrival to the port area. Port area is located in Kappelshamnsviken south of Lat N57°52'.
- If the vessel, due to weather conditions or for other reasons cannot find a safe place within the port area, Nordkalk Storugns may accept a Notice of Arrival given from a position north of the above mentioned latitude.

Vessels may not berth without permission. Berth is determined by the Port Manager. In case of vessel berthing without permission, Nordkalk is entitled to charge penalty and any costs arising (as a minimum: port dues based on vessels DWCC in addition to the normal port dues) as an effect of the unauthorized berthing.

Minimum 24 hours prior arrival the Vessel must submit to Nordkalk Storugns its MSW file for the port call. The MSW file must contain full and correct details of all crew, passengers, visitors, ship stores, security data etc. MSW file can be submitted via ship agent.

### **Anchoring**

Vessels at roads shall anchor in such position where in- and outgoing vessels may pass without being hindered or exposed to risks. Designated anchoring position is:

- Lat/Long: **57.876985° / 18.798725**

Anchoring is forbidden within an area between Lat N57°51' and an east/westerly line drawn 200 meters from the southern end of the pier.

### **Pilotage**

Pilotage is supplied and executed by the Swedish Maritime Administration (SMA)

Use of pilot is compulsory for

- dry cargo vessels with loa (length over all) over 90,0 meters and boa (breadth over all) over 16,0 meters
- tanker vessels with loa (length over all) over 80,0 meters and boa (breadth over all) over 15,0 meters

Vessels under command of Masters with valid pilot exemption certificate issued by Swedish Maritime Administration are allowed to enter the port without pilot. Such certificate must be valid for the specific vessel and Master in combination.

Pilot shall be used in accordance with regulations set out by the Swedish Maritime Administration.

### **Principles for loading turn**

Vessels will be loaded in turn based on their given notice of arrival and STEM/laycan.

However, Nordkalk has the right to order a later arrived vessel to load before an earlier arrived vessel, if:

- a) it is possible to load the latter vessel but not the earlier vessel
- b) the earlier arrived vessel is not ready for loading
- c) the earlier vessel has not given ETA notices or reported changes in ETA according to the port rules

The turn for loading may also be adjusted due to vessel size, product to be loaded, noise restrictions or berth that must be used.

*FOB loading applies unless another agreement made by Nordkalk –*

### **Cleanliness of cargo holds and ballast conditions**

The vessels officers shall ensure that the vessels cargo holds are in all respects clean, dry and ready for loading and that the vessels ballast condition is such that loading can be performed without hindrance. Inspection of vessels cargo holds, by Nordkalk representative, will take place prior to start of loading.

For some cargos vessels Master or designated officer must declare, prior to start loading, the vessels last three cargos (with code as per IDTF – International Database Transport (for) Feed) and which cleaning procedure has been applied. Form for such declaration will be distributed prior arrival by the port through vessels agent. Loading will not commence until such declaration is duly filled out, handed over to and accepted by Nordkalk representative.

### **Cargo Quantity**

Loaded quantity shall be finally determined by vessels own draft survey calculation. Such calculation shall upon completion of loading be handed over to Nordkalk.

The scale on ship loader is only to be used as guidance of approx quantity during loading operation.

In case of dispute regarding loaded quantity, the claiming party has the right to appoint an independent draft surveyor to determine quantity actually loaded. The cost for such draft surveyor shall be on the claiming partys account.

### **Loading hours**

Loading days and hours of the Port is

Limestone: Monday-Thursday 06:00 to 22:00, Friday-Sunday 06:00 to 19:00 except for national holidays and days during which no work shall be performed according to agreement with labor unions.

Quicklime loading and discharging of oil products: SSHINC according to Kalkproduktion AB regulations.

### **Loading capacity**

Loading will be performed with Shippers loading capacity. In case vessel can not receive the cargo in accordance with Shippers loading capacity, any stop in loading (i.e for deballasting) will be recorded as stop time with no laytime counting.

### **Noise restrictions**

Nordkalk Storugns port has fixed conditions for noise, which affects the operations. See Appendix 1 for restrictions in loading times and vessel types due to noise. Restrictions in loading due to noise are subject to any changes

During the period June 15 to August 15 there are even stricter restrictions. No overtime loading is allowed during this period. See Appendix 1. During the period August 16 to June 14 fractions <40 mm can if necessary be loaded on overtime Monday-Friday, however always only on decision by Nordkalk Storugns.

Noise levels are also affected by product and vessel design.

Noise generating activities during night time is forbidden. To determine what is noise generating activity Master is responsible for consulting with harbor representative.

### **Mooring and Unmooring**

Use of linesmen is compulsory for all vessels visiting the port, both on arrival and departure. For vessels with DWAT 5000 tons or more, a minimum of two linesmen must be used. Use of ports linesmen is also compulsory when shifting between berths or turning of the vessel.

Linesmen service in the port is handled solely by:

Island Shipping Gotland AB, 24/7 tel: +46-(0)70-4459159

Linesman service must be ordered with minimum 2 hours notice.

Island Shipping Gotland AB will invoice the lines handling fee to vessels agent or disponent owner.

### **Disposal of Waste and Sludge**

There is a waste station, containers, in the port where ships can dispose their dry waste. Hazardous waste shall be sorted and disposed of in the designated and marked container for hazardous waste. All hazardous waste must be sorted appropriately into the respective bins inside the container.

For any waste disposed of in the harbor not in accordance with regulations, Nordkalk will charge the vessel appropriate handling fee.

Pumping out grey- or black water within the port area is not allowed.

Sludge oil and oil contaminated water can be disposed of to possible extent. Vessels who need to dispose sludge are emphasized to contact port via agent to determine possibilities. Max quantity per port visit is 8 m<sup>3</sup>. In case of sludge disposal beyond normal working hours of contractor, overtime cost will be charged to the vessel.

### **Harbour Dues**

Nordkalk will invoice the Ship Owner/Operator for harbour dues, via the specified Shipping Agent

### **Safety**

Gangway from ship to quay must be used and rigged in a safe way in accordance with IMO recommendations MSC.1/Circ. 1331 and with no hindrance to the loading crane. Only pilot ladder is not accepted or allowed!

During loading it is not allowed to pass under or stay or work in close range of the crane arm. There is a risk that stones may fall from the loading belt. Any stop in loading due to unsafe behavior from ships crew in this aspect will be put on ships account.

It is not allowed to discharge snow and ice to the quay surface. This creates a safety risk and may injure people on the quay. Further, the snow and ice lands on the crane rails and cause stop to the loading. Any costs or stop time will be put on vessels account and invoiced by Nordkalk to the disponent owner via ship agent.

Following PPE (personal protection equipment) must be used when visiting or passing through the port area:

- Safety helmet with chin strap properly secured
- High visibility garment (minimum upper body)
- Tight fitting eye protection (glasses / goggles)

In addition to above minimum requirements further regulation on use of PPE and safe behavior must be adhered to, see Appendix 4.

It is not allowed without approval of the Port Manager to bring any vehicles into the port area. Any vehicle in the port area must be equipped with, and use, flashing roof light. Parking is only allowed at designated surface, see attached port area map Appendix 3.

**Ship Agent:**

In Port of Storugns, Nordkalk has appointed following company as the designated and preferred ship agent:

Island Shipping Gotland AB, Storgatan 95, S-624 48 Slite

Email: [isgab@gotland-shipping.com](mailto:isgab@gotland-shipping.com)

24/7 Telephone: +46-(0)70-4459159

Nordkalk recommends and emphasizes ship owners and operators to use Island Shipping Gotland AB as ship agent in port of Storugns.

**Document handling**

It is the duty of the ship agent to (in accordance with instructions from Nordkalk AB) issue, handle and submit to all relevant parties all loading and cargo documents prior and after loading.

Any ship agent acting in Port of Storugns is required to have agency staff physically on site attending the documentation procedures and handling of same.

**Appendixes:**

1. Loading times due to noise restrictions
2. Instruction for waste handling
3. Port map
4. Nordkalk HS Guide
5. Instruction Storugns Access to Port area\_Ships crew
6. Appendix 6 Instruction Storugns Emergency info\_Storugns Port
7. Nordkalk Supplier Code Of Conduct