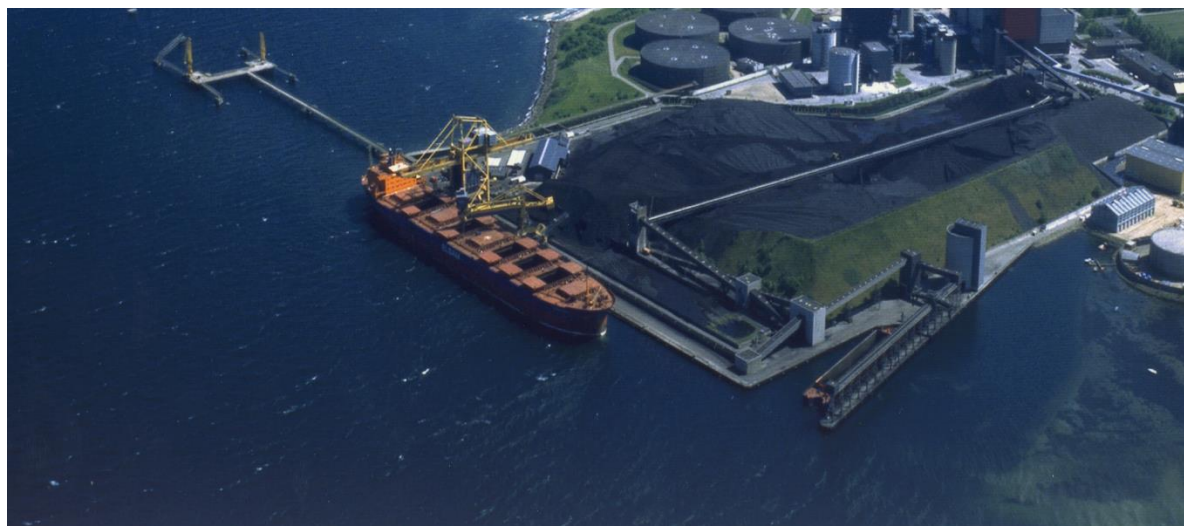


Ensted Bulk Terminal



PORT INFORMATION AND SAFETY REGULATIONS

PREFACE

This port information is prepared to give the shipping company, Masters of sea-going Wessel's, crew and other authorities, which are directly involved in the operation of the vessel, an overview of the facilities available at Ensted Bulk Terminal. As well as the safety requirements and work procedures as a minimum in connection with call at the port, required by Ensted Bulk Terminal.

Should a discrepancy occur between material and the applicable Danish law, the Danish law shall apply and be complied with.

The master is responsible for informing the entire crew about the safety requirements and work procedures required in connection with stay at the terminal.

Ensted is the largest terminal for import and transshipment of bulk cargo in Northern Europe.

Ensted Bulk Terminal A/S is owned by Vattenfall Energy Trading.

January 2020

Welcome to Ensted Bulk Terminal

Chresten Nissen
Harbour Master

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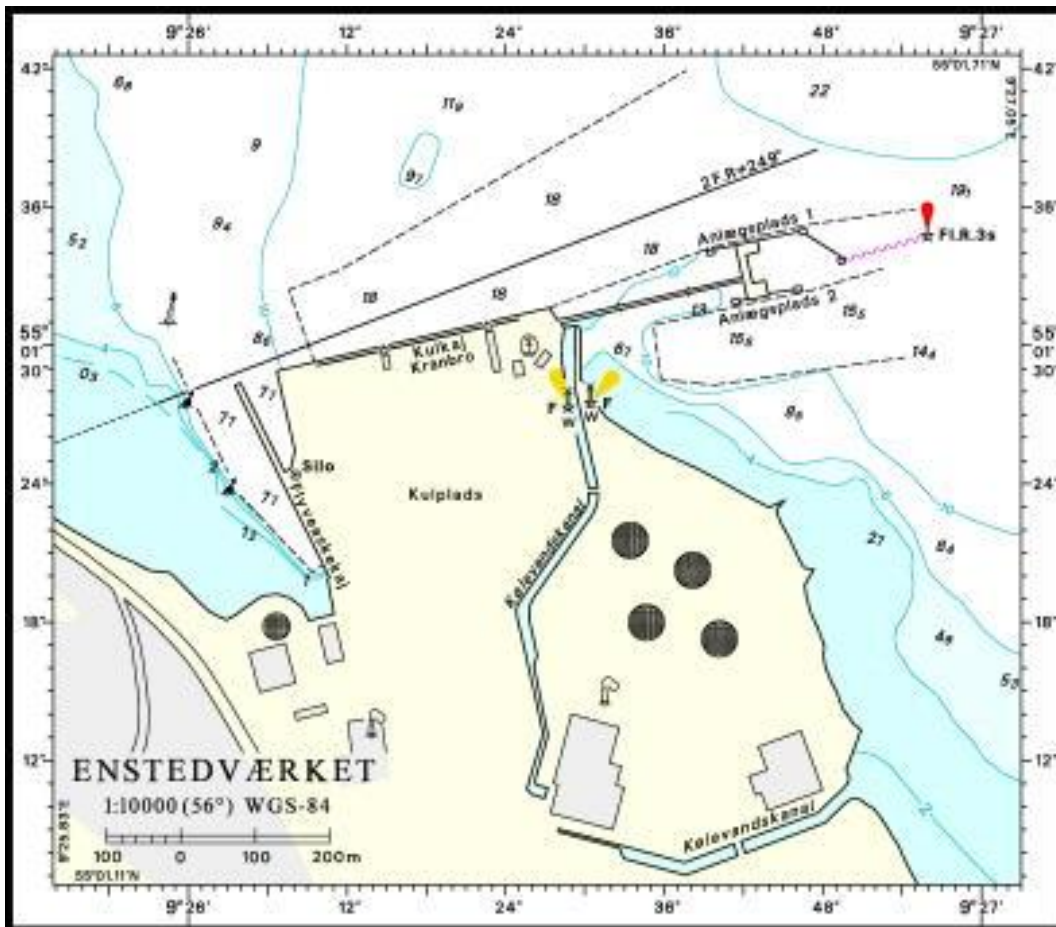
1. Description of port and navigation conditions (the Danish port pilot)

1.1 Port area

Ensted Bulk Terminal is open for navigation day and night, except for restrictions under special weather conditions.

1.2 Nautical chart

Largest nautical chart of Aabenraa Fjord: INT 1374 / DA no.159.



1.3 Location

Ensted Bulk Terminal is located at Aabenraa Fjord, 55°01,5'N 9°26,5'E – nautical map no. 159.

1.4 Ownership

Ensted Bulk Terminal A/S
Flensborgvej 185
DK-6200 Aabenraa
Denmark

Telephone: +45 91 89 00 20
E-mail: ebt@ebt-ensted.dk

1.5 Water depths

Entrance channel: 18.0 metres

Bulk import quay: 18.0 metres

Loading pier east/west: 7.7 metres

Fly ash quay: 7.7 metres

1.6 Largest vessels

The maximum draught for vessel call at Ensted Bulk Terminal is 17 metres.

For the individual piers and quays, the following maximum measures apply:

Bulk import quay: length 350 metres, no limitation as to width, max air draught 20 metres.

Bulk loading pier east: length 136 metres, width 20 metres.

Bulk loading pier west: length 285 metres.

1.7 Water level and Density

The difference between mean high tide and mean low tide is 0.2 metres. North-eastern storm can cause high tide of 1.6 metres, and south-western storm can cause low tide of 1.3 metres.

Average water density in port area: 1.015

1.8 Tidal Current

There is no current at the quay.

1.9 Buoying

See nautical chart no. 159. For further information, reference is made to mariners on the Royal Danish Administration of Navigation and Hydrography's website: www.sofart.dk

1.10 Light

Sønderstrand Fyr (light) south of Aabenraa Port. Sectored lights flashing white, red and green lights with occulting. The sectored light flashing white light guides the vessel through the fjord from Varnæs Hage (spit). White wooden building with orange front facing the sea.

The rear light and the front light at Ensted Bulk Terminal aligned (249°) will guide from the fjord to the Bulk quay. The lights flash a red, fixed light.

The easternmost duc d'albe of Ensted Bulk Terminal. A red flashing light. Tubular mast.

Ensted Bulk Terminal dredging:

The rear light and the front light at dredging digging line are seen in line in bearing 242.5° and mark the northern digging edge north of the Bulk quay. The lights appear as a lighting cross.

1.11 Anchorage

Anchorage outside the port can be agreed with the port pilot.

1.12 Cables

There are no marine cables in the entrance area of the port.

1.13 Port pilot

Vessels calling at and departing from the port must use the port pilot. Vessels below 1,000 DWT are exempted.

Pilot from DanPilot, Lodseriet Danmark

Telephone: +45 63 25 66 66 (attended day and night), telefax: +45 62 50 15 28

E-mail: danpilot@danpilot.dk, website: www.danpilot.dk

Pilot from Danish Pilot Service

Telephone: +45 75 91 44 96 (attended day and night)

E-mail: info@danishpilotservice.dk, website: www.danishpilotservice.dk

There are meeting points for the port pilots at Nordborg north-east and Pøls Rev (reef).

Reference is made to 'Bekendtgørelse om anvendelse af lods' (executive order no. 449 on the use of pilot) of the Danish Pilotage Authority (DPA).

1.14 Resources

Provisions and oil are supplied from an external supplier, can be ordered via your agent.

Bulk crane with a 40-tonne grab (capacity approx 1,000t/h) and continuous unloading equipment (approx 1,000t/h).

Bulk unloading plant (capacity approx 2,000t/h).

Bulk loading plant (capacity approx 1,500t/h).

1.15 Port office

Telephone: +45 91 89 00 20

E-mail: ebt@ebt-ensted.dk

1.16 Customs clearance

Toldcenter Sydjylland Telephone: +45 **76 40 44 00**

1.17 Special provisions

For navigation within the port area, the rules stated in notice no. 779 of 18 August 2000 of the Danish Maritime Authority on rules for navigation in certain Danish waters (Bekendtgørelse om regler for sejlads m.m. i visse danske farvande) apply with the following amendments: The port must not be accessed without special permission from Ensted Bulk Terminal.

Any discharge of oil and cleaning of hull in the port area are strictly prohibited.

2. Vessel call

2.1 Notice from vessel before arrival

The master of the vessel must inform Ensted Bulk Terminal about its ETA according to contract of affreightment, possibly through the vessel's agent.

The call notice must include the following information:

1. Name of the vessel, call signal, IMO number, ISSC (International Ship Security Certificate), nationality and port of registry
2. Details of the ten last ports of call
3. List of crew members; the list is forwarded to the harbour control room through the shipbroker
4. Loading and discharging plan indicating the size of the cargo, stowing after hatches, order of loading and discharging and the amount to be loaded or discharged at a time
5. Draught on arrival and expected draught on departure
6. DWT and GRT
7. Time to be spent on ballasting and deballasting procedure
8. The total length of the vessel, its beam and the length of the loading area calculated from the front coaming on the front hatch to the stern coaming on the stern hatch through which the cargo will be loaded or discharged
9. The distance from the water line to the first of the hatches through which loading or discharging will take place and the distance from the vessel's side to the hatch opening
10. Clearance of the vessel
11. Description of the vessel's own loading and discharging equipment and its capacity
12. Number and type of moorings
13. Further information about any required repairs, which may delay the call, start of loading or discharging or the vessel's departure after completed loading and discharging
14. Amount and type of waste, including ballast water/slop water to be discharged
15. Information about the location of the ship's gangway
16. Information about crew on or off signers, visitors boarding to the vessel
17. Information about receipt of provisions and fuel.

2.2 Declaration of Security/DoS

A declaration of security is only issued under the following circumstances:

1. The ship is operating at a higher security level than Ensted Bulk Terminal.
2. The ship or the facility has been affected by a security threat or incident.
3. The ship has been at a port/facility that is not required to have and implement an approved port facility security plan.

Ships that fulfill the above security conditions and anyway need a declaration of security must in due time contact Ensted Bulk Terminal by mail: ebt@ebt-ensted.dk.

All expenses related to the issuing of DoS will be charged to the ship.

2.3 Tug boats

The number of tug boats must be agreed with the port pilot.

2.4 Hawsers

Mooring company can be ordered via the shipbroker (agent).

The vessel must be securely moored and must be checked regularly to ensure that the moorings are completely taut.

The gangway (sturdy) from the vessel must be supplied with a strong safety net to provide safe access to and from the vessel. A life buoy with a heaving line must be placed on board at the access point.

2.5 Traffic at the terminal

Transit barges arrive and depart daily and will pass by at a safe distance from vessels berthing. The tug boats have been ordered to navigate at reduced speed in the port area.

There is frequent vessel traffic to Ensted Oil Terminal's oil pier and vessel traffic to the other part of Port of Ensted.

2.6 Communication between terminal and vessel

In case of special circumstances, the vessel will be notified before call; it may concern the following:

- Which side of the ship is facing the quay
- Limitations of the cranes' movability and function
- Unusual mooring arrangements
- Special restrictions as to ballasting and deballasting procedure.

Communication between vessel and terminal takes place directly by contacting the port office or the harbour control room.

HARBOUR CONTROL ROOM

(+45 91 89 00 20)

PORT OFFICE

(+45 91 89 00 20)

HARBOUR MASTER

(+45 91 89 00 45)

POLICE & FIREBRIGADE

(112)

2.7 Procedure before operations can start

Immediately after mooring of the vessel, a terminal representative from Ensted Bulk Terminal will board and contact the master or the officer on duty to fill in and sign the ship/shore safety checklist.

Evaluate any deficiencies identified at the review and agree on further measures, if necessary.

Evaluate and agree on sampling and measuring before unloading or after loading Discuss the loading/unloading programme.

2.8 Port information

Pier/quay		Bulk quay (import)	Bulk loading (east)	Bulk loading (west)	Ash loading (west)
Water depth	m	18.00	7.70	7,70	7,70
Tide	m	±0.20	±0.20	±0.20	±0.20
LOA	m	350.0	136.0	185.00	120.00
Width	m		20.00		
Max draught	m	17.00	7.60	7.60	7.60
Max air draught	m	20.00	11.00	11.00	10.50
Min. air draught	m		4.00	4.00	3.95
Cranes	Mt/h	2 x 1,000			
Unloading capacity (Bulk)	Mt/24h	45,000			
Loading capacity (Bulk)	Mt/h	750	1,500	1,500	750

3. Environment

3.1 Waste Disposal

According to international rules the vessel is allowed to deposit the amount of waste which has been generated by normal operation since last port call.

The amount and type of waste must be informed to the Terminal before arrival on approved MARPOL form.

The Terminal has set up facilities for receiving pre-sorted waste. At disposal the waste must be sorted to following fractions:

- Solid combustible waste (plastics, paper, food waste, non-oily rags, packaging etc. + tin cans & crockery
- Oily rags, non-liquid
- Spray cans
- Fluorescent lamps
- Empty glasses / bottles
- Paint packaging and paint tools
- Oil filters
- Medicines
- Small batteries

Only *Combustible waste* and *Oily rags* must be dumped covered in plastic bags, - other fractions must be un-packed.

EUR-pallets, metals, emergency flares, other non-listed types of waste must only be disposed with permission from the Terminal.

Each waste container/drum is clearly marked with its content and furthermore the facility is marked with below sign:



In case of incorrect sorting, the vessel will be charged the actual cost of disposal unsorted waste to the Danish waste receiving facilities.

3.2 Precautions in case of leakage

In case of environmental accidents, the vessel must contact the port office immediately.

Telephone: +45 91 89 00 20 or +45 91 89 00 45.

4. Security & Safety

4.1 Alarm - emergency

How to get fire and emergency support services in case of fire or personal injury:

In case fire and emergency support services are needed, these can be ordered via:

Ensted Bulk Terminal – Harbour Control Room

Telephone +45 91 89 00 20

If emergencies occur on board of the vessel affecting Ensted Bulk Terminal staff, equipment, quay or otherwise, Ensted Bulk Terminal should be informed immediately. This also applies if an ambulance or other emergency assistance has been called for. Ensted Bulk Terminal staff may be able to assist.

Harbour Control Room telephone +45 91 89 00 20

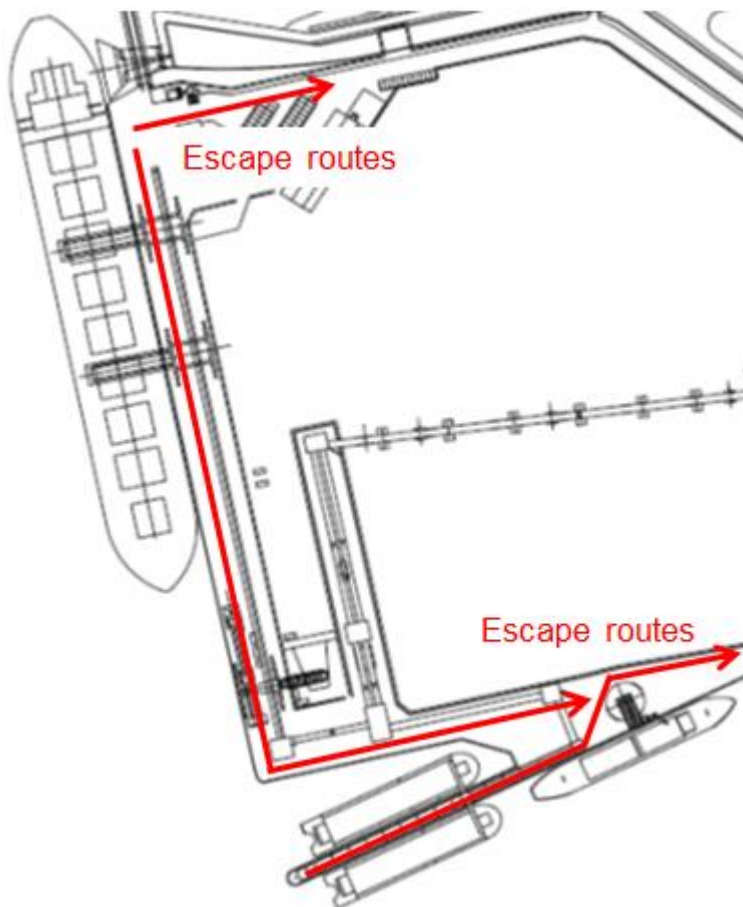
4.2 SAFETY IN GENERAL

If the terminal operators observe unsafe conditions or situations on the vessel, the terminal reserves the right to stop all cargo operations. All costs resulting from the above shall be for the account of the vessel owner/charterer until corrections have been carried out in accordance with the Terminal instructions.

Security information

Port facility name: Ensted Bulk Terminal
Port ID number: 10635
UN Locator: DKENS
Port facility number: 0001
Date of PFSP approval: December 2018
Port Facility Security officer: Harbour Control Room
24h Telephone: (+45 91 89 00 20)

4.3 Escape routes



4.4 Repair, provisions and bunker oil

Repairs and other work which may prevent the vessel from leaving the terminal under her own steam, must not be commenced without the written consent of the Terminal Representative.

Cold work - repairs not involving and with no risk of fire or sparks.
These repairs need to be reported to the Terminal Representative if the vessel is temporarily immobilised.

Hot work - repairs involving or with a risk of fire or sparks.
Before starting these repairs, a permit from the Terminal Representative is compulsory

On completion of repair report must be given to the Terminal Representative.

5. Service

5.1 Freshwater

Fresh water is available at the quay.

For this purpose the Terminal will provide a size C fire water hose to the railing of the ship.

Water pressure approx.2,5 bars.

For prices see: <http://www.ebt-ensted.dk/> (Documents - Terms of business EBT)

5.2 Shore Pass

On arrival of the vessel, a shore pass is handed out which gives the vessels crew access to shore.
Together with the shipbroker, the master is responsible for handing out shore pass to relevant crew members.

Requirements for the crew, who wishes to go ashore, must bring:

1. Shore pass issued/stamped by the ship's agent or by Harbour Control Room.
2. Personal identification documents with photo

Personnel and suppliers visiting the vessel must notify by the ship's agent in advance; the ship's agent will then prepare a port agreement with the terminal representative, which gives access to the port area.

Passengers must be transported by taxi between the main gate and the vessel.

Please be advised that you are not allowed - under no circumstances - to walk around the Terminal area.

If you want to go outside the Terminal area – contact your agent or Harbour Control Room for Shuttlebus or Taxi.

Fishing from Terminal area is not permitted.

Please instruct crew accordingly.

6. Letter of information to vessels calling at a Ensted Bulk Terminal

Dear Sir

Ensted Bulk Terminal focuses on safety, and in this connection, the preventive Safety work is an essential element. Your vessel is going to call at Ensted port, and therefore we must draw your attention to the following safety procedures, which must be followed by everyone.

Ship/shore safety checklist:

In addition to the review of the ship/shore safety checklist, you or another person pointed out by you must—together with the terminal representative and the discharging/loading coordinator—make a tour at the deck of the ship to make a thorough assessment of the working conditions before the discharging or loading operations are started.

Manholes:

Before the ship arrives at Ensted Bulk Terminal, all manholes must be locked with a padlock system.

Manholes, which are connected to cargo holds and which the ship opens e.g. for ventilation purposes, but which are not approved for use, must be equipped with a mechanical barring over the manhole openings; the barring must not be removed until the air quality has been measured and found OK.

In connection with the review of the ship/shore safety checklist, the ship will be informed about which persons from Ensted Bulk Terminal are authorised to request an opening of a manhole, including a measurement of the air quality.

It is the responsibility of the ship that the air quality in all manholes with connection to cargo holds is measured and approved before the manhole is approved for access. As an extra safety precaution, Ensted Bulk Terminal will make a control measurement. When Ensted Bulk Terminal has accepted the air quality, Ensted Bulk Terminal will place a sign with the text 'Adgang tilladt luftkvalitet OK' meaning 'Access permitted – air quality OK'.

Ensted Bulk Terminal's employees are only allowed to enter a manhole with access to cargo holds if above-mentioned sign is placed at the opening of the accepted manhole.

Gangway:

It is the responsibility of the ship to make sure that the applied gangway complies with the applicable SOLAS regulations, including installation of a safety net. The gangway must be in good condition and a secure connection between the ship and the quay.

Ensted Bulk Terminal will not accept pilot ladders.

Ensted Bulk Terminal require that everybody, who works under Ensted Bulk Terminal's management, must wear oxygen and gas detector when entering vessels. Consequently, a sign with the following text will be placed at the gangway: 'Gasdetektor skal bæres ved tilsyn- og arbejde med losning af skibet' meaning 'Gas detector must be worn on supervision and work with discharging of the ship'.

Requirements for the crew:

For the sake of the crew's safety it is required that when the crew members participate in discharging or loading operations and when they carry out work ashore at the terminal area, they must wear the personal protective equipment prescribed as mandatory by Ensted Bulk Terminal, i.e. safety helmet, safety shoes, and long trousers. Other types of personal protective equipment may be mandatory depending on the specific task. This may for instance be respiratory protection device with dust filter when carrying out dusty work.

Sanctions:

If the above guidelines are not observed, we reserve the right to stop the discharging or loading operation without expense to Ensted Bulk Terminal.

Yours sincerely
Ensted Bulk Terminal A/S

Søren Limkilde Hansen
Director of Ensted Bulk Terminal A/S

7. General Conditions of Danske Havnevirksomheder

All stevedoring is performed under the General Conditions of Danske Havnevirksomheder - DHAB 2016 (Association of Danish Port Operators). If we undertake to perform tasks that fall outside the scope of DHAB 2016, but within the scope of the General Terms of Business for members of the Danish Shipbrokers' Association 2001 (DSAF), DSAF shall apply to such tasks. However, clause 10 of DSAF shall not be deemed to be agreed between the parties. If we undertake to perform tasks that fall outside the scopes of both DHAB 2016 and DSAF, but within the scope of NSAB 2000, NSAB 2000 shall apply to such tasks.

The said Conditions limit our liability for any loss, deterioration or damage in respect of goods to 2 SDR per kilogram or – for liability under DHAB 2016 – to 666.67 SDR per package. Compensation for any delay shall not exceed the price for the execution of the task. However, compensation for any one event, including delays, shall not exceed 25,000 SDR, and if more than one Orderer suffer a loss due to damage occurring on one and the same occasion, our liability to all Orderers concerned shall, in certain respects, be limited to 500,000 SDR. Some claims against us become time-barred after 10 months. We have a lien for present and previous claims, and we charge interest

on overdue payments at 2 % per month or fraction of a month. Amounts due to us shall not be subject to any right of set-off.

The general Conditions of Danske Havnevirksomheder (Danish Port Operators).

<http://www.dkhv.dk/ufdkhv/File/DHAB%202016/DHAB%202016%20-%20english%20version.pdf>