

Bulk Terminal Amsterdam

Date:

To the Master of **M.V.** at OBA terminal Amsterdam

Dear Captain,

We herewith welcome you to the Port of Amsterdam and our terminal. We wish you a pleasant and save stay in our port.

Responsibility for the safe conduct of operations while your ship is at this terminal, rests jointly with you, as master of the vessel and with the designated Terminal Representative.

This Terminal regulation and information letter contains relevant information about risk control procedures necessary to ensure the safety of all ship/shore operations at the terminal. It informs you about the dimensions of our gantries, the save walking routes to our office, the Main Gate and relevant information about communication.

We inform you that all of our activities are subject to the General Conditions of the ORAM, section Dry Bulk Stevedores of which terms and conditions a copy is enclosed.

Based on these Terms and Conditions, Stevedores reject all liability for any costs and consequences arising from damage made by our personnel/equipment to:

- 1) Parts (Australian ladders, railings, platforms etc.) situated inside the holds, outside the frames.
- 2) Unsecured parts (bilge covers etc.) which are removed/missing.
- 3) Any damage to ship's hull/paint caused by floating equipment.
- 4) Any other extending parts inside the holds.

As all the above damages are considered unavoidable.

It goes without saying that stevedores will do there utmost to avoid any damages at all.

We kindly request you to advise us properly about malfunctions of hatch covers, ladders, stairway's, gangway's, etc.

We request you to inform the Terminal Representative about the location of fuel tanks.

Damages caused by stevedoring operations have to be reported to the shift foreman immediately or at the least 1 hour before the end of each shift i.e. 07:30 / 15:30 / 23:30 hours.

We advise you to check each cargo hold for any possible stevedoring damage. We do not accept any charges for delay of your vessel, when damage is not found and reported within 1 hours after completion of each cargo hold.

OBA 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.

If not, OBA will not remove the spillage.

Upon arrival vessel to make sure that all hold access points are **closed and secured** (see also our Ship Shore Safety Checklist). We will label all access points "DO NOT ENTER – CONFINED SPACE". When our personnel needs to enter the hold, we will measure the oxygen level before entering the confined space. As from the moment these levels are OK, the access point is to remain open.

You are kindly requested to place rat shields on the lines which are attached to our quay wall.

For vessel carrying agribulk cargoes pls note that in holds which are not yet empty it is not allowed to use any hold lights or portable lamps which are not fully covered (no open bulbs). Since broken bulbs can cause serious damage the cargo (untraceable fragmented glass).

Your vessel may be discharged with all types of gantries. Please make sure that your airdraft does not exceed \square 14.00 meters (46') or \square 20.50 meters (67,36') at any time and ballast your ship accordingly. The water depth alongside is 14.50 meters.

It is not allowed to be underneath a crane in operation. This is against safety regulations . We trust you will inform your crew about this matter.

We also request you not to supply our personnel with any alcoholic beverages.

When the crew is entering the OBA terminal the following instructions must be followed:

- 1) Hard hats must be worn
- 2) Do not enter the machines
- 3) Follow the marked route as described on the map
- 4) While at the terminal you must exercise utmost caution.
 - Cranes and conveyor belts can suddenly start moving
 - Bulldozers, wheel loaders and all other OBA rolling stock have right of way over other traffic.
 - It is not permitted to pass outside the quay.
- 5) Identification is compulsory when leaving and/or entering the terminal.

Communication is possible by means of ship's foreman who is in charge of discharging your vessel.

If we observe any failure to comply with the agreed procedures, we will require you or your deputy to take corrective action immediately. The Terminal reserves the right to take whatever action it considers necessary to ensure the safety of personnel, the facility and the environment.

If you observe any breach of procedures by Terminal personnel, please inform a terminal representative immediately.

You as master are responsible for the safety of the vessel and are entitled at any time to demand the immediately cessation of operations in the event of any risk to safety, or non compliance by the terminal with relevant procedures.

ONLY APPLICABLE FOR VESSEL'S MOORED AT TERMINAL NORTH

By reason of ISPS-legislation OBA has the obligation to register all persons entering or leaving their terminal. This registration can only be done at our guarded main entrance at the Westhavenweg. For crewmembers who want to go on shore leave or being relieved (crewchange), a special route has been created via the quay at the Westhaven to our main entrance at the Westhavenweg.

It is not possible to create such a secured route from our Terminal North to the gate at the Westhavenweg directly.

Since taxis and/or buses of the Seamen's Centre do not want or are unable to go to the Terminal North, OBA has in consultation with vessel's agent searched for an alternative solution.

Should the occasion arise (for shore leave or for changing crew) you or your agent can contact the boatmen's office "De Koperen Ploeg" by phone 020-4487090. They are able to maintain a launch service between moored vessels and their office, located at the Capriweg. From their office a taxi can be arranged for which can bring you to the centre of Amsterdam within 10 minutes or you can use the public transport bus-line 233 of Connexxion which has a bus stop on walking distance to bring you to Amsterdam.

Yours faithfully,
OBA Bulk Terminal Amsterdam
Terminal manager

Signed for receipt,
Master / Chief officer of the
M.v.

Enclosed:

Plan Oba Bulk Terminal and save route
Detailed information about gantry's
Telephone numbers and radio channels
Ship/shore safety checklist
Terms and conditions of the ORAM, section dry bulk stevedores

Relevant telephone numbers OBA:

Head of operations	31-20-5873722
Head of operations (mobile)	31-653973055
Maingate	31-20-5873712 / 713