

E◀B▶S

EUROPEAN BULK SERVICES

TERMINAL INFORMATION BOOK



Last updated: 2th of January 2017

*This terminal information book is presented to you before cargo handling is commenced. We expect included instructions to be followed and carried out carefully.
After loading or unloading is finished we kindly ask you to return this terminal information book to our terminal representative.*

Last Update:

EBS FORMS

TERMINAL INFORMATION & REGULATIONS FOR VESSELS

19th of october 2011

**GROUNDPLAN ST. LAURENSHAVEN TERMINAL
GROUNDPLAN EUROPOORT TERMINAL**

27th of december 2012
2nd of january 2017

GENERAL REGULATIONS EBS TERMINALS

28th of september 2010

**P08.1 PROCEDURE FOR SAFE LOADING/UNLOADING OF
BULKCARRIERS**

28th of april 2016

**P16.1 PROCEDURE IN CASE OF DAMAGES ON BOARD OF
BULKCARRIERS**

28th of april 2016

English:

Please note that the following forms are obligatory. Operational cargo handling will not commence until these forms are completed correctly.

We advise you to keep a copy of these forms for your administration. If necessary additional forms can be presented to you during discharge/loading.

Dutch (Nederlands):

De volgende formulieren zijn verplicht. Er zal niet met operationele werkzaamheden worden begonnen tot deze formulieren correct zijn ingevuld.

We adviseren u om een kopie van deze formulieren te behouden voor uw eigen administratie. Indien noodzakelijk kunnen aanvullende formulieren worden overlegd tijdens de belading/het lossen.

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	
PH 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	
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		
Area covered	at the gate partly on the terminal	at the gate partly on the terminal
General supervision		
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. Laurenshaven 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. Laurenshaven 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. Laurenshaven Terminal – Botlek Area

St. Laurenshaven / 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. Laurenshaven Terminal	Europoort Terminal
	2 x 32-tonne grab gantry crane Outreach 40 meters Operational air draft 20 meters 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	3 shore based combined (un-) loaders

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.
- Protruding bilge covers or bilge covers that are not fastened to the tank top, 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

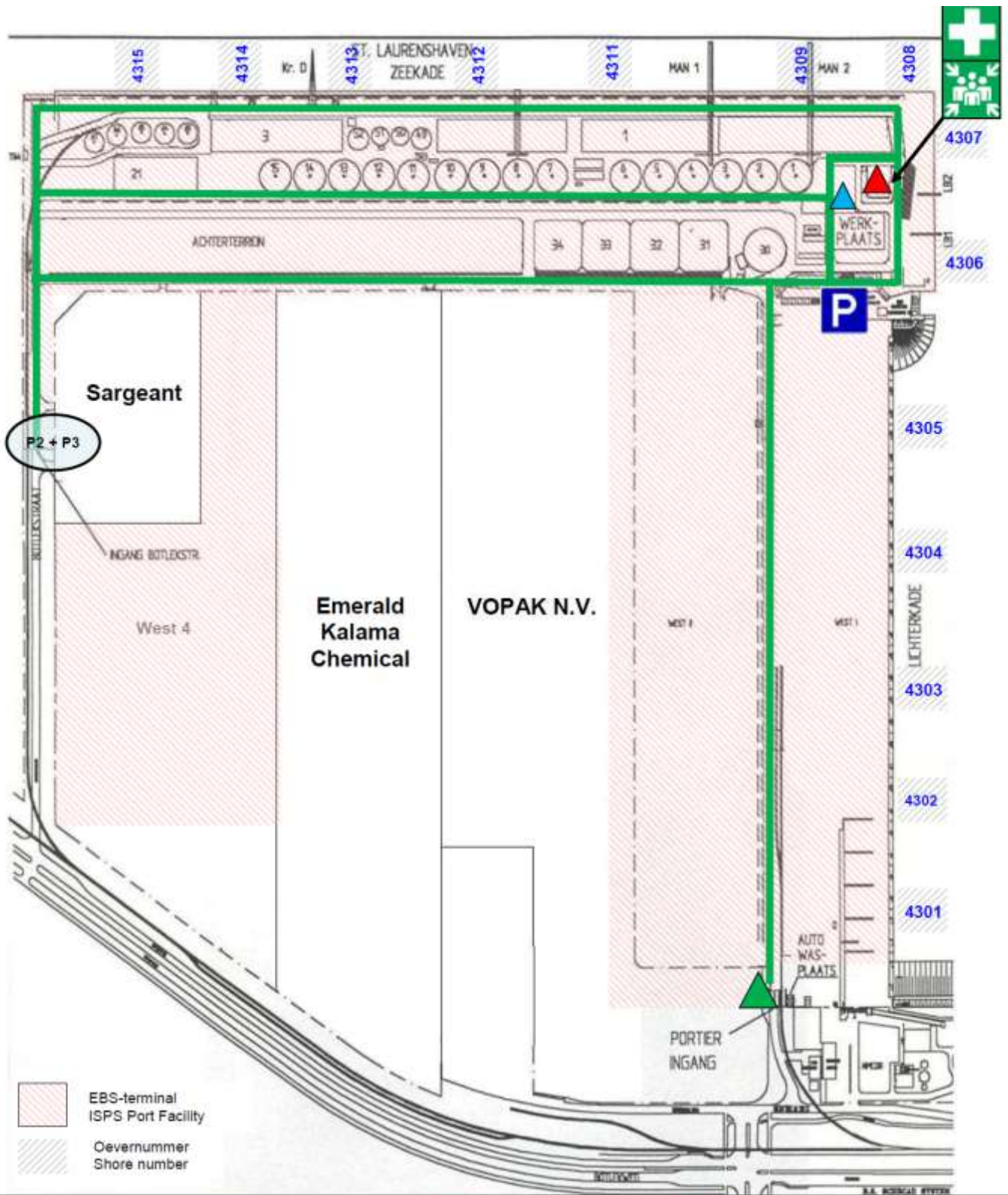
Discharging of any slops on board of the vessel is not permitted at EBS Terminals.

Repairs

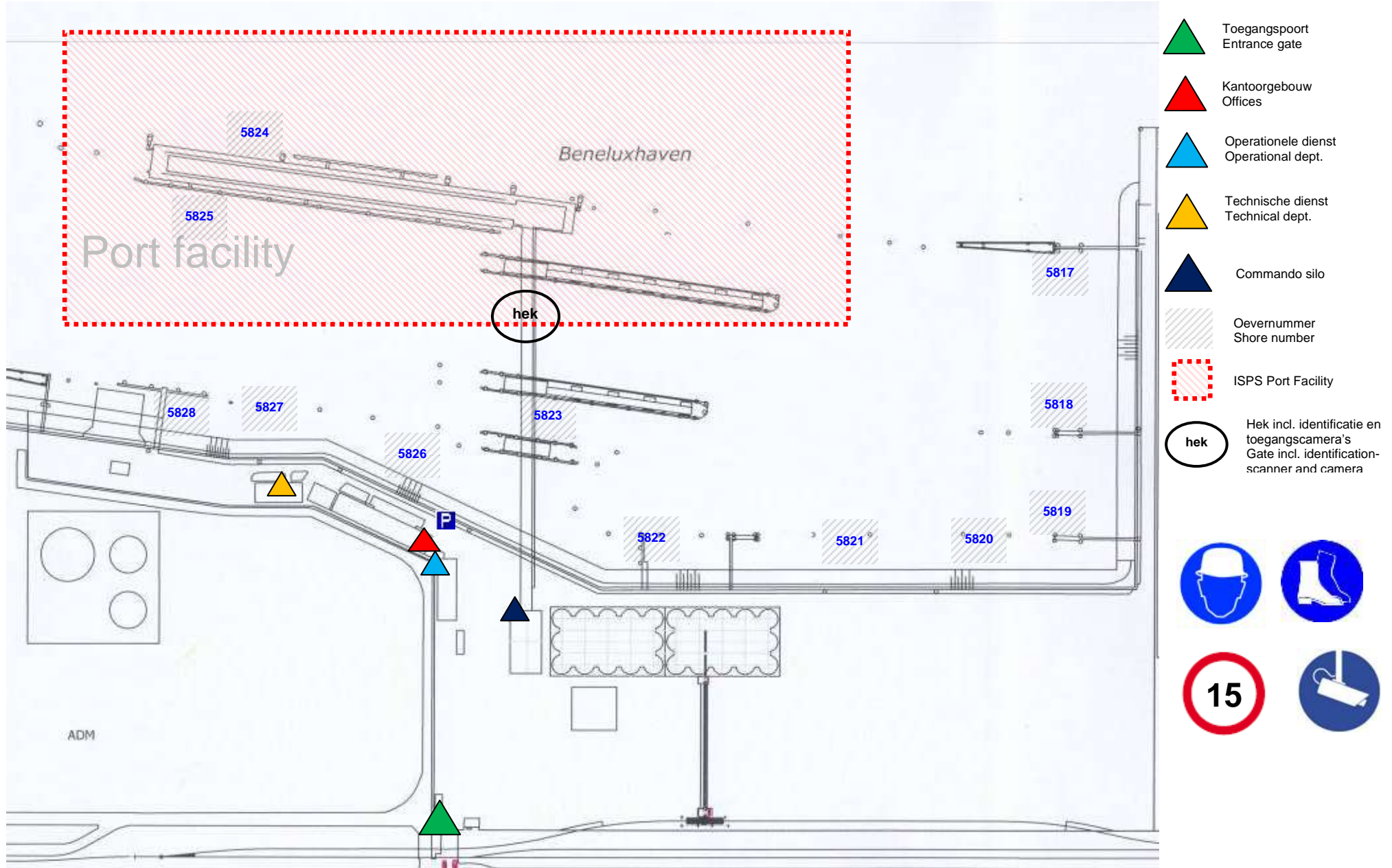
It is strictly forbidden for any repair work, requiring "hot work" on board, including the engine room, to be carried out alongside our installations. Repair work to be carried out needs special permission of the Terminal Representative.

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.



	Magazijn Storageroom		Parkeerplaatsen Parking lot		EHBO kamer First aid room		Veiligheidsschoenen Safety shoes
	Beveiligingsloge Gatekeeper		Max. snelheid Max. speed		Verzamelplaats Assembly point		Veiligheidshelm Safety helmet
	Kantoor Office		Cameratoezicht Video surveillance		Fluoriserende kleding Fluorescent clothing		
	Vrije rijroute Road						



Terminal entry

- Entering the EBS terminal is only allowed when reported to the security staff member.
- When entering the EBS terminal from the water or railway one must always directly report to the security staff member.
- Access is only granted for that area where one must stay related to the nature of the visit. One must follow the route as indicated.
- Instructions by the security staff member must be followed. These instructions may concern:
 - The route on the terminal;
 - The parking place;
 - Different traffic regulations;
 - Avoiding obstacles and dangerous situations.
- Unauthorized persons are not allowed to go on board of a sea-going vessel. The ship's officer must be informed if anyone boards or is to perform work on board of a vessel.
- It is prohibited to enter any installation without special permission.
- When leaving the terminal all visitors should report to the security staff member.
- Everyone who enters the European Bulk Services (E.B.S.) B.V. terminals hereby allows the security staff member to inspect their means of transport and bags.

General

- Everyone is obligated to comply with the safety instructions, regulations and warning signs.
- Be mindful of sudden start-up of machinery, machine components (drives, sliding heads) and vehicles. Rails, driving track and electric cables to machinery must be kept free of obstacles. An acoustic signal accompanies the movement of machinery. Sirens sound before a conveyor belt starts moving.
- All materials, machinery or tools to be used by third parties must comply with the statutory safety regulations.
- The use of materials, machinery or tools, which are E.B.S. property, requires permission of the responsible person.
 - It is strictly forbidden to remove warning signs or safeguards from machinery, etc.
 - Walking over electric cables is not permitted.

Personal protection equipment

- When indicated or otherwise required, all persons should use the correct personal protection equipment.
- Helmets and safety shoes are obligatory as a minimum safety measure (with the exception of the car park and the offices). Wearing safety shoes is not obligatory for visitors to the office.

Traffic regulations

- The Dutch Road traffic regulations apply on the EBS terminals.
- Priority should be given to EBS machinery as well as railwagons.
- It is only permitted to park your vehicle in the designated places.
- On EBS terminals the speed limit is 15 km/h, unless otherwise indicated. Dust problems due to traffic must be avoided. If dust is caused the speed must be reduced.
- The normal routes are marked on the terminal plan. Driving beside the road is forbidden, except where the work has to be done. Note that certain routes have limited height.
- The use of inadequate vehicles, transport equipment and lifting gear is not permitted.
- Vehicles, transport equipment and lifting gear may only be driven and operated by trained personnel.
- Persons may only travel in appropriate vehicles.
- It is strictly forbidden to block passes, machine lanes, escape routes and extinguishers

Safety

- Everyone should be aware of their presents at an operational site where unexpected dangerous situations can occur.
- Large machinery is in use for handling bulk goods (mechanical shovels, wheel loaders, etc.). Be mindful of these machines. Make sure you are visible by the operator.
- Unauthorized persons are not allowed to enter or operate any EBS machinery.
- Conveyor belts:
 - It is strictly forbidden to enter on or come to near the conveyor belts;
 - It is forbidden to take any product (even for samples) from the conveyor belt;
 - Walking under a conveyor belt is only permitted at marked, protected underpasses.
 - Only in case of emergency machinery and/or conveyor belts may be stopped by pressing an emergency button or pulling an emergency cord.
 - Do not place repair materials or other materials on conveyor belts. This can seriously damage the belt.
- Entering storage spaces or being on top of product in storage is forbidden without written permission from EBS operational staff.
- E. B.S. staff is authorized to point out any unsafe situation or unsafe working practice, in which case the person addressed has the duty to change this immediately.

It is strictly forbidden to:

- possess, use or consume drugs or alcoholic drinks or being under the influence thereof;
- enter on EBS premises, while being under the influence of a substance of which reasonably can be expected that safe behaviour is influenced;
- smoke or use open fire. For use of open fire special permission can be given.
- place means of transport, materials, tools etc. in such a way that safety is endangered.
- to (partly) barricade entries, exits or passages.
- to ride on vehicles differently than on the therefore intended seat or stand on;
- pollute areas, silo's or warehouses.

Fire prevention

Fireplugs and hydrants or standpipes must always be and stay accessible to the fire brigade.

Incidents

All incidents (dangerous substances, accidents, collisions, damages, fire, etc.) should immediately be reported to the security staff member by use of the alarmnumber.

Alarmnumber : 0031 181 243 555
Alarmnumber intern : 555

If, caused by an intern or extern incident, an expanding danger for humans or materials occur at the E.B.S. premises one should follow the instructions given by EBS-personnel to leave the workplace and follow further instructions.

- Unsafe situations should be marked immediately and reported to the operational department. This report should be confirmed in writing.
- Third parties must report (near-)accidents occurring on the E.B.S. terminal in writing to the operational department within 24 hours.
- If employees of third parties damage E.B.S. property this must be reported to the operational department in writing immediately.

Environment

- Separate waste materials and place it in the appropriate containers.
- Avoid contamination of the soil by gasoline, oil, paint and other contaminating substances.
- Avoid pollution of the water, either direct or through the sewage system.
- Avoid unnecessary energy consumption.
- Avoid causing dust, e.g. through traffic or cleaning work.
- Avoid excessive noise nuisance.
- Hazardous goods may only be taken onto the terminal with the permission of the operational department.

Liability

Everyone who finds himself/herself on the EBS premises, installations or moored vessels and/or floating installations;

- is there, and with him/her the belonging transport resources and goods, entirely at own risk. European Bulk Services (E.B.S.) B.V. and EBS-personnel do not accept any responsibility for damages or losses;
- shows by being there that he/her is aware of the content and accepts these 'General regulations'.
- Under all circumstances the 'General conditions for storage and transshipment' by European Bulk Services (E.B.S.) B.V. in its last version deposited at the Registry of the District Court Rotterdam is applicable.

Complementary regulations

- Ensuring the above regulations anyone who enters or finds himself/herself on EBS premises should behave in such a manner that the general safety of persons or goods is not endangered.
- You should be aware that delay or interruption in the progress of your work as a result of compliance with our regulations cannot be accepted as a reason for late delivery or result in concessions by E.B.S. in money or work.
- In all circumstances supplementary regulations can apply.

Not complying with regulations

If regulations, orders or instructions are not followed, E.B.S. preserves the right to:

- remove the involved person from E.B.S. premises or floating installations and deny any further (or future) permission to E.B.S. premises or installations.
- stop the present work without accepting any possible liability for consequences for involved personnel or their principals.

Indemnity

The service provider commits itself to clear E.B.S. against all claims of third parties, its own employees included, in case of damage settlement, if these claims are connected to actions and activities of the service provider. The service provider is responsible for all damage and costs resulting from this.



WHAT TO DO IN CASE OF:

FIRE/ACCIDENT

- **Dial** 555 (Intern EBS phone)
 0031- 181 243 555 (Extern phone)
- **Mention**
 - o Your name
 - o Kind of accident
 - o Place of accident
 - o (Extension)



FIRE

- Warn persons in surrounding area
- Inactivate machinery
- Close doors, windows and closets

If possible:

- Try to extinguish fire



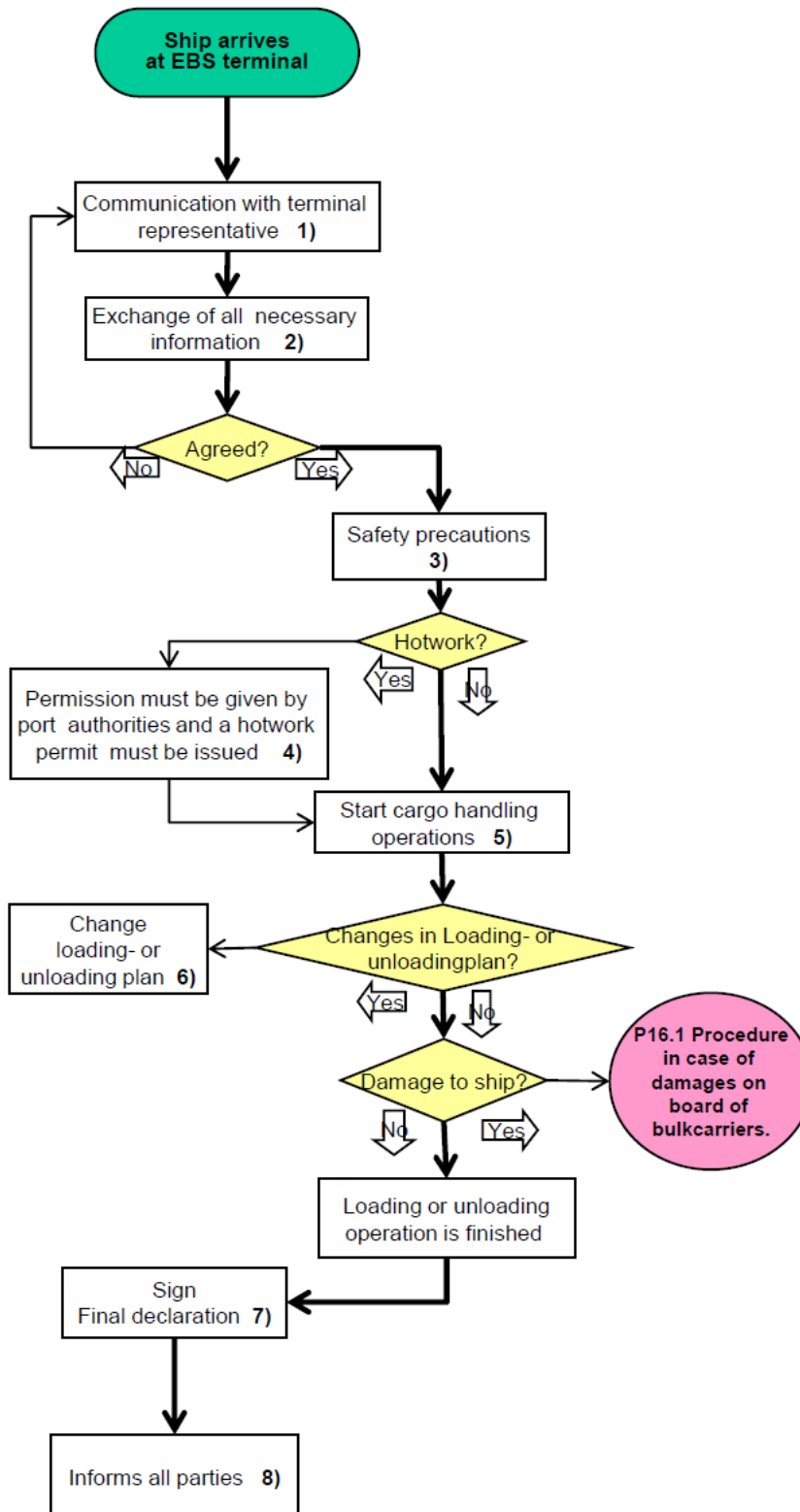
IN CASE OF FIRE-ALARM (SIREN 3X)

- Stay where you are
- Wait for further instructions



IN CASE OF EVACUATION SIGNAL (SIREN 6X)

- Follow instructions given by the crisis centre



NOTES

All port regulations must be clear to the captain/SSO and crew of the ship. ISPS-regulations and rules set in the BLU-code are applicable.

The captain is at all times responsible for the safe loading or unloading of his ship.

1) EBS terminal representatives are the production coordinators and production managers.

2) The loading/unloading plan and (if applicable) stowageplan must be agreed upon by ship and terminal representative.

All information necessary for safe loading or unloading of the ship has to be exchanged. The following forms must be completed before cargo handling is commenced:

- Ship/shore safety checklist
- Declaration of EBS regulations

When loading a bulkcarrier:

- Cargo information form

Captain receives the EBS terminal information book.

3) Safety precautions:

- Safe access to ship
 - Visual inspection of the ship (damages)
 - Measuring gasses/oxygenlevel
 - Use of personal safety equipment

Combination (OBO) carriers must show an approved certificate in which is noted that the ships cargo can be handled without explosion danger.

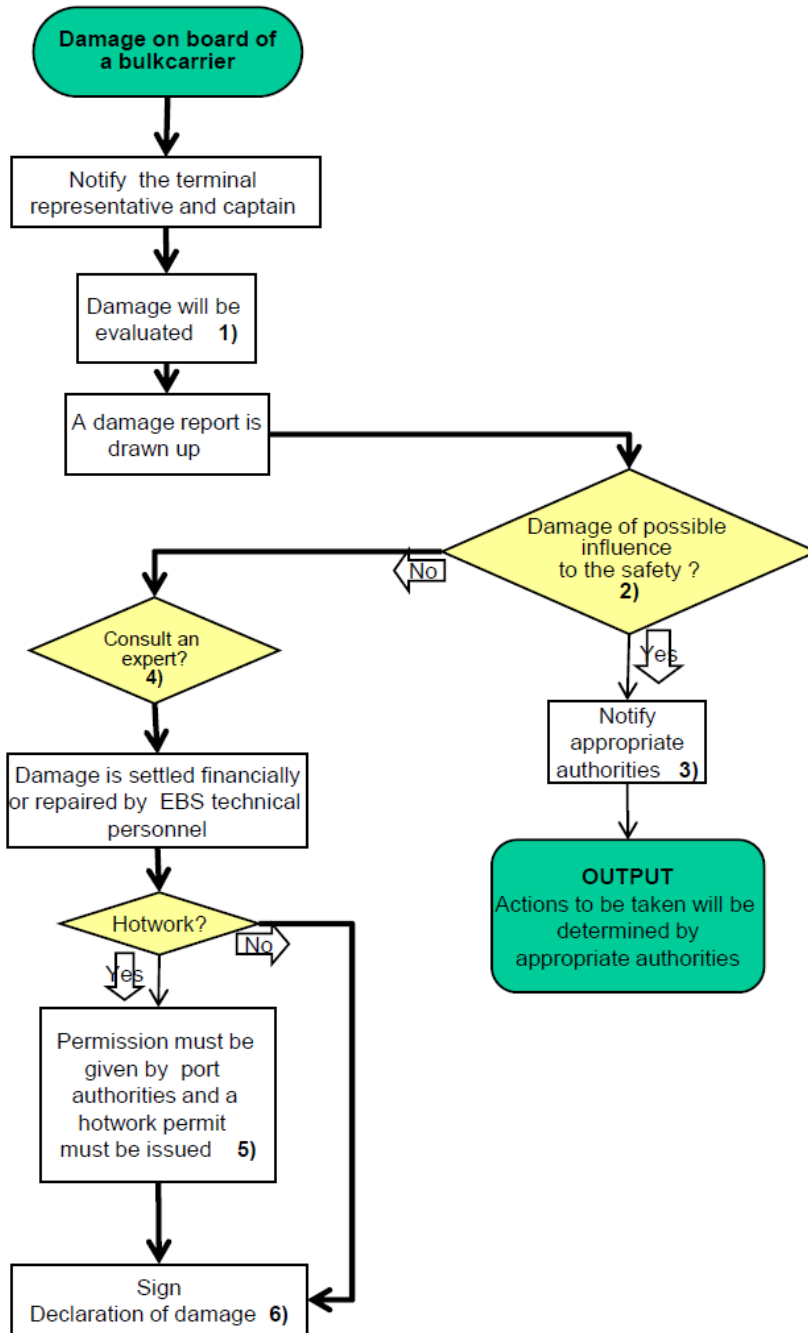
4) Hotwork is not permitted on board or near the ship (<10 m), unless permission is granted by the port authorities and a hotwork permit is issued.

5) Efficient communication must be maintained during the loading- or unloading operation. Make sure all responsible persons are notified.

6) If changes in the loading- or unloadingplan must take place they must first be confirmed in writing by both terminal representative and captain.

7) Terminal representative and captain must both sign the 'Final declaration'. The captain returns the terminal information book to the terminal representative.

8) Agent, port authorities (pilot) and surveyor will be informed.



NOTES

All damages on board of bulkcarriers should be reported to the EBS terminal representative. Also if damage is not caused by stevedores activities.

The captain is at all times responsible for the safe loading or unloading of his ship.

Any repairwork on the ship is forbidden without special (stevedores) permission.

1) De productionmanager or coordinator determines together with EBS technical personnel and the captain the acceptance and extent of the damage and actions which should be taken.

2) If the safety of the cargo handling operation is in danger the shipping department the Transport and Water Management Inspectorate must be notified immediately. If the captain states the damage seriously influences :
- the structural capability;
- the watertight integrity ;
- or the essential engineering systems. The Administration (class office) and the Transport and Water Management Inspectorate must be notified .

3) Captain and terminal representative must agree on who notifies the authorities.

4) If there is doubt about the cause of damage or no agreement can be reached an expert can be consulted.

If mutual agreed the damage can be repaired by EBS technical personnel or in case of small stevedores damages it can be settled financially. If the damage is caused by normal wear and tear EBS repudiates any and all liability.

5) **Hotwork** is not permitted on board or near the ship (<10 m), unless permission is granted by the port authorities and a hotwork permit is issued.

6) Terminal representative and captain must both sign the 'Declaration of damage'.