1. INTRODUCTION

Kamineros Krovinių Terminalas UAB has been successfully operating in the logistics business sector since 1991. After its reorganization in 2014, Kamineros Krovinių Terminalas UAB became the successor to all rights, responsibilities, assets and successful business activities of MABRE LPC UAB.

The business area of Kamineros Krovinių Terminalas UAB is the loading of loose fill and packed cargo at the quays of the Port of Klaipėda operated by the company, and the transportation of loose fill cargo by the company’s vehicles.

The company is also ready to offer and provide the following services to its customers: chartering and freighting of ships, ships mooring; storing cargo on the territory of the Port of Klaipėda; storing cargo at the customs warehouses of the Port of Klaipėda operated by the company, expediting cargo of any type, and the rental of mobile cargo loading equipment.

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

[www.portofklaipeda.lt/port-regulations](http://www.portofklaipeda.lt/port-regulations)

1. CONTACT INFORMATION

Nemuno str. 42A, LT-93277, Klaipėda, Lithuania

Phone: +3706 411693; Fax: +3706 411692

E-mail: info@portkaminera.lt

*2.1 EMERGENCY CONTACTS*

|  |  |
| --- | --- |
| Emergency Response Service (European Emergency Number) | 112 |
| Port Control Department (Dispatcher – Coordinator) | +37046499704VH10 (Call sign: Radio 12) |
| Marine Rescue and Coordination Centre | +37046391257VH16 (Call sign: Klaipeda Rescue Radio) |
| Port Police | +37046354463 |
| Terminal Security Officer | +37069839986 |
| Terminal Health and Safety Work Engineer | +37069839986 |
| Lithuania transport safety administration | +37061812591, vtm@ltsa.lt |
| Klaipeda Harbour Master | +37046499688 |

2.2 TERMINAL CARGO COMPLEX CONTACTS

|  |  |
| --- | --- |
| Loading Master | +37061558579; |
| Main Guard Post | +37060771471 |

3. TECHNICAL DATA ON THE BERTHS LOADING EQUIPMENT

*3.1. PERMISSIBLE VESSEL DRAFT (AT ZERO WATER LEVEL IN THE PORT OF KLAIPEDA)*

In case only one permissible draft is determined alongside the total quay length the total operating (mooring) length and maximum vessel draft at the quays are indicated in one line of Table No.1. In case different vessel drafts are determined alongside the total quay length, the draft is indicated in the other lines of the table below. 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) |
| 118 | 209.54 | 10,3 |
| 119 | 162.51 | 9.5 |
| 120 | 60.13 | 9.5 |

3.2 LOADING EQUIPMENT

**Table No.2**

|  |  |  |
| --- | --- | --- |
| Ship Loader  | Max. loading rate for grains | Air draught |
| 118 | 370 t/h | 15 m |
| 119 | 370 t/h | 15 m |
| 120 | 370 t/h | 15 m |

Metal scraps are loaded by shore crane and ship cranes. Loading rate depends on ship cranes efficiency and loading technology.

4. DEPTH OF WATER AT THE BERTH

Depth of water at the berth – 10,3 meters.

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, 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 |
| 118 - 120 | 250 | 40 | 100000 |

7. MOORING ARRANGEMENTS AND ATTENDANCE OF MOORING LINES

Mooring requirements are reglamented in Klaipeda State Seaport Rules ([www.portofklaipeda.lt/regulations/level2/Laivybos-taisykles\_1/279](http://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 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. Maximum load at mooring bitts is 600 kN.

8. SPEED AT AQUATORIUM

In the whole port waters, the maximum set speed of vessels shall not exceed 8 knots. When passing areas where waves caused by the vessel pose danger, such a minimum speed shall be selected, which would still permit to control the vessel. In order to comply with the navigation safety requirements, the maximum permissible speed of the vessel may be changed at the instruction of the VTS operator on duty.

If it can be foreseen that vessels passing berths where loading operations involving dangerous cargo are carried out, will not be able to maintain the speed of 8 knots as agreed with the VTS, then the VTS must inform the port land user on the necessity to suspend loading operations temporarily.

The vessel’s speed shall not be limited, if the vessel is proceeding for rescue purposes at the Harbour Master’s order, and also for navy vessels proceeding for the execution of a combat task, if this does not endanger the safety of humans and property. The above-mentioned vessels shall enjoy the priority of proceeding along the port waters and the navigation channel.

9. LOADING PROCEDURES AND COMMUNICATIONS

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

1. The plan must be agreed and signed off by Loading Master and the vessel Master.
2. A ship/shore safety check sheet must be completed between Loading Master and the vessel Master.
3. 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.

10. PROCEDURE FOR ARRIVAL AND DEPARTURE OF VESSELS AT/FROM THE SEAPORT

A ship arriving at port shall replace ballast water no closer than 200 nautical miles away from the closest shore in waters where depth is no less than 200 m. If a ship cannot replace ballast water 200 nautical miles away from the shore, ballast water shall be replaced as far from the shore as possible, but no closer than 50 nautical miles from the shore, in waters where depth is no less than 200 m.

The requirement to replace ballast water does not apply:

- To ships operating only the Baltic Sea area or the sea area of the Republic of Lithuania;

- To navy vessels and other ships of state status;

- To ships with permanent (irreplaceable) ballast water inside hermetic tanks;

- To ships that are not designed to take on ballast water or may not take on ballast water because of their structure;

- To recreational vessels whose length is under 50 meters employed only for rests and competitions;

- To search and rescue vessels and ships whose ballast water tanks do not exceed 8 cubic meters;

- When taking on ballast water or ballast water sediments if doing so is necessary in order to ensure the ship’s safety in case of an emergency or for rescue at sea;

- In case of accidental ballast water and/or ballast water sediment release or spillage into the sea environment if this has happened through damage to the ship or injury to its crew provided all mandatory means of ensuring safety were undertaken before and after the damage and/or injury or if, upon identifying damage or release, measures were taken to stop the release or to reduce the flow;

- When taking on or releasing ballast water and/or ballast water sediments if this is done to avoid pollution caused by the ship or reduce its risk as much as possible;

- When releasing ballast water and/or ballast water sediments from the ship in the same place where all ballast water and/or ballast water sediments were taken on provided they were not mixed with ballast water and ballast water sediments taken from other places;

- If implementation of this requirement would cause the ship to deviate from its intended course or delay its voyage;

- If the ship’s captain justifiably decides that ballast water replacement would constitute a hazard to safety of the ship, its crew, or passengers or stability of the ship because of unfavourable weather conditions, ship’s buoyancy, or hull stress, equipment malfunction or other circumstances.

11. 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. In the event that cargo is not weighted via the Terminal’s scales, regular draft survey is carried out.

12. CONDITIONS FOR ACCEPTANCE OF COMBINATION CARRIERS

*OBO/OOC*

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

13. 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 loads, it is not allowed to have a watchman positioned underneath the working crane.

14. TERTMINAL EMERGENCY PROCEDURES

In the event of the emergency (fire, pollution, or other kinds of accident) the vessel should contact:

Emergency Response Centre - 112

Port Control Department Dispatcher-Coordinator – +37046499704; VH10 – Call signal: Radio 12

Terminal Cargo Loading Master – +37061558579;

Other emergency contacts are located in the paragraph No. 2.2. At Terminal the primary form of emergency communications with vessels are by phones. Secondary communications are directly verbal.

15. DAMAGE AND INDEMNITY ARRANGMENTS

In case of damage to the vessel the ships representive (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.

16. LANDING LOCATION OF THE 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 does not 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.

17. INFORMATION ON WASTE RECEPTION FACILITIES

Waste disposals must be organized by the vessel or their agent according to Klaipeda Port Waste Management Plan ([www.portofklaipeda.lt/regulations/level2/Klaipedos-uosto-atlieku-tvarkymo-planas\_1/279](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 the port reception facilities).

18. TERMINAL REGULATIONS

*18.1 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, vanished, solvents; Electric current; Physical overload; Human fall due to obstacle; Human fall due to slipperiness; Moving fragments; Falling equipment, machinery; Building, part of the 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.

18.1.1 MAIN SAFETY REQUIREMENTS

Person entrance, vehicle entrance, tangible transport is allowed only through a control point and upon receipt of the corresponding permit

Persons 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 vessel’s 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 are.

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:

 1. Your accompanying personnel.

 2. The loading master – +37061558579;

18.1.2. PROHIBITED ACTIONS

Smoking and open flame in Terminal territory. Smoking is allowed only in special marked areas. The fine for smoking not in specially marked area is 100 euros.

Taking pictures 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 Instrument, tools, vehicles and other machinery without permission.

Break or damage Terminal’s property.

Entering construction sites.

18.1.3 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 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 pass through them.

Do not leap ladders or stairs. Climb them carefully, hold on to the railing.

18.1.4 SAFETY 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 are 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 roads 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.

18.2 ENVIRONMENTAL REQUIREMENTS

Fallow all the necessary environmental requirements and take all possible measures to avoid pollution of the environment.

Operate only technically good vehicle and equipment.

When the vehicle is stationary turn off the engine.

Do not litter in the Terminal territory and buildings. Disposal of waste or other materials is only 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.