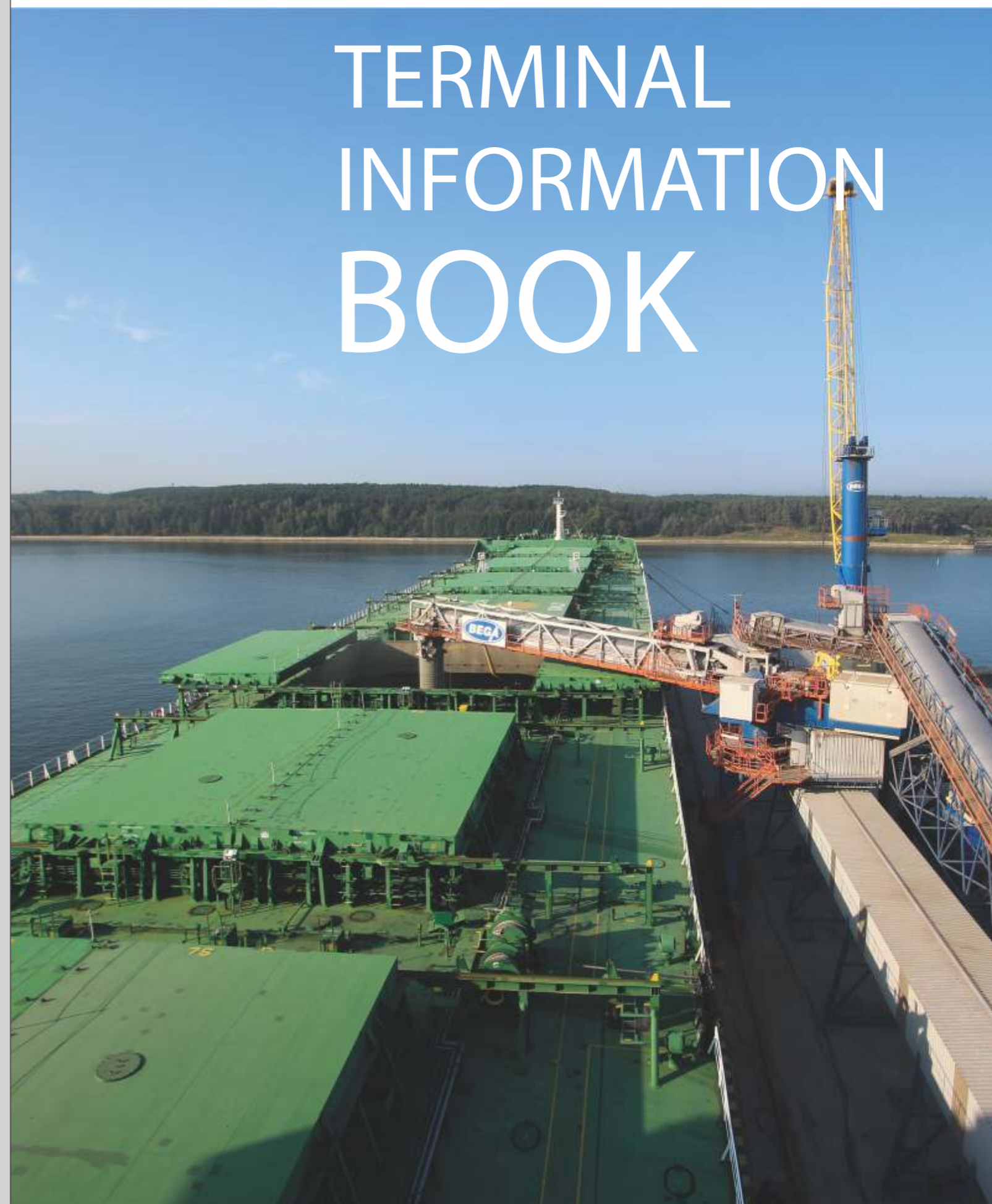




KLAIPEDA STEVEDORING COMPANY

TERMINAL INFORMATION BOOK





1. INTRODUCTION

The company specializes in handling of bulk and liquid non-oil products. The company has created all the necessary port infrastructure and superstructure, installed modern automated loading/unloading, transportation and storage technologies for handling of dry and liquid chemical, construction, food industry, agricultural and other products. BEGA offers a full range of logistic solutions, including port services, freight forwarding, distribution, transshipment, HUB-port services, ship agency, packing of bulk products and others. We hope that your participation in the company's activities will help to continue our safe work traditions in pursuance of our company's success and further cooperation. Klaipeda stevedoring company „BEGA“ (Terminal) is classified as a higher level of risk object.

This Terminal book is prepared on the basis of publicly available information, legal acts and good practice recommendations. Terminal book is for information purposes only, it does not replace, amend or withdraw any regulations issued by Port Authority and international organizations, but merely highlights the most important aspects of these regulations. All respective persons are obliged to make sure they have the latest versions of such regulations at their disposal and may not rely on this Terminal book for the correct version of any applicable laws, regulations or international standards or practices. Terminal is not responsible for the accuracy of the data provided. For most recent and more detailed information, vessel owner or vessel Master should contact the Klaipeda Port Authority or local agent.

Full list and latest versions of Port Regulations can be found at Klaipeda Seaport Authority website:

www.portofklaipeda.lt/port-regulations

2. CONTACT INFORMATION

2.1. Klaipeda stevedoring company „BEGA“ contact information:

Nemuno str. 2b, LT – 91199, Klaipeda, Lithuania
Phone: +370 (46) 39 55 00; Fax: +370 (46) 38 03 84;
e-mail.: bega@bega.lt
website: www.bega.lt

2.2 EMERGENCY CONTACTS:

Contact	Telephone Number / VHF
Emergency Response Centre (European Emergency Number)	112
Port Control Department (Dispatcher - Coordinator)	+370 46 499704, mobile: +370 612 54144 VHF 10 (Call sign: Radio 12)
Marine Rescue and Coordination Centre	+370 46 391257 VHF 16 (Call sign: Klaipeda Rescue Radio)
Port Police	+370 46 354563
Terminal Security officer	+370 46 395513, mobile: +370 61235461
Additional number	+370 46 395546, mobile: +370 684 50114
Terminal health and safety at work engineer	+370 46 395510
Terminal cargo complex dispatcher	+370 46 395533
Klaipeda Harbour Master	+370 46 499688



2.3 TERMINAL CARGO COMPLEX CONTACTS:

Terminal cargo complex dispatcher	+370 46 395533
Loading master	+370 46 395536
Main guard post	+370 46 395546

3. TECHNICAL DATA ON THE BERTHS LOADING AND UNLOADING EQUIPMENT

3.1 PERMISSIBLE VESSEL DRAFT (AT ZERO WATER LEVEL I N THE PORT OF KLAIPĖDA)

In case only one permissible draft is determined alongside the total quay length the total operating (mooring) length (post No. 3) and maximum vessel draft at the quays (post No.3) are indicated in one line of Table No.1 In case the different vessel drafts are determined alongside the total quay length, the draft is indicated in other lines of Table No. 1, marking the permissible draft at the concrete quay length starting from the beginning of a quay.

Table No. 1

THE NUMBER OF THE QUAY	TOTAL OPERATIONAL (MOORING) QUAY LENGTH (M)	PERMISSIBLE MAXIMUM VESSEL DRAFT ALONGSIDE QUAYS (M)	OPERATIONAL (MOORING) QUAY LENGTH (M) FOR SPECIFIC PERMISSIBLE MAXIMUM VESSEL DRAFT
66	128,54	UNDER CONSTRUCTION	128,54
66A	239,64	6,0	84,64
66A	239,64	11,5	155,00
67A	232,32	13,2	232,32
67	251,27	13,0	96,00
67	251,27	6,0	27,27
67	251,27	8,0	18,00
67	251,27	11,5	110,00
68	230,00	11,5	172,43
68	230,00	11,5	46,00
68	230,00	11,5	11,57
69	150,85	12,0	10,01
69	150,85	13,2	40,85
70	212,80	13,2	150,00
70	212,80	11,5	30,00
70	212,80	10,5	32,80
71	218,63	11,0	218,63
72	252,19	11,5	252,19

3.2 LOADING EQUIPMENT Table No. 2

Ship loader (3)	Max. loading rate:	Air draught:
On quay No. 72	500 t/h	12,4 m
On quay No. 69-70	1000 t/h	15,5 m
On quay No. 67A	1200 t/h	15,5 m

3.3 UNLOADING EQUIPMENT

4 Grab cranes (on demand): discharging rate depends on type of cargo - 9000 t a day (apatite concentrate, phosphorite and other bulk); 6000 t a day (fertilizer); 4500 t a day (agrobulk). Railcar loading equipment at the handling rate of 8000 t a day.

4. DEPTH OF WATER AT THE BERTH

Depth of water at the berth – 10 to 14.5 meters, see figure No. 1.

5. WATER DENSITY AT THE BERTH

Water density is approximately 1,0065 t per cubic meter (depending on seasonal and other influences). For more accurate data, please contact the Surveyor.

6. THE MINIMUM AND MAXIMUM SIZE OF SHIP WHICH THE TERMINAL'S FACILITIES ARE DESIGNED TO ACCEPT, INCLUDING THE MINIMUM CLEARANCE BETWEEN DECK OBSTRUCTIONS

The number of the quay	Max. length, m	Max. width, m	Deadweight, t
66A	200	32	40 000
67A	230	40	90 000
67	Under construction	Under construction	Under construction
68	230	32	80 000
69-70	250	36	100 000
71	190	32	40 000
72	200	30	50 000

For permissible maximum vessel draft alongside quays see table No 1.

The minimum clearance between deck obstructions will vary depending on vessel beam and hatch configuration and will need to be reviewed for specific vessels.

7. MOORING ARRANGEMENTS AND ATTENDANCE OF MOORING LINES

Mooring requirements are reglamented in Klaipeda State Seaport Shipping Rules (www.portofklaipeda.lt/regulations/level2/Laivybos-taisykles_1/279). Vessel mooring shall be under control of the Port Control Department (PCD) and Vessel Traffic Service of the Port Authority (VTS) according to the powers). It is forbidden for vessels, to moor at a berth without permission from the Port Dispatcher Office and VTS. Vessel's mooring lines on quay bollards are placed according to the instructions of pilot/ Port Authority. A vessel shall be moored with mooring lines or ropes for appropriate strength so that under all conditions it stays at the berth. It is prohibited to use different materials for one mooring line. Mooring line cannot be too slack or too tight so that the vessel could not move during cargo operations and as a result – damage cargo loading devices and cause an emergency situation. Maintaining and monitoring mooring lines during time on berth is the responsibility of the vessel Master.

8. LOADING OR UNLOADING PROCEDURES AND COMMUNICATIONS

Loading or unloading procedures will be carried out in accordance with the loading/unloading plan provided by the vessel Master. Prior to starting work the following procedures must be completed:

- a. The plan must be agreed and signed off by both Loading Master and the vessel Master.
- b. A ship/shore safety check sheet must be completed between Loading Master and the vessel Master.
- c. Prior to discharge the vessel Master must provide the terminal with a completed cargo information form. During discharge, trimming will take place as required both by hand and using mechanical plant. On completion of work all holds will be cleaned and or trimmed to the Master's satisfaction.

Communications: Principal contact for the vessel Master during operations will be the Loading Master who maintains contact with the loading/unloading equipment operator and the Deckhand. Terminal cargo complex contact information is in paragraph No.2.3.

9. CARGO WEIGHT DETERMINATIONS BY WEIGHTMETER AND DRAUGHT SURVEY

- 9.1. It is the responsibility of the vessel Agent to organize the attendance of a Cargo Surveyor, prior to, and on completion of, cargo handling. Terminal operations will start after the draft survey has been completed and instruction to start has been issued by the Surveyor.
- 9.2. Cargo weights can be monitored by the Terminal scales throughout the vessel operation at berth No. 67A. In the event that cargo is not weighed via the Terminal's scales, regular draft surveys is carried out.

10. CONDITIONS FOR ACCEPTANCE OF COMBINATION CARRIERS

OBO/OOC

Before discharging, a valid gas-free certificate must be handed over to the Terminal. If vessel is sailing with indemnity before discharging, a valid certificate of indemnity must be handed over to Terminal.

11. ACCESS TO AND FROM SHIPS AND BERTHS OR JETTIES

The means of access between the ship and the quay must be safe and legal, and may be provided by vessel. It should consist of an appropriate gangway or accommodation ladder with a properly fastened safety net underneath it. Access equipment must be tended, since it can be damaged as a result of changing heights and draughts. In case of the gangway entrance being positioned near cargo holds, it is not allowed to have a watchman positioned underneath the working crane.

12. TERMINAL EMERGENCY PROCEDURES

In an event of an emergency (fire, pollution or other kinds of accident) the vessel should contact Emergency Response Centre (112), Port Control Department Dispatcher - Coordinator (Mobile: +370 612 54144; VHF 10 (Call sign: Radio 12) and Terminal cargo complex dispatcher (+370 46 395 533). Other emergency contact is in paragraph No. 2.2. At Terminal the primary form of emergency communication with vessels are by phone. Secondary communication is directly verbal.

13. DAMAGE AND INDEMNITY ARRANGEMENTS

In case of damage to the vessel the ships representative(s) should present a damage report to the Loading Master. The Loading Master will note his receipt of the document. Loading Master will size up the damage and will determine if there is any damage to the vessel and/or cargo and will consider the relevant action. In case of needed repairs, the Loading Master will order the repair crew.

14. LANDING LOCATION OF ACCOMMODATION LADDER

The gangway or accommodation ladder should be positioned so that it is not underneath the path of cargo being loaded or unloaded and doesn't obstruct our loaders. It should be well illuminated during dark hours. A lifebuoy with a heaving line should be available on board the ship near the gangway. It is the vessel Master's responsibility for insuring the safe positioning of the accommodation ladder throughout the vessels time on berth.

15. INFORMATION ON WASTE RECEPTION FACILITIES

Waste disposals must be organized by the vessel or their agent according to Klaipeda Port Waste Management Plan (http://www.portofklaipeda.lt/regulations/level2/Klaipedos-uosto-atlieku-tvarkymo-planas_1/279). The ships, through their agents, request for collection of waste. The ship's agent is a central chain, which receives/submits all ship's documents. Information about ship-generated waste shall be submitted 24 hours prior to the ship's arrival to the dispatcher's office of the port. The waste is delivered in the following ways, depending on the type and amount of waste:

- Cargo residues, such as ballast and tank wash water, are delivered directly to the operator of oil terminals;
- Ship-generated waste is delivered by ship or collected by an operator (a service rendering company(-ies), with which the Seaport Authority has signed a contract for sanitary services of the port, and which shall ensure arrangement of collection, cleaning and disposal of the ship-generated waste and adequacy of port reception facilities).

16. TERMINAL REGULATIONS

16.1 SAFETY REGULATIONS

Safety and security rules are enforced on everyone entering the Terminal. This includes (but is not limited to) visitors, suppliers and contractors.

Possible risk factor at Terminal : Operating equipment, machinery, tools; Stationary and mobile loaders; Falling from heights; Dust and evaporation of cargo; Mobile vehicles; Stationary transport systems: transporters; Cargo collapse: cargo hold, warehouse; Falling objects from heights; Tumbling, displaced objects; Harmful substances: diesel fuel, gasoline, paints, vanishes, solvents; Electric current; Physical overload; Human fall due to obstacle; Human fall due to slipperiness; Moving, flying fragments; Falling equipment, machinery; Building, part of building crumbling; Sharp things; Psycho-emotional stress; Suffocation.; Lightning; Heat, fire; Explosion; Cold; Physical phenomena (rays, vibrations, noises, electromagnetic fields etc); Natural disasters; construction sites.

16.1.1 MAIN SAFETY REQUIREMENTS

- Person entrance, vehicle entrance, tangible transport is allowed only through a control point and upon receipt of the corresponding permit.
- Person who are influenced by drugs or other psychotropic, intoxicating materials are not allowed to enter Terminal territory.
- Person who are intoxicated by alcohol are allowed to enter Terminal territory only when accompanied by the attendant of a sober crew official(-s) or escorted by the vessels agent.
- Guests are accompanied by Terminal management designated personnel.
- Comply to the requirements of accompanying personnel. Do not disperse in cargo complex area.
- Personal protective equipment must be used when in cargo complex area.
- Always drive/walk to your destination through the shortest route.
- Obey the signs (traffic, information).
- In case of doubts, in the event of an accident, if you notice a fire or environmental contamination seek:
 - Your accompanying personnel.
 - The cargo complex dispatcher (+370 46 395 533).

16.1.2 PROHIBITED:



- ! Smoking and open flame in Terminal territory. Smoking is allowed only in special marked areas. The fine for smoking not in a specially marked area is 100 euros.
- ! Taking picture or filming without permission of the Terminal.
- ! Alcohol and drugs are prohibited in Terminal territory.
- ! Bringing in guns, explosives and pyrotechnics.
- ! Carrying out tangibles without permission.
- ! Entering loading areas or loading stations. Pass underneath a crane in operation, pass under conveyor belt.
- ! Entering areas where are dangerous goods loaded. Entrance is allowed only with Terminal permission.
- ! Climbing on or across wagons, vehicles and other machinery.
- ! Blocking fire passages near the Curonian Lagoon, buildings and fire hydrants.
- ! Use of Terminal instruments, tools, vehicles and other machinery without permission.
- ! Break or damage Terminal property.
- ! Entering construction sites.

16.1.3 PERSONAL PROTECTION



- ! Wearing a helmet and reflective safety vest (or reflective work clothes) in the cargo complex is mandatory.
- ! Do not touch equipment, pipelines, valves, buttons, measuring devices etc.
- ! Keep a safe distance from moving machinery parts (shafts, couplings, engines, belts), vehicles.
- ! Do not touch, smell, taste chemicals or fertilizers.
- ! Do not climb on the security fencing or try to pass through them.
- ! Do not leap of ladders or stairs. Climb them carefully, hold on to the railing

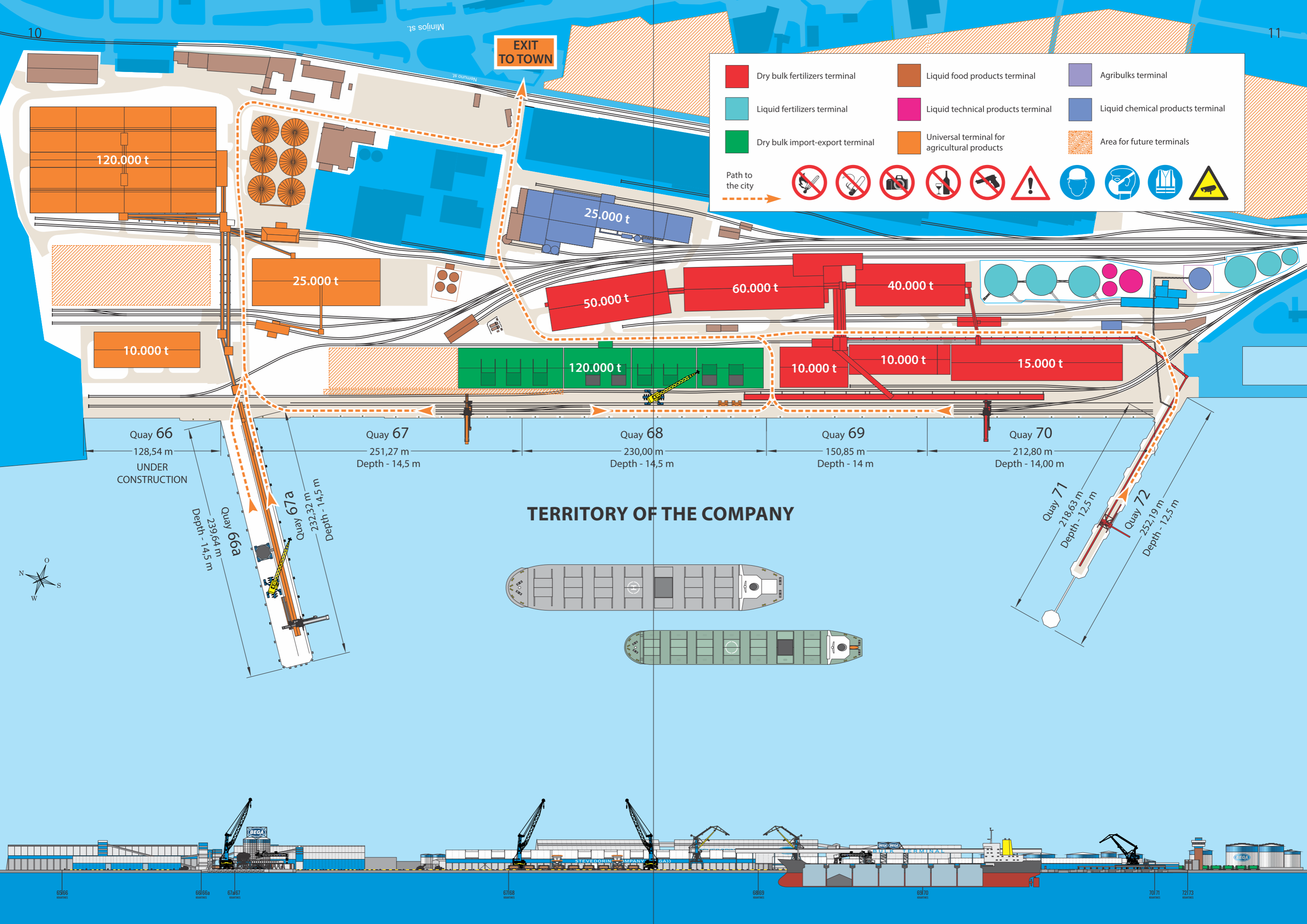
16.1.4 SAFE TRAFFIC



- ! You must abide the traffic rules of Republic of Lithuania.
- ! The speed limit in Terminal territory is 20 km/h, except for some sections of the road marked with the speed limit of 10 km/h.
- ! ATTENTION! There dangerous sections of the road which intersect with railroads. Crossings have no turnstiles.
- ! Parking vehicles in front of fire hydrants and in marked sections of the road is forbidden.
- ! Working is allowed if you have a valid work permit and only when this work can be completed safely.
- ! For safety purposes Terminal territory is being monitored with cameras.

16.2 ENVIRONMENTAL REQUIREMENTS

- ! Follow all the necessary environmental requirements and take all possible measures to avoid pollution of the environment.
- ! Operate only technically good vehicles and equipment.
- ! When the vehicle is stationary turn off the engine.
- ! Do not litter in Terminal territory and buildings. Disposal of waste or other materials is only allowed in agreement with the ships Agent. Under no circumstances can this be stored or left on the Terminal. If any waste or other material is left behind by the vessel this will be disposed of on expense of the vessels owners.
- ! Waste of polluted water from deck and accommodation is forbidden and will be penalized.





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www.bega.lt

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