

Harbour Regulations and Information Guide 2026

E011°49'13"

N58°05'22"

PetroPort

Note: Nothing contained in these regulations shall relieve the Master of a vessel from responsibility for observing and complying with international and local navigational regulations, fire prevention and safety regulations, port security regulations, and all other applicable maritime laws, conventions, and statutory requirements.

To the Master – Safety Letter

As Master, you are responsible for the safe conduct of all operations onboard your vessel while in port. However, port personnel, port property, and other vessels may also suffer serious damage in the event of an incident onboard your vessel. We therefore request your full understanding of, and strict compliance with, the safety requirements set out in these Harbour Regulations and in the Ship/Shore Safety Checklist.

These safety requirements are aligned with applicable industry standards. We expect you and all personnel under your command to adhere strictly to them at all times during your stay at this terminal. For our part, we will ensure that our personnel act accordingly and cooperate fully with you to ensure that all operations are conducted safely and efficiently.

To verify compliance with these safety requirements, a member of our staff will board your vessel prior to the commencement of operations and thereafter at intervals as considered necessary. After reporting to you or to the Officer of the Watch on the bridge, the representative will accompany the vessel's officer during routine safety inspections.

Should any non-compliance with these safety requirements be observed onboard your vessel, this will be brought immediately to your attention or to that of your deputy for corrective action. If such corrective action is not taken within a reasonable time frame, we reserve the right to take such measures as deemed appropriate to address the situation and will notify you accordingly.

If you observe any non-compliance with these requirements by our personnel, whether on the jetty or onboard your vessel, you are requested to report this immediately to the designated plant representative serving as your point of contact during your stay. Should you consider that any action taken by us, or any equipment under our control, presents an immediate threat to the safety of your vessel, you are fully entitled to request the immediate suspension of operations.

The plant representative on duty is the Loading Master, telephone +46 (0)766 34 25 01 (Representative of the PFSO).

In the event of continued or serious non-compliance by any vessel with these safety requirements and the Harbour Regulations, we reserve the right to suspend all operations and to require the vessel to vacate the berth until satisfactory corrective measures have been implemented by the owner and/or charterer concerned.

Signed:

SSO / Master (or vessel representative)

PETROPORT EMERGENCY RESPONSE PLAN

Petroport fire / emergency alarm activation:

At PetroPort, the emergency alarm signal is a repetitive tone burst.

The Vessel will be contacted primarily on UHF ch Loading Master. VHF as an alternative

Vessel fire / emergency alarm activation:

Inform PetroPort by radio using the following: "Terminal, Terminal, Terminal, Vessel Emergency Shutdown, Emergency Shutdown, Emergency Shutdown"

Alternatively, sound two (2) prolonged blasts on the Vessel's whistle.

Inform Loading Master: +46766342501

External rescue service: 112

ACTION – SHIP

Fire on your Ship:	Fire on another Ship or Ashore:
• Raise alarm • Fight fire and prevent spreading • Cease all cargo operations and close valves • Inform terminal • Stand by to disconnect hoses or arms • Bring engines to standby and crew to standby ready to unberth	<i>Stand by, and when instructed:</i> • Cease all cargo/ballast operations and close all valves • Disconnect hoses or arms • Bring engines and crew to standby, ready to unberth

In case of AMMONIA EMISSION from the nearby port or industry, put on a full facemask with filter. You will be informed by the Terminal if you should stop all cargo Loading and ballast operations and evacuate the area.

If evacuation is necessary, go to the muster station outside the port gate. See separate map at the end of this document.

In case of a medical emergency, call 112 and then alert port officer over the radio.

Defibrillator is available on the ground floor of the control room building.

Communications

The harbour area is manned H24 when a vessel is moored at the jetty.

Effective communication between the vessel, the quay, and the Loading Master shall be maintained at all times during cargo operations by means of portable radio. The radio shall be returned to the Loading Master upon completion of operations.

Mobile phones and other electrical equipment of a non-approved type shall not be used outdoors within the harbour area, including onboard the vessel.

The working language at PetroPort is English or Swedish. Vessel personnel must be able to read and understand applicable safety regulations.

For pilotage activities, Swedish Maritime Administration (SMA) regulations apply.

In case of emergency

Always use the supplied portable UHF radio in first instance to contact the port.

National emergency number	112
Port officer/Loading master (H24)	+46 766 342 501
Port control room (safety guards)	+46 761 638 761

More contact information

Adress: PetroPort AB, Hamnvägen 6, SE-44461 Stenungsund, SWEDEN

Position: N58°05'22", E011°49'13"

Port officer/Loading master (H24)	+46 766 342 501
Port control room (safety guards)	+46 761 638 761
PetroPort (switch, office hours)	+46 303 233 250
PFSO	+46 734 270 771
Harbour master	+46 722 378 467
e-mail	operations@petroport.se
VHF channel	Ch 10: Pilot order, VTS Marstrand and tugboats Ch 06: Pilot, tugboats (working channel) Ch 16: Emergency
UHF channel:	As arranged with the loading master

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1 PRE-ARRIVAL INFORMATION

Pre-Arrival Information

The Master shall, through the vessel's agent, submit an ETA notification not less than 72 hours prior to the estimated time of arrival. The Master shall thereafter promptly advise of any changes to the ETA or to previously submitted information. In addition, the Master shall comply with all applicable national reporting requirements through SafeSeaNet Sweden (SSNS).

Without undue delay, and no later than 24 hours prior to arrival, the Master shall, through the vessel's agent, provide PetroPort with the following information:

1. Ship's name and call sign, IMO number, MMSI number
2. Port of Registry
3. GRT/NRT
4. Arrival Draft
5. Departure Draft
6. Length overall
7. Arriving from
8. Departing to
9. Last 3 Ports of call
10. Last 3 cargoes
11. Condition of tanks on arrival (gas free, clean etc.)
12. Height of manifold above water on arrival and departure
13. Size, rating, and standard of cargo manifold connection
14. Distance of centre manifold from the bow and distance of spring line fairleads from centre of
15. Distance of manifold from ship's side
16. Anticipated loading/discharging time
17. Any request concerning waste, sludge and freshwater
18. List of goods to be delivered/discharged completed with copy of ship's/owner's order or other documentation identifying the expected goods.
19. Vessel's contact details: Sat No., Fax. No. E mail, GSM No
20. List of crew members
21. Visitors list
22. Advise of any Vessel defect affecting cargo operations or manoeuvring/mooring ability
23. Ship's security level at arrival to berth. Vessels operating under security level 2 or higher shall explicitly mention this.
24. Confirmation that vessel is ISPS certified.
25. Any request to carry out repairs while berthed

Information to be addressed to: operations@petroport.se

Vessels visiting PetroPort for the first time shall, via the agent, supply a copy of the GRT certificate to the Port Management.

Pre-acceptance

Gas Carriers and Tankers nominated for loading or discharging at the Port shall not exceed twenty-five (25) years of age at the time of nomination. Tanker vessels up to thirty (30) years of age may be considered subject to prior written approval by the Port Management following a thorough technical and operational assessment in consultation with the End-User.

All Gas Carriers and Tankers nominated for the Port shall be subject to vetting by the Port and/or the End-User and must be formally accepted as suitable by the Port Management prior to confirmation of nomination.

All first-time callers and vessels that have not called at the Port within the preceding six (6) months may be subject to a safety inspection prior to commencement of cargo operations, conducted in accordance with applicable SIGTTO and/or OCIMF recommendations.

Follow-up or update inspections during subsequent calls may be carried out at the discretion of the Port Management.

All crew members shall be covered by a valid ITF (International Transport Workers' Federation) wage and working conditions agreement, or by a bona fide collective bargaining agreement providing terms and conditions equivalent to, or more favourable than, those of the ITF.

2 MARITIME INFORMATION

Location of the harbour facility

PetroPort terminal, Stenungsund is located at the east side of Askeröfjorden about 50 km north of Gothenburg, Sweden. Position: N58°05'22", E011°49'13"

All marine movements in the fairway and within Port Limits are controlled by 'VTS Marstrand'- VHF Channel 10. All vessels are required to contact 'VTS Marstrand before entering, leaving or maneuvering in the fairway and within Port Limits.

Pilotage

Pilotage is handled by the Swedish Maritime Administration (SMA). For detailed information contact the Agent or the SMA.

The pilotage boarding position is situated at Marstrand SW of Hätteberget lighthouse:

N 57 50,7
E 11 24,9

Tugs

The vessel shall use escort tug(s) for arrival and departure in the number required by the Harbour Master or Pilot. Applicable requirements are published by the Swedish Maritime Administration and shall be complied with in full. www.sjofartsverket.se / (search for "Escort-Towing-Stenungsund")

A standby tug shall be available in the area at all times for safety purposes. The industries in Stenungsund (Nouryon, Borealis, Inovyn and Perstorp) have entered into an agreement with BB Sverige for this purpose. The agreement is administered by PetroPort and provides for one tug to serve as standby tug for safety reasons and, when available, to act as the first escort tug.

The use of tug assistance is compulsory for any vessel experiencing malfunction or reduced efficiency of its normal manoeuvring equipment, including but not limited to main engine, steering gear or bow thruster.

Tugs are not permanently stationed in Stenungsund and are normally subject to approximately five (5) hours' notice from time of order.

The mooring of a tug or any other vessel alongside a vessel carrying, loading or discharging dangerous goods is strictly prohibited, unless expressly authorized by the Harbour Master.

Anchorage Areas

Ships waiting for available berth can anchor in one of the following customary anchorages:

- At Älgöfjorden between Marstrand Pilot Station and Tjörnbron.
- At Askeröfjorden N of Tjörnbron. For environmental reasons this anchorage place is not preferred.

Anchorage is assigned by pilot in consultation with Agent.

Weather, tides and current

Information regarding wind conditions, visibility and weather forecasts may be obtained from the Vessel Traffic Service (VTS). VTS services are available H24 on VHF channel 10.

Tidal variation in the Stenungsund area is generally negligible and does not normally exceed 0.30 metres. However, prevailing wind and weather conditions may result in more significant variations in water level.

Weather limitations applicable to the fairway are determined by the Swedish Maritime Administration (SMA) and may be obtained through the SMA or the vessel's agent.

Arrival at berth is subject to a maximum mean wind speed of 20 m/s, in accordance with SMA recommendations

Jetty information

Pilot boarding point	Hätteberget
Water depth in approaches	14.3 m
Minimum under keel clearance in approaches	10% of vessels draft
Maximum draught in approaches	13.5 m
Transit on tide	N.A.
Water depth alongside berth (MVY 2000)	9.6 m (north) and 10,9 m (south)
Minimum under keel clearance alongside berth	0.5 m
Absolute maximum draught	9.1 m (north) and 10.4 m (south)
Dock water density	Apr. 1.023
Maximum length overall (LOA)	150m (north) and 170m (south)
Connection	Marine loading arm and hoses
Maximum manifold height above water	12.5 meters
Minimum manifold height above water	3.5 meters
Maximum air draught	43 m
Type of seabed	Sand, mud, rock
Ballast/slop/sludge reception facilities available	Sludge
Fuel Oil Bunkers	Available at anchorage by barge
Diesel Oil Bunkers	Available at anchorage by barge

3 HARBOUR REGULATIONS

ISPS, International Ship & Port Facility Security

PetroPort operates as a port facility in accordance with the International Ship and Port Facility Security (ISPS) Code. The Port Facility Security Plan is approved by, and the relevant certificate is issued by, the Swedish Transport Agency.

Port Facility Security Officer (PFSO):

Mikael Mildh

Tel: +46 (0)734 270 771

Email: mikael.mildh@petroport.se

The Loading Master on duty acts on behalf of the PFSO and is responsible for implementing the required security arrangements and coordinating security matters with the Ship Security Officer (SSO).

PetroPort currently operates at Security Level 1. In the event of an ISPS-related incident, PetroPort will manage all necessary communication with the relevant Swedish authorities. The Loading Master will promptly inform the vessel of any change in security level.

PetroPort controls access to the port facility and monitors the berthing area. The vessel is responsible for controlling access to the vessel, verifying the identity of all persons onboard, and monitoring the area in the immediate vicinity of the vessel.

The vessel's personnel shall, at all times and in accordance with the declared Security Level, maintain appropriate surveillance of the vessel's seaward side. This area shall be adequately illuminated during hours of darkness.

Approved identification is mandatory for all ship's personnel, visitors, and other persons working within the PetroPort port area.

All visitors to the vessel shall be pre-announced to PetroPort by the vessel or its agent. Visitors must present valid identification and shall be registered at the Port Control Room upon arrival and departure. Persons requesting access to the port area may be subject to search prior to entry.

All ship's stores shall be pre-announced to PetroPort by the vessel or its agent. Documentation verifying the stores shall be available for inspection prior to entry into the port area. The vessel's personnel remain responsible for onboard inventory control.

The vessel shall inform the jetty operator prior to handling any stores or waste between the vessel and the jetty.

Under normal circumstances and provided both the vessel and the port facility are operating at the same Security Level, a Declaration of Security (DoS) is not required unless requested by a competent authority or either party.

Mooring

It is of utmost importance for safe operations that vessels are securely moored and maintained in the correct position at all times. Loading arms or hoses shall not be connected until both the vessel's Master and the Harbour Master have confirmed that the vessel is securely and safely moored.

The Master is responsible for monitoring weather forecasts and taking timely action in advance of deteriorating conditions. A continuous and effective deck watch, consisting of sufficient and competent personnel, shall be maintained to ensure that moorings are properly tended at all times in order to prevent slack or overtight lines and undue movement of the vessel. While the Master retains overall responsibility for ensuring that the vessel remains securely moored, both port and vessel personnel shall regularly monitor the vessel's mooring lines to prevent excessive movement.

Only mooring ropes or steel wires fitted with rope tails of at least equal minimum breaking load to the associated wire shall be used. All mooring lines leading in the same direction shall be of the same material and possess similar elastic characteristics. The use of polypropylene lines as the sole mooring medium is not permitted. Self-tensioning winches shall not be operated in automatic mode while the vessel is moored. Brakes on such winches shall be properly set and secured.

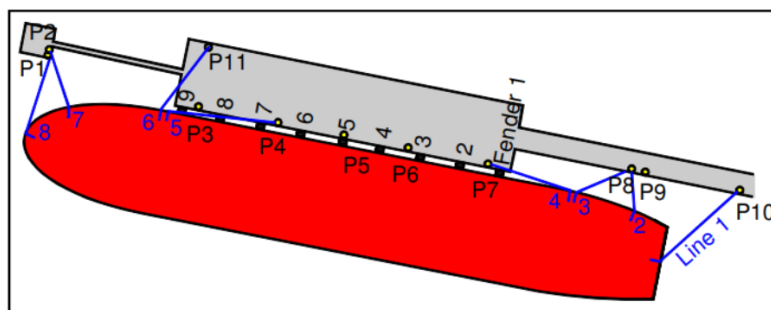
Failure to adequately tend moorings shall be regarded as non-compliance with the Port Regulations and may result in appropriate action by Port Management.

The use of authorized boatmen is compulsory during arrival and departure operations.

As general guidance for a typical vessel, the recommended mooring arrangement is as follows:

Lines	Forward	Aft
Head/stern	2	2
Breast	2	2
Springs	2	2
Total	6	6

Example below with eight mooring lines.



Weather Restrictions

The restrictions below must be considered as guidelines and shall not in any way limit the master's or the terminal's responsibility to ensure safe and efficient arrival, cargo and departure operations.

Weather limitations for the fairway are given by the SMA and are available either through the SMA www.sjofartsverket.se or the Agent.

Arrival at berth is not allowed if the mean wind exceeds 20 m/s (SMA recommendation).

All cargo operations must be stopped in conditions with mean wind speed above 20 m/s. If considered safe, loading arms will be disconnected and locked in parked position. Mooring lines should be inspected and closely monitored. If necessary, additional mooring lines should be assembled. If the vessel movements are exceeding the safe margins and it cannot be controlled by tightening the mooring lines, escort tugs may be used to keep the vessel safe alongside and be standby for emergency evacuation. The terminal can instruct the vessel to vacate the jetty if that is considered the safest option. This shall always be done in close communication and cooperation with the master, pilots and tugboat crew.

In case of thunder/lightning in the vicinity the loading or discharging operations shall be stopped after a decision made in consultation between Master and Loading Master.

Gangway Requirements

The vessel shall provide and tend a safe gangway for passage between the vessel and the jetty. A safety net shall be installed underneath the gangway extending from the vessel's rail to the quay. The gangway shall be well lit during darkness and poor visibility. Use of the port's gangway will be considered in each case. No passage between jetty and vessel is allowed until a complete and safe gangway is in place.

Pre-operation procedures

Before any operation commence, a pre-operative meeting shall take place between PetroPort's Loading Master and the vessel's Master or Cargo Officer. They will jointly:

- Go through, complete and sign the Ship Shore Safety Checklist
- Update and verify pre-arrival information of declared Security level and actions taken in connection therewith
- Discuss the expected visitors and deliveries of goods etc. Agree on handling of waste and freshwater.
- Evaluate any deficiencies revealed by the Checklist and decide which additional precautions are required. PetroPort reserves the right to refuse to load or discharge a vessel if such requirements are not met.
- Evaluate and agree on procedure for sampling.
- Evaluate and agree on cargo operation procedures including quantity and quality to be discharged/loaded, discharge/loading rate, emergency shut-down procedure and actions to be taken in case of emergency onboard and onshore.

Cargo operational procedures

Cargo operation must not commence until all safety checks have been carried out to the satisfaction of a Loading Master and responsible ship's officer.

The Loading Master and ship's officer shall jointly check and agree the loading arm(s)/hose are correctly connected to the ship's manifold. When loading fully refrigerated vessels, the vapour return hose must be connected at all times.

All doors, valves or openings which lead from the tank deck to accommodation or machinery spaces should be closed. This also applies for valves and openings at any level which overlook the tank deck. Ventilators should be trimmed to prevent the entry of petroleum gas.

Prior to commencement of operation, sufficient fire hoses to cover the deck area and manifold should be run out and connected to the fire main, ready for immediate use.

All cargo and bunker connections must be securely blanked, and properly and fully bolted when not in use. Sighting and ullage hatches must be kept closed. Only closed sampling is permitted.

During the transfer by hose or loading arm of any liquid at ambient or above ambient temperature, all deck scuppers and drain holes must be plugged. Any accumulating water should be removed periodically. Drip trays must be placed under connections. During the transfer of Liquid Gases, deck scuppers at the vicinity of the Manifold area where water curtain or water hoses are in use, should remain unplugged.

The vessel's radar and high-power transmitters must not be used during port stay. Low energy transmitters may be used as normal.

Sufficient number of crew members shall at all times be kept onboard under the supervision of a responsible and experienced officer to effectively handle routine work and any type of emergency situation that may occur during the vessel's stay.

A responsible crew member, fluent in English and equipped with communication radio, must at all times remain on deck during cargo operation to survey vessel's cargo operation equipment and to ensure that unauthorized persons are prevented to enter the ship.

During cargo operation, terminal personnel will survey the cargo operation and carry out regular checks as per ISGOTT ship shore safety checklist.

The vessel's Master is responsible for maintain the vessel's stability at all times during cargo and ballast operations. Special attention should be paid to trim/list conditions, which could endanger the safe operation of the connected marine loading arm.

All Vessels currently working under the IGC code shall be fitted with an operational Ship-Shore ESD connection. The port is fitted with a SIGTTO link connection for this purpose.

The Vessel shall, after completed cargo operation/and document handling (and, if applicable, ballast loading), depart from the berth as soon as possible considering applicable restrictions.

Responsibility for Damage to Facilities

All users of the Port, or their Agents, Contractors and subcontractors, shall be responsible for the damage resulting from their use of berths, premises or any of the Port facilities and the Port Management reserves the right to repair, or otherwise cause to be repaired, any and all such damage at the expense of such users, agents, contractors or subcontractors.

Ship to Ship Transfer

Any requests to conduct Ship to Ship transfers must be made in writing to the Port Management at least 48 hours before planned start and will be viewed on a one-by-one basis and will be subject to stringent conditions being met. Permission will only be given if all other options are ruled out and it is considered safe. As a rule, the port will NOT allow such operations.

Surge Pressure Precautions

Surge pressure shall be minimised at all times, by sensible valve operation during cargo transfer and tank changeover periods, while maintaining regular communications and updates between the Vessel and the Terminal.

Closing of all valves during loading operations will cause the Port to replace and test the hoses used. All costs due to such malpractice will be upon the Vessel.

Tank Cleaning, Gas Freeing and Purging

Tank Cleaning, inspection, inerting, purging or gas freeing of ship tank(s) within the Port Area is strictly prohibited without the written permission from the Port Management.

As a rule, the port will NOT allow such operations.

Noise restrictions

In Petroport's environmental permit there is a condition concerning noise level at nearby residential areas. The noise limit at the residential area corresponds approximately to 60 dB(A) when measured at the jetty. Vessels with exceeding noise levels will be blocked from further visits.

Lay-day tariff

Apart from the standard port fee and waste fee, a lay-day tariff will be charged extra when a vessel is docked at the jetty before unloading/loading starts and after unloading/loading has been completed. The lay-day tariff is levied when caused by conditions that the port cannot prevail over. See separate price list.

4 SAFETY REGULATIONS

Entrance to Ship and Harbour Area

It is mandatory to wear protective helmet with safety goggles, full-coverage clothing and reflective vest within the port area. Helmets, safety glasses and reflective vest are available at the gate house and on the jetty.

All persons shall stay on the road between the gate and the jetty and shall follow the safest route to the ship/shore gangway. It is strictly forbidden to access the pipeline racks or areas with other process equipment.

Persons appearing to be intoxicated or under the influence of drugs will not be allowed into the harbour area or permitted to participate in operations.

Safety and protective equipment

It is the obligation of the vessel's Master to ensure that all prescribed safety equipment onboard is in full working order. The vessel's firefighting equipment including main and emergency fire pumps must be held ready for immediate use.

Inspection

PetroPort shall at all times be entitled to board the vessel alongside the jetty to verify that the Harbour regulations and other applicable regulations are complied with and that cargo equipment in use is in good working order.

Duly authorized representatives for the Governmental Port Authority, responsible for the governmental handling of port security issues pursuant to international ISPS Code, have the right to inspect the harbour and to go onboard vessel alongside the jetty to verify that the security system and adherent security equipment onboard fully comply with the applicable ISPS regulations and are in satisfactory condition for the service in which the vessel is used.

Electrical equipment

All electrical equipment onboard, fixed and mobile, must be of a type approved by appropriate authority for use in the intended space and maintained in good condition.

Maintenance and repair of electrical equipment is prohibited onboard and on quay, if not jointly authorized by Port Management and the vessel's Master and hot work permit has been issued.

Loading arms and hoses connected to the vessel's manifold are fitted with insulation flange. Earthing cable will therefore not be connected.

All use of portable electrical or electronic equipment without ATEX classification, such as radios, CD players, tape recorders, mobile telephones, radio pagers, electronic calculator, photographic equipment, digital watches, flashlights is prohibited on tank deck, on quay and in all spaces where flammable vapours may be encountered.

Photography is prohibited unless a permit has been approved by port management.

Maintenance, repairs, hot work

Any repair or maintenance work requires pre-approval from PetroPort. This includes but is not limited to any hot work, underwater work and painting of hull and deck. If written permission has been granted to undertake repair, a list specifying the repair works and the names of the persons carrying out the repair shall be submitted to the Port Management prior commencement of work.

Machinery repair or other repair work that might immobilize the vessel or prevent the vessel from leaving the harbour in an emergency shall not be commenced without prior permission in writing from the Port Management. In cases of breakdowns that affect the vessel's readiness to maneuver, the Port Management must be informed.

The vessel's propellers must not be set in motion when berthed alongside jetty, except immediately prior to the vessel's departure and then only at low speed, unless specific permission has been given by the Port Management. Under no circumstances will running of propellers be permitted while hard arm or hose is connected to the vessel.

Testing of lifeboat/MOB launching gear or similar equipment is not permitted during cargo operations and not without permission from port management.

Motor vehicles

All motor traffic within the harbour area is prohibited except for following:

- PetroPort vehicles and emergency vehicles that belong to the Rescue Service.
- Authorized personnel have the right to drive to the lower parking area. Such authorized personnel are for example surveyors collecting samples.
- Delivery vehicles. Vehicles that have been given such permission will be accompanied by PetroPort personnel or personnel authorized by PetroPort. Vehicles delivering stores to a Vessel shall be accompanied by ships personnel according to ISPS manual for PetroPort.

Parking of vehicles shall always be made without blocking roads and/or firefighting equipment.

A written Hot Work Permit, issued by responsible personnel in PetroPort, is always and in each case mandatory for driving any motor vehicle on the pier.

Prevention of sparks

Connecting and disconnecting loading arm and hoses and any other operation on deck and quay involving use of metal equipment and tools must be performed in a manner that avoids the generation of sparks. The vessel's funnel(s) must be equipped with efficient spark arresters. Soot blowing and excessive funnel smoke is prohibited and immediate steps must be taken to eliminate sparking from the funnel(s).

Naked Lights

The use of Naked Lights is strictly prohibited except in places designated for hot work under a written permit issued by the Port Management and in approved smoking areas, if any onboard vessel.

All equipment likely to cause sparking should be treated as naked flames.

Boilers

Boiler rooms shall be provided with satisfactory ventilation. Doors and other opening facing the cargo deck shall be kept closed.

Kitchen

Use of fire in the kitchen or pantry is not permitted. Cooking and other preparation of food must be made on electric or steam driven heating devices.

Smoking

Smoking is strictly prohibited on ship's tank deck and in all other spaces onboard where inflammable vapours may be encountered and within the harbour area ashore.

Smoking is only permitted in approved smoking room onboard selected the vessel's Master. Designated smoking places should be posted with appropriate notices.

Matches must not be carried outside the smoking rooms to ship's tank deck, to quay or to other spaces onboard where inflammable vapours may be present. Lighters are prohibited.

Enclosed space entry

Enclosed space entry into vessel's tanks or another compartment is NOT permitted whilst alongside the terminal. Exception may be given after a thorough risk assessment including all personnel involved. Such operation must be performed in compliance with international guidelines (IMO) for entering enclosed spaces. Permission for entry must be granted in writing by PetroPorts Loading Master.

Alcohol, drugs or other restricted commodities

PetroPort have zero tolerance for drugs, alcohol and other restricted commodities. Swedish regulations applies and violations may result in prosecution by Swedish authorities. People who show signs of intoxication will be expelled. Vessel may be rejected to enter PetroPort in the future.

Vessel's Master are to ensure that any bonded store is sealed prior to the vessel's arrival alongside. Master is reminded of their responsibility for the security of prescription drugs carried onboard vessel.

Radio transmitters and radar

When the ship is alongside the jetty it is prohibited to operate the ship's main radio transmitter, emergency transmitters and radars. Fixed VHF/UHF/AIS must be in the correct power mode or switched off.

Warning System

PetroPort has a gas warning system and a fire warning system. The warning system will start automatically in the event of gas and/or fire detection. It consists of warning lights at the gate and pier, a sound emitter in the harbour and indicating lamps in the gate watch house and in the control room. Yellow warning lights indicate a gas alarm, and red warning lights indicate fire alarm.

All alarms and evacuation procedures to be discussed in the start-up/meeting on-board.

5 POLLUTION PREVENTION

Pollution and pollution prevention

The utmost care must be exercised when handling cargo, ballast and bunkers in order to avoid any kind of spillage into the sea.

Any leakage or spillage must be reported immediately to PetroPort and all efforts to limit and recover the spillage must be taken.

All costs for cleaning up after pollution of oil, soot, waste etc which originates from a vessel, is to be paid by the ship/owner/insurance company, irrespective of what or who onboard the vessel caused the pollution.

According to Swedish law, any pollution including oil spillages from Vessel must be reported to the authorities.

Prior to commencement of loading, discharging or bunkering of oil products, all scuppers at main deck level, through which oil could escape in event of spillage, must be effectively plugged.

In the event of leakage from pipeline on board or on quay, the cargo operation must be stopped immediately and shall not be resumed until the leakage is effectively repaired and spilled product has been removed.

According to law, it is prohibited to discharge or throw out fuel or sludge oil, cleaning mass from such oils or any other liquid that could cause fire hazard or pollution of water.

According to law, it is also prohibited to discharge or throw out any kind of waste, liquid or solid that may pollute water or cause other discomfort. Wastes must be retained in suitable receptacles on board. Vessel must effectively prevent sewage and/or toilet wastes to be discharged to the jetty or the sea.

At outboard work, vessel must prevent paint spillage and other pollution of the sea or jetty.

Vessels are not allowed to use Open-loop System for scrubbers when calling at the Port.

Tank cleaning, steaming and venting of cargo tanks and abnormal smoke emission including soot blowing are prohibited.

Vessel's hull, machinery, boilers, tanks, equipment and utilities must at all-time be in good order and condition in every respect to carry the cargo specified and perform the service required. At all-time fully manned, with a competent crew, officers and captain.

Sludge/Bilge/Dirty oil

All delivery of sludge/bilge/dirty oil should be notified in pre-arrival information. The sludge should be delivered at agreed time. Handling of sludge is prohibited during loading and discharging.

PetroPort will, free of cost, receive up to 8 cbm of engine sludge and wastes such as:

- oil from fuel and lubricant oil separators
- oil contaminated bilge water

Sludge with high viscosity or high amounts of chemicals such as PCB, chlorine, solvents or detergents will not be accepted.

Waste Disposal

All delivery of waste should be notified in pre-arrival information. The time for waste delivery should be agreed in the pre-operative meeting.

Containers for disposal of sorted wastes are located within the port facility. No unsorted wastes will be accepted by the Port.

It is prohibited to discharge or throw out any kind of waste, liquid or solid that may pollute the water or cause other discomfort. Wastes must be retained in suitable receptacles on board.

Vessel must effectively prevent sewage and/or toilet waste to be discharged to the jetty or the sea.

For further information about waste handling, see separate Appendix 7 and pricelist published at www.petroport.se.

6 SERVICES

Shore Leave

All ship crew must carry an ID with picture and must register in the port's control room when leaving or returning from shore leave. Valid identification is original passport, seaman book, driving license or national ID card. Safety helmet and appropriate clothing should be used during transportation within the port area.

Visitors

The master shall provide a crew list, a list of expected service personnel and visitors in pre-arrival information. All visitors must identify themselves at PetroPort's gate to be allowed access to the harbour area and register in the port control room. Only authorized persons or persons with entry permits issued by PetroPort area are allowed to pass through or stay within the harbour area and must comply with any restriction imposed upon them. Safety helmet and appropriate clothing should be used.

Stores, Provisions and Spare Parts

Information of planned deliveries of ship stores, spare parts or other items to the ship shall be pre-advised to PetroPort via the ship's Agent well in advance before Vessel's arrival in accordance with the ISPS regulations. Such information shall include documentation, e. g. order-sheet, identifying the goods, the truck and the driver.

Port personnel can assist with unloading goods from trucks and moving goods within the port area. For detailed conditions, see General Conditions for terminal handling and storage by the Swedish International Freight Association including annex C.

Arrival goods shall be identified and accepted by responsible ship's officers in conjunction with PetroPort-personnel before the goods can be admitted to the harbour area. Goods shall be accompanied by vessel's personnel during the transport between the harbour's gate and the vessel. This procedure also applies for smaller items, e. g. mail, to the ship.

a) Goods to and/or from the ship should preferably be handled before or after loading/unloading cargo. During cargo operations only small items, carried by hand, may be brought on board via jetty.

b) Vessels main crane is not allowed to be used for storage during loading and/or discharging. The arm or hose(s) must also be disconnected.

c) If the vessel has an extra storage crane aft of command bridge, not interfering with manifold area, this crane might be used during loading or discharging of storage, after approval from the Port. The crew onboard handling storage shall be dedicated only for this topic.

d) Barges or crafts carrying stores or spare parts are NOT allowed alongside any tanker when the loading arms/hoses are connected. Delivery of stores and/or spare parts by barge or boat should be arranged for the period before or after loading. Arrangements shall be made through the Agent.

Bunkers and Water

Water can be supplied to the ship from the terminal by hose. Water supply must be pre-ordered via the Vessels Agent. Charges according to separate price list. Connection type is fire hose coupling.

Bunkering of fuel or oil from barge or tanker truck is currently NOT allowed in the Port.

Crew changes

On/off-signing can be arranged by the Agent. Immigration and transit facilities for arriving and departing ships' personnel are available and can be handled efficiently through Stenungsund or Landvetter International Airport. A minimum of 72 hours prior notice to the Vessel's Agent is normally required with full details of names, passport and seaman book for crew transits. A Passport or Seaman's Book is mandatory in order to join a Vessel.

Shops and other facilities

Town centre is located approximately 2,5 km from the jetty and the closest supermarket is located 1,5 km from the jetty.

Other port Services

The port provides truck services for unloading of delivered goods and internal transport within the port facility. No third-party services will be allowed with the port facility without the written approval from the port management.

Port Tariff and Charges

Information about port tariff and charges can be found on www.petroport.se

Agents

Ferm & Olsson i Stenungsund AB:
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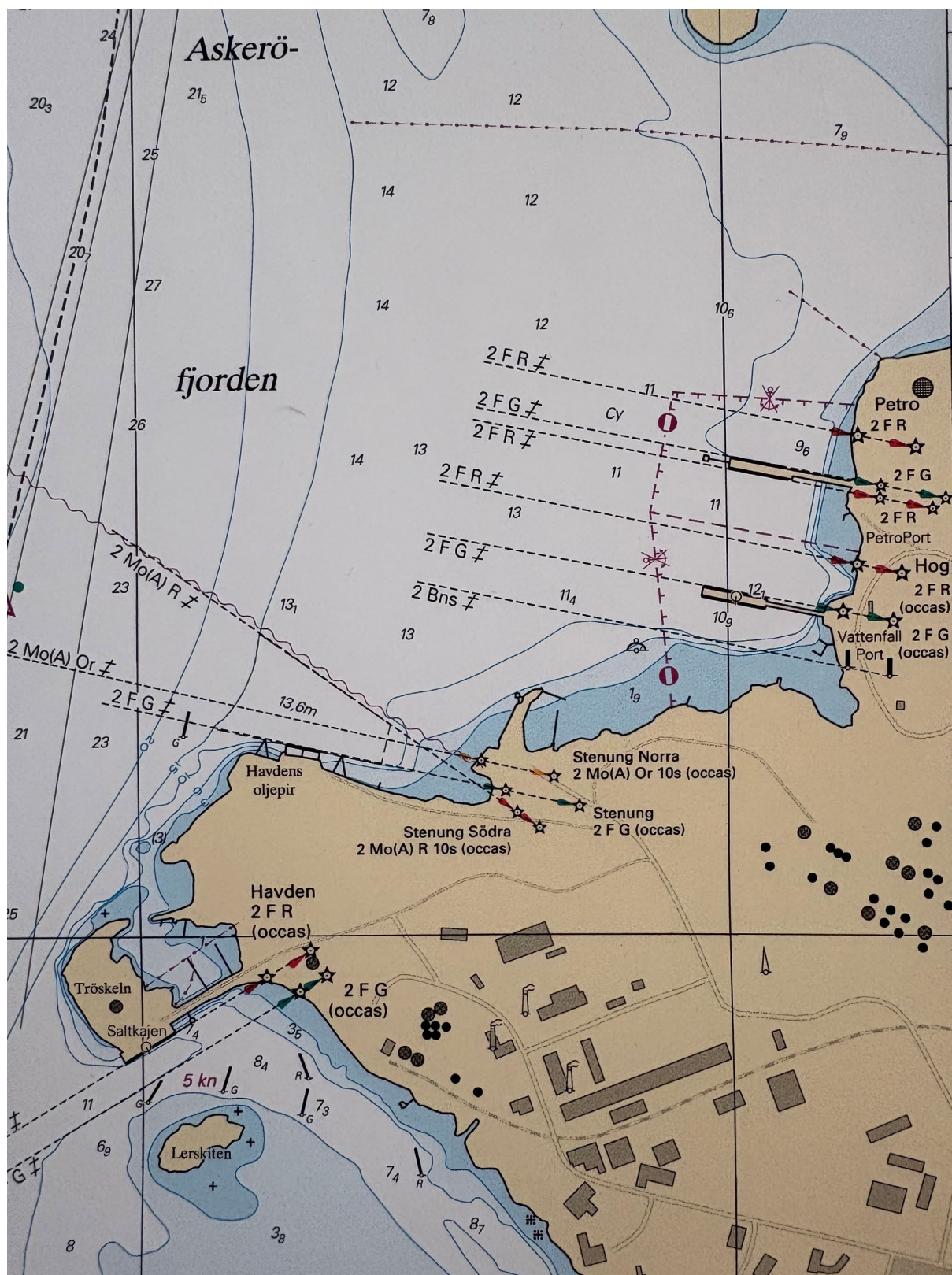
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Map of harbour area

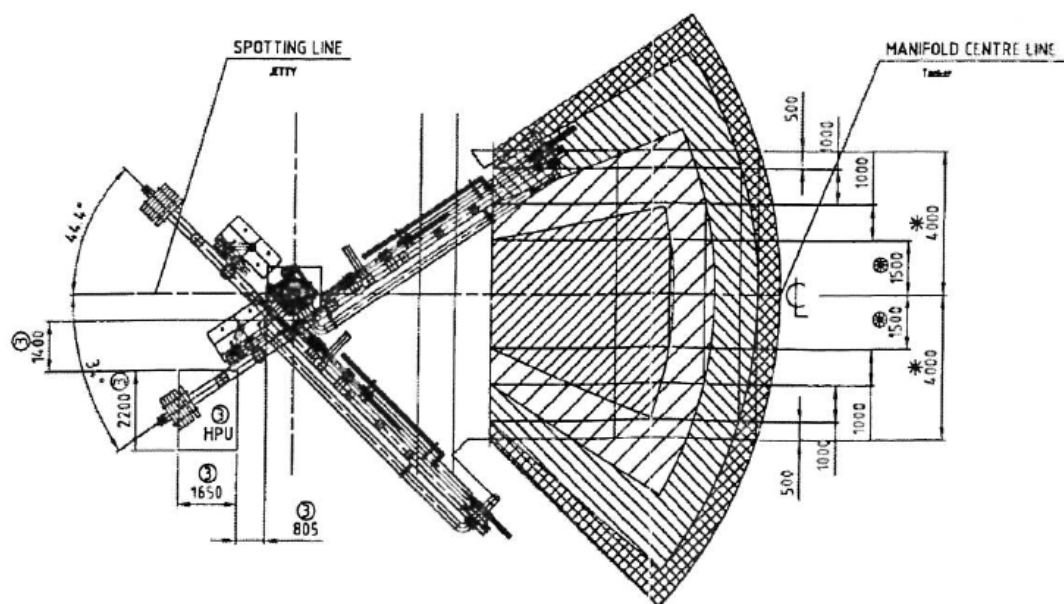
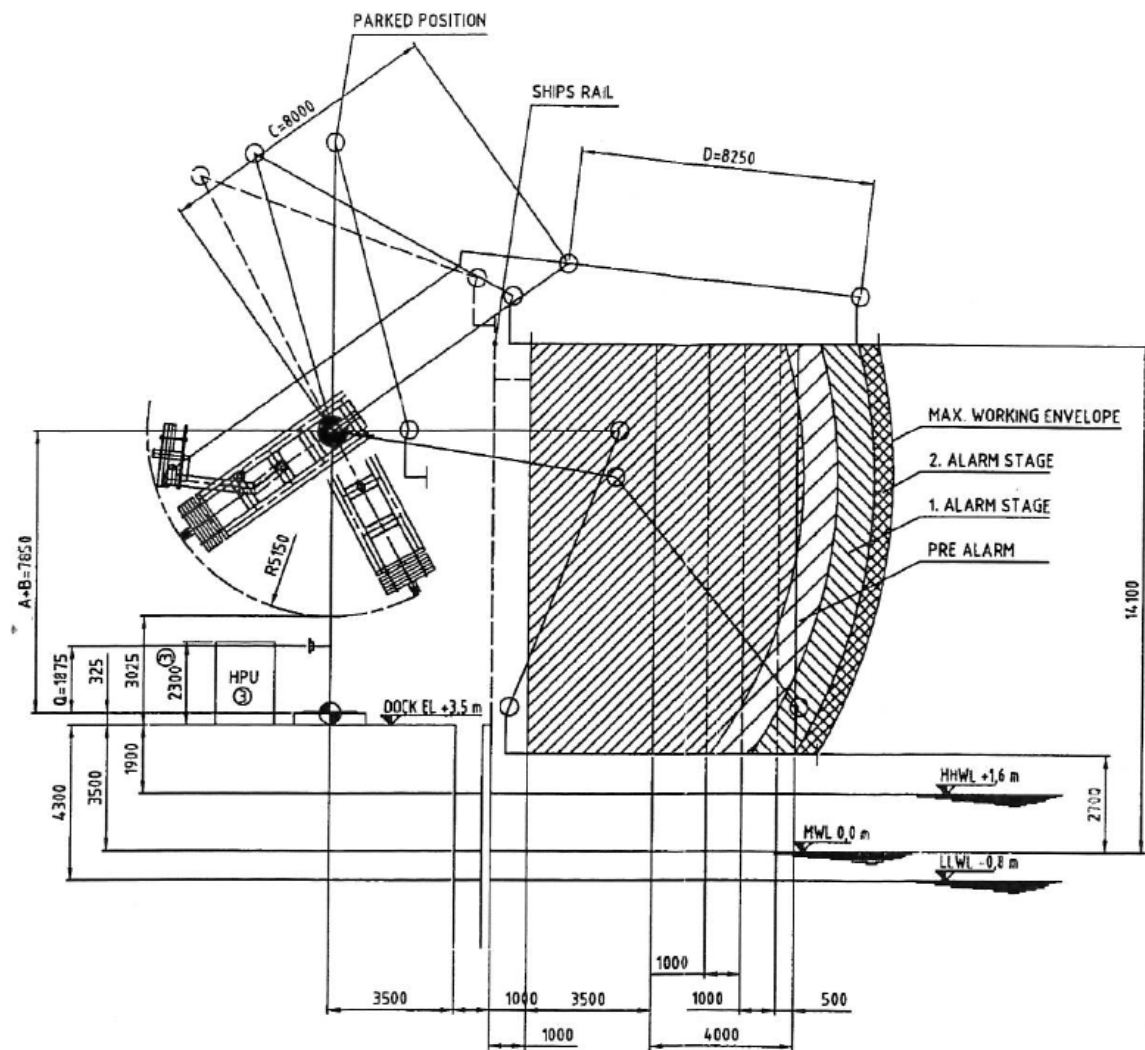


Handled products, loading arms and hose connections

Ethane, ethylene, rapeseed oil and FAME biofuel (fatty acid methyl ester) are loaded and/or discharged at the port facility. Apart from these product, pygas (steam cracked naphta) is also handled within the port facility.

Marine Loading arms	MLA Ethane	MLA Ethylene
MLA -No & System	LA-9100	H-111051
Location	PetroPort North	PetroPort South
Loader dimension:		
Bore Size:	8"	
Fulcrum height:	7050 mm	
Inboard arm:	8000 mm	
Outboard arm:	8250 mm	
Height of inlet flange:	1875 mm	
Deadweight in parking position:	260000 N	
Connections:		
Ships Inlet connection flange:	8" ANSI 300 lbs. R.F.	8" ANSI 300 lbs. R.F.
Stand post Inlet connection flange:	8" ANSI 300 lbs. R.F.	DN200 PN40 R.F.
N2 purge line for cryogenic joints	1" ANSI 300 lbs. R.F.	DN25 PN40 R.F.
Drain connection at TSA:	1" ANSI 300 lbs. R.F.(2x)	DN25 PN40 R.F. (2x)
Purge line into APEX at stand post:	1" ANSI 300 lbs. R.F.	DN25 PN40 R.F.
Gas return connection at TSA		DN25 PN40 R.F.
Temperature:		
Design	-105/+40 °C	-105/+40 °C
Operation	-102 °C	-102 °C
Pressure & Flow:		
Design	31,9 barg	31,9 barg
Operating	-	-
Test	48 barg	48 barg
Flow rate	800 m³/h	800 m³/h

Hose connections	Rapeseed oil	Fatty Acid Methyle Ester (FAME)
	6" ANSI 150 lbs. R.F.	6" ANSI 150 lbs. R.F.



Waste management

All delivery of waste should be notified in pre-arrival information. The waste should be delivered at agreed time. No unsorted wastes will be accepted by the Port.



Location A

Category	Sorted here	Comments / Not sorted here
Combustible	Domestic waste that is combustible. Plastic, rubber, wood, soiled cardboard.	Large clean wood pallets to be placed on the ground beside the container.
Cardboard	Cardboard packaging material	No plastic material

Location B

Category	Sorted here	Comments / Not sorted here
Waste from food	Remains of food Food containers, specifically those that have been in contact with meat and similar food.	Food waste to be placed in leak free bags and securely closed.
Metal	Various ferrous scrap, tin plate, packaging sheets, steel strips, softdrink cans	No paint cans allowed No food containers that have been in contact with meat
Landfill	Concrete, tiles, glass wool, stone wool, porcelain	Ask for permission before placing any material in the landfill container. No regular glass bottles here

Location C

Category	Sorted her	Comments / Not sorted here
Absorbents, clothes	Absorbents and cloths with oil/grease, used absol, rags with paint waste, sawdust with oil or glycol	No cloths with linseed oil
Batteries, lead	Car/truck batteries, stationary lead batteries	
Batteries, small	Small batteries less than 500 g, button cell batteries, alkaline batteries, rechargeable batteries, built-in batteries	
Emptied not cleaned barrels and containers	Drip-free barrels and drums in sheet metal	
Office electronics	Laptops, printers, mobile phones, routers, modems, switches, projectors, office cables	Only office electronics allowed, any other material to be handled according to headline "Other waste", see below.
Glass	Glass bottles and similar types of glass	No light bulbs or porcelain
Light sources	Fluorescent lamps, light bulbs, LED lamps, halogen lamps, energy saving lamps	
Oil filters	Oil filters	
Paint, varnish, glue etc	Sealed and marked containers with solvent-based residues of paint, glue, varnish, and fat etc. Empty uncleaned paint cans.	No unmarked containers. No klorex or calcium carbide.
Aerosols	Pressurized spray cans	No pressurized large gas cylinders or fire extinguishers No spray cans with sealing foam (isocyanates) or pesticides
Waste oil	Waste oil, fuel oil	No oil containing PCB or other oil that can't be recycled
Incinerator ashes		

Other waste

Larger volumes of hazardous waste, corrosive products, IBCs, barrels, gas cylinders, fire extinguishers, mooring rope, fridges and similar appliances or any waste that can't be sorted into the categories above must be approved by the Port before disposal and any related costs will be charged extra.

Medicine and explosive materials like distress flare rockets should be handled directly by the ship's agent and not by the port.

It is the obligation of the crew to dispose of wastes to the correct container. Any improperly segregated waste will either be returned to the vessel or processed at the vessel's expense and subject to an additional charge.