

PORT REGULATIONS & PORT INFORMATION

SCA Pulp/Östrands pulp mill

January 2023

Port regulations

Introductory regulations

§1 The Port of Östrand applies regulations on maritime security pursuant to the International Ship and Port Facility Security Code (ISPS).

These local regulations contain further provisions on order and safety at the Port of Östrand, which are required in respect of the operations conducted at the port. Other temporary rules issued by the Port Manager or the Swedish Maritime Administration may be applied.

§2 In its work with vessels, the port staff must cooperate with representatives of the vessel to achieve coordination between the work of the on-board and shore employees. The Ship/Shore Safety Checklist must always be completed on arrival for safe calls.

§3 Prior to working on a vessel, anyone conducting port work must provide written safety instructions to the vessel's representative that apply during the port call. Communications between the representative of the vessel's crew and representatives of the shore employees must be conducted in a common language as far as possible.

Area of application

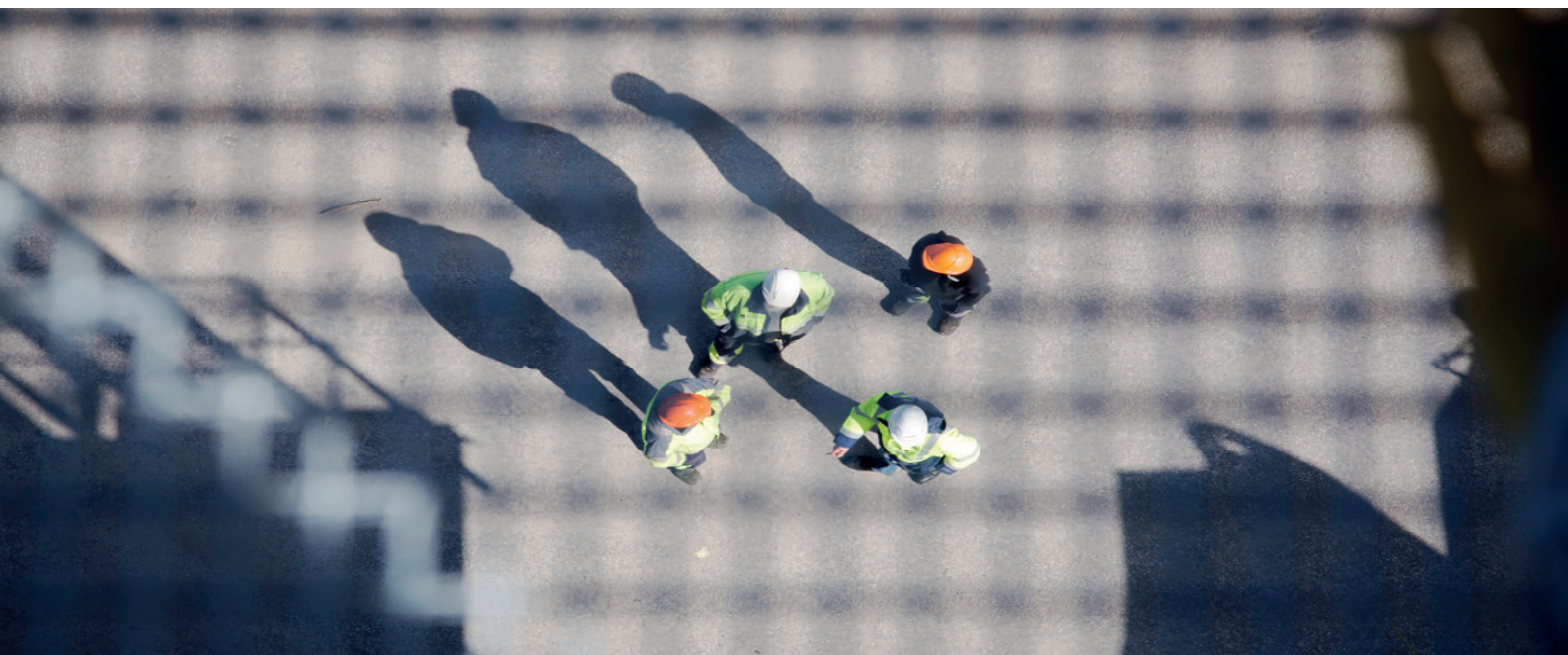
§4 These regulations apply in the water and on land within the port area. The port area is understood to be the area from the gates and outwards. In the water, the area is from the quay and 100 meters outward.

In these regulations, the term "vessel" is to be taken to signify any object used for transport on water and any other object that can be navigated on or in water.

Traffic regulations

§5 Vessels must be navigated so that dangers or obstacles do not arise for other maritime traffic and, in addition, vessels must be navigated such that other vessels, installations or persons are not exposed to danger or suffer damage or injury. The Master of a vessel must observe caution when navigating past areas where work is in progress in the water.

§6 No vessel may enter the port area if there is a risk, due to its condition or for other reasons, that the vessel may sink, obstruct sea traffic or otherwise constitute a danger to order or safety in the port area.



§7 The person in charge of the vessel must immediately report to the Port Manager if a vessel has sunk, run aground or its maneuverability is compromised in any other way.

Mooring, warping, moving

§8 Mooring, warping and moving are to be conducted in a safe manner. The Master, shipping agent or owner must move or warp the vessel or take other measures in relation to the vessel deemed necessary to maintain order or safety within the port.

§9 It is the duty of the person in charge of the vessel to keep themselves informed as to the depth of the water at the allotted location for berthing, mooring or anchoring.

§10 Vessels may only be laid up with permission from the Port Manager. The person in charge of the vessel must ensure that the vessel is properly moored.

§11 When mooring, anchoring or warping, the Master must ensure that other vessels, pipes or similar installations are not damaged and that sea traffic is not unnecessarily obstructed or interrupted.

§12 The vessel must provide gangplanks and ensure that there is safe access between the quay and the vessel.

§13 Tugs or other small vessels that moor at the quay must use their own fenders for fendering if there is a risk that they could end up underneath the quay fenders.

Reporting obligation and permission

§14 Employees who discover irregularities, damage, wear and tear or anything else that could compromise safety must immediately report this to the management of the vessel and the port.

§15 The person in charge of the vessel must call at the port and report the irregularity to the shipping agent. The report must be made as early as possible, but not later than 24 hours prior to arrival of the vessel. The Port Manager may permit a shorter reporting time or waive the obligation to report. The Master must report the time of departure to the shipping agent not later than when the vessel is ready to depart.

Special regulations apply in respect of notification and handling of waste and hazardous cargo.

Special regulations

§16 Any damage caused to vessels, installations, cargo or any other property must be reported immediately to the Port Manager.

§17 Permission must be obtained from the Port Manager before a vessel is temporarily disabled due to repairs or equivalent work.

§18 Permission must be obtained from the Port Manager before commencing major repair, maintenance or equivalent work from a raft or similar.

§19 Permission must be obtained from the Port Manager before welding work can be carried out on board or in the vicinity of a vessel when a vessel is moored at the quayside. Welding work must be carried out in accordance with any requirements made by the relevant authority.

§20 Diving and underwater work may only be performed after permission has been granted by the Port Manager.

§21 Mooring places may not be created and piping, cables or other conduits, pontoons or temporary bridges and similar installations may not be laid without first obtaining the permission of the Port Manager.

§22 Space entry permits are issued on each occasion that port personnel are to enter the cargo hold. It is the vessel's responsibility to take gas measurements on such occasions. Written measurement reports must be provided to the port personnel. The gas meter must be calibrated and handled in accordance with the manufacturer's instructions.

Loading, unloading, stacking of cargo

§23 Loading, unloading and stacking of cargo is to be conducted in a safe manner. International rules for signal systems during loading and unloading must be followed.

§23:1 Prior to commencing loading/unloading work on a vessel, the condition of the workplace and installations must be such that the work can be carried out safely.
The vessel's trim or list must not exceed 2° when loading/unloading.

§23:2 Cargo is not to be stacked on the quay. Cargo, vehicles or material must be handled, stored or stacked at sites specifically indicated by the Port Manager and in such a manner that wharves, buildings, road surfaces, tracks, cranes or other objects are not damaged or blocked, and such that no danger of personal injury can arise. The distance between the quay and the jetty edge must be at least 1.5 meters unless it is placed so close to the edge that there is no possibility of passing on the outer side.

§23:3 Base plates are to be used for the support legs when working with mobile cranes on the quay to protect the quay's crest beam.

§24:4 Cargo for the vessel is located at the indicated site adjacent to the port; cargo that comes for the vessel must always be reported to the shipping agent. Bunkering is to be reported and documented in the cargo management plan / Cargo Agreements by the unloading supervisor/crane operator.

§24:5 Safety distance must be maintained. When unloading is under way, it is prohibited to be in the crane's operating area + 10 m. If there is any breach of the above, the crane operator must immediately suspend the work/lift.

If the vessel's personnel are within the safety area of the crane, unloading must be suspended immediately. If the crane's total waiting time exceeds an hour, SCA is entitled to charge the vessel's operating company for the waiting time, as is the port crane contractor. No demurrage will be paid for this unloading stoppage, which is caused by the vessel's personnel.



Vehicle traffic, pedestrian traffic and authorized persons in the port area

§25 It is prohibited for all vehicle traffic not related to loading/unloading of the vessel or maintenance of the quay to be on the quay.

§26 Special parking spaces are reserved for port personnel, ship-brokers and the Port Manager. When deliveries to the vessel by vehicle are required, permission must be obtained from the Port Manager.

§27 There is a speed limit of 20 km per hour for vehicles in the port area.

§28 It is prohibited for unauthorized persons to be on the quay. All personnel and crew present on the quay must wear protective equipment pursuant to requirements – Grade 2 high visibility workwear, safety footwear, helmets and safety glasses.



§29 Crew may not enter the plant area. Taxis can be ordered through the shipping agent for the purpose of transport from the dock to the Gate keeper. If it is possible, it is permitted to travel together with the shipping agent. Each person who leaves the port area must be able to present identification and checked against a crew list held by the gatekeeper.

Rescue, Fire and assembly point

§30 The port area must be protected from fire and risks of explosion.

§31 It is only permitted to use naked flames or smoke in the port and factory area in specifically designated areas. The use of any naked flame or smoking is prohibited in cargo holds or on deck close to hatches during loading and unloading of wood and chips.

§32 Safe evacuation routes and other relevant facilities must be available to protect persons when handling bulk cargo.

§33 In the event of fire and evacuation, the assembly point is the port shelter.

§34 Any person who willfully or negligently breaches these Port Regulations can be charged under the Public Order Act, the Maritime Security Act, the Port Security Act and other applicable legislation.

Entry into force

These Port Regulations enter into force on Jan 16 2023.

Port service and waste management

Welcome to the SCA Pulp Port of Östrand. The Port of Östrand works to serve as an environmentally aware link in the local and global cargo logistics chain. The Port takes an active, long-term and strategic approach to creating reliable, sustainable transport activities and safe port operation.

Notification

Requirements of boatman, fresh water, depositing of sludge, depositing of waste/hazardous waste, bunkering, etc., should be reported to the shipping agent not later than 24 hours prior to arrival.

Always notify the shipping agent of any significant changes to the call schedule.

Always notify the Port Manager of any environmental or health and safety risks that are observed.

Waste and hazardous waste

The port applies limits to the amount of waste accepted.

- The amount of waste deposited is expected to be proportionate to the number of ports of call.
- The port has no dedicated facility to receive black water.
- The port does not accept explosives or radioactive substances.

The items below can be deposited as waste at the port after a waste report has been submitted and approved.

- Sludge
- Household waste
- Electrical goods, batteries
- Spill oil, oily bilge water and oil residue
- Chemical residue (e.g. paint)
- Plastic, metal, glass

There is a container on the quayside for household waste, shown in green in the image (must not contain glass and metal, etc.). There is also a container for the sorting of waste/hazardous waste, blue in the image.

The crew of the vessel deposits the waste itself in consultation with the port staff. Assistance from responsible staff is available on-site if there are problems or uncertainty when depositing waste.



Fees

Port fee summertime	2.50 GT
Port fee wintertime	5.00 GT
Boatman fee	Berthing and deberthing SEK 2,750 (in and out) Berthing <u>or</u> deberthing only SEK 1,375
Fairway dues	Based on the vessel's net tonnage divided into net tonnage classifications
Fresh water	No fee
Sludge	SCA Pulp covers the sludge cost for one cubic meter per day for the number of days that the vessel has been under way since the preceding port. The vessel is responsible for the cost of amounts of sludge in excess of this.
Waste/hazardous waste	No fee
Emptying of ballast water	Contact the shipping agent prior to arrival for further information.
Cleaning of cargo hold	Contact the shipping agent prior to arrival for further information.

Emergency number +46 60 16 42 22

PSO: Sten Holmgren, +46 70 324 09 16
Police, fire, ambulance: 112 (first priority is to call our local emergency number +46 60 16 42 22)

General Information

SCA Logistics AB
Agency Department Sundsvall
Sjöfartsvägen 11
856 34 Sundsvall (Sweden)

Mobile (24/7): +46 70 58 58 155
E-Mail : agency.sundsvall@sca.com
Website: www.sca.com

Latitude: N 62°28,0'34.0
Longitude: E 17°20,0'33.0
LoCode: SEOST
Max. draft: 7.4 m
Max beam: None
Max lenght (Loa): 135 m
Chart: 524
(Härnön – Brämön)
SECA: fuel oil shall not exceed 0,1% m/m Sulphur content

Further Information

Tide: No
Ice: December – March
Water density / salinity: 1002 - 1004
Bunker jetty: No
ISPS level: 1
Good shelter: Yes
Good holding ground: Yes

Anchorage:
A. Lörudden Anchor - N 62°16,0 - E 17°35,0
B. Gubben Anchor: N 62° 21,5 - E 17°37,0
C. Åstön Anchor: N 62° 25,0 - E 17°37,0

Port facility Codes (GISIS)

Facility Name Ostrand
Facility code SEOST-0001

Services

Free Wi-Fi: Yes
Fresh water supply: Yes
Stores & Provisions: Ship chandler N/A.
Local store only.
Spare parts supply: Yes
Bunker oil supply: Yes
Navigation equipment: Yes
Compass adjustment: Yes
SSC renewal: Yes
Garbage disposal: Yes
Dirty water disposal: Yes
Ships repairs: No (Minor repairs only at ordinary working hours)
Scanning gate: No
Electricity supply for container: No

Pilotage

Available: Yes
Compulsory: If Loa > 100 m

Tugs

Available: Yes (Tug Axel Enström)
Compulsory: No
Assist: Yes
Salvage: Yes
Transport service: Yes

Cranes

Mobile cranes: Yes
Fixed cranes: No
Floating cranes: No