LUKA PLOČE d.d.

# BULK TERMINAL INFO BOOK (IRON ORE & COAL)

LUKA PLOČE – PORT OF PLOČE
Trg kralja Tomislava 21, 20340 Ploče

Version February 2021.

LUKA PLOČE d.d.

TABLE OF CONTENTS

1. Details of terminal contact personnel ..... 4
2. Technical data on the berths and loading or unloading equipment ..... 5
3. Depth of water at the berth ..... 9
4. Water density at the berth ..... 10
5. The minimum and maximum size of ship which the terminal's facilities are designed to accept, including the minimum clearance between deck obstructions ..... 10
6. Mooring arrangements and tending of mooring lines ..... 10
7. Loading or unloading procedures and communications ..... 13
8. Cargo weight determinations by weight meter and draught survey ..... 13
9. Terminal emergency procedures ..... 13
10. Port control and communication ..... 14
11. Damage and indemnity arrangements ..... 16
12. Landing location of accommodation ladder ..... 17
13. Information on waste reception facilities at the terminal ..... 17
14. Information to be provided by the Terminal to the Master ..... 18
15. Legal disclaimer: ..... 19
16. Record of corrections ..... 19
17. Information needed to be given by ship to the terminal ..... 20
17.1. Form for cargo information for solid bulk cargoes ..... 20
17.2. Example loading/unloading plan ..... 21
17.3. Information exchange: general ..... 21
17.4. Bulk carrier's Operational suitability requirements for loading and unloading solid bulk cargoes 23
17.5. Ship/Shore safety checklist for loading or unloading dry bulk cargo carriers ..... 24

| PORT OF PLOCE – SOLID BULK TERMINAL- Pier No. VIII - Bert No. 16 | |
|---|---|
| **PORT CARD** | |
| 1. Port name | Port of Ploce |
| 2. Port code | HRPLE |
| 3. Time zone | Central European Time (UTC +1)<br>DLST (Daylight saving time (UTC+2) |
| 4. Port location | Latitude: 43° 01,89'N<br>Longitude: 017°25,342'E |
| 5. Port type | Sea port |
| 6. Port size | Medium |
| 7. Sea water depth (MLLW Spring) - Approach to the channel | 18 m |
| 8. Maximum draft of the sea vessel | 17,50 – (17,80* at high Tide) |
| 9. Pier Deck elevation above MLLW Sprinh - CD (Chart datum) | 3,43 m |
| 10. Maximum length off the sea vessel (LOA) | 300 m |
| 11. Cargo air draught | 19,10 m(from pier dock level);<br>22,50 m (from CD (Chart datum – MLLW Spring |
| 12. Maximum beam (breadth) | 46 m |
| 13. Distance from the pier deck level to the bottom of the crane hopper spillage plate | 19,10 m |
| 14. Characteristic and certificates for loading and unloading equipment | Available on demand |
| 15. Port can accommodate solid bulk cargo vessel | HANDYSIZE, ALL TYPE OF<br>PANAMAX and CAPE SIZE |
| 16. Vessel's BERTHING | Port side alongside pier |
| 17. Machinery available for unloading | One grab shipunloader.<br>Discharging capacity 2000 t/h,<br>One mobile crane,<br>Discharging capacity 400 t/h.<br>Machinery for loading n/a. |
| 18. Tide difference (Info: Ploce Traffic) | 0,10 m – 0,60 m |
| 19. Sea density | 1010-1026 kg/m$^3$ |
| 20. Pilotage | Compulsory |
| 21. Type of tugs available | Available 3 tugs. Compulsory<br>3 In / 3 Out.<br>2 tugs BP2800 kW &<br>1 tug 1425 kW |
| 22. Supplies / Communication | Water - Yes, Waste – Yes, Telephone – Yes,<br>Radio - Yes |
| 23. Maximum allowable speed of approach to the terminal | 3-4 knots |
| | |

# 1. Details of terminal contact personnel

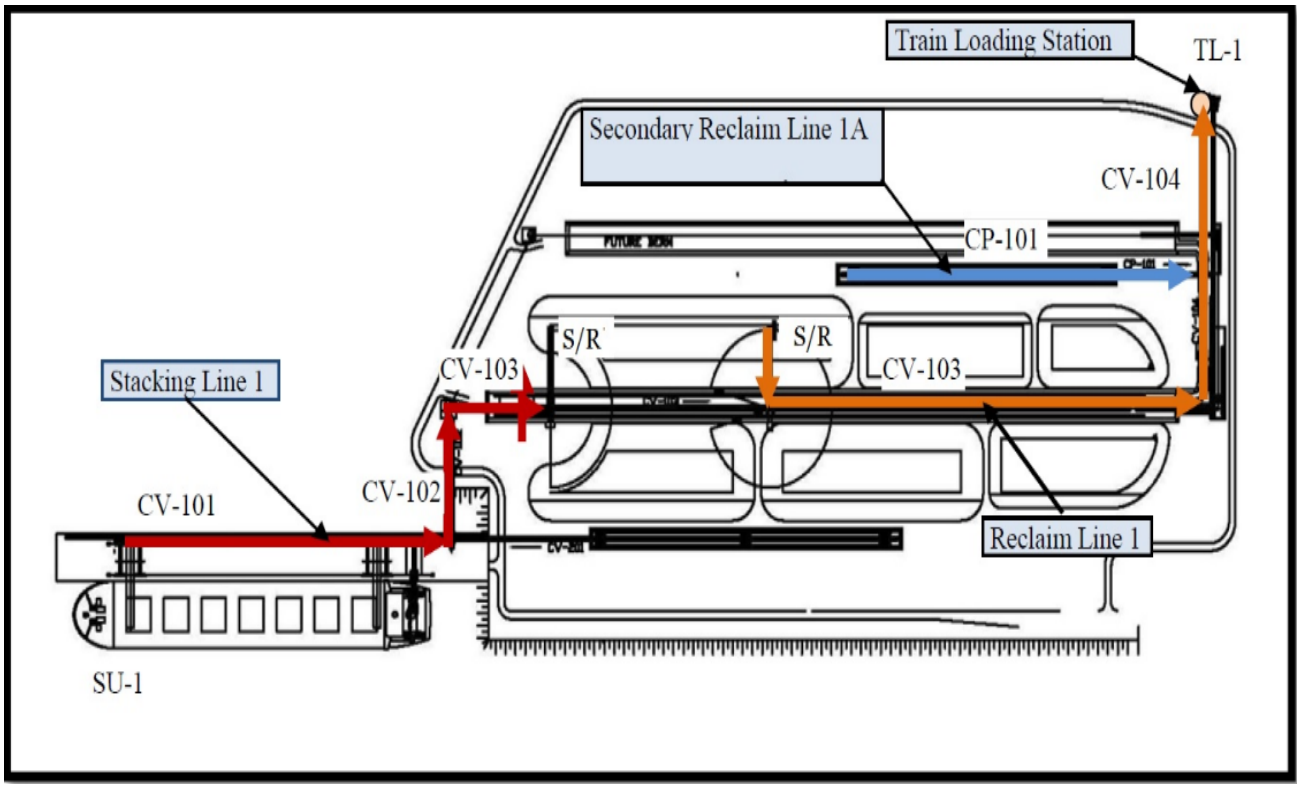
Contact with terminal's representative on:
**T** + 385 99 533 2875.
**VHF** CH-11 **Call Sign**: (TRT - Tango Romeo Tango)

Terminal's working time:

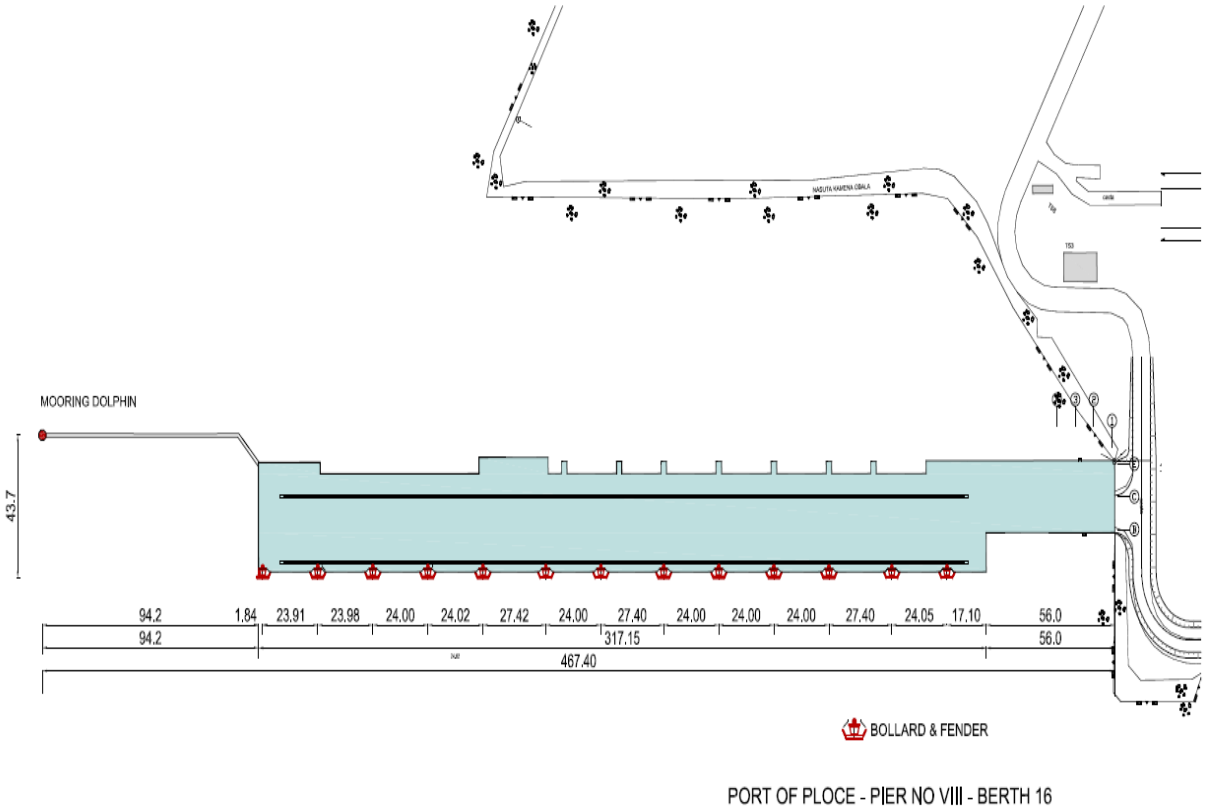
| | | |
|---|---|---|
| 1st shift | from | 06:00 - 14:00 Hrs (09:00 – 09:30 pause) |
| 2nd shift | » | 14:00 - 22:00 Hrs (18:00 – 18:30 pause) |
| 3rd shift | » | 22:00 - 06:00 Hrs (01:00 – 01:30 pause) |

## 2. Technical data on the berths and loading or unloading equipment

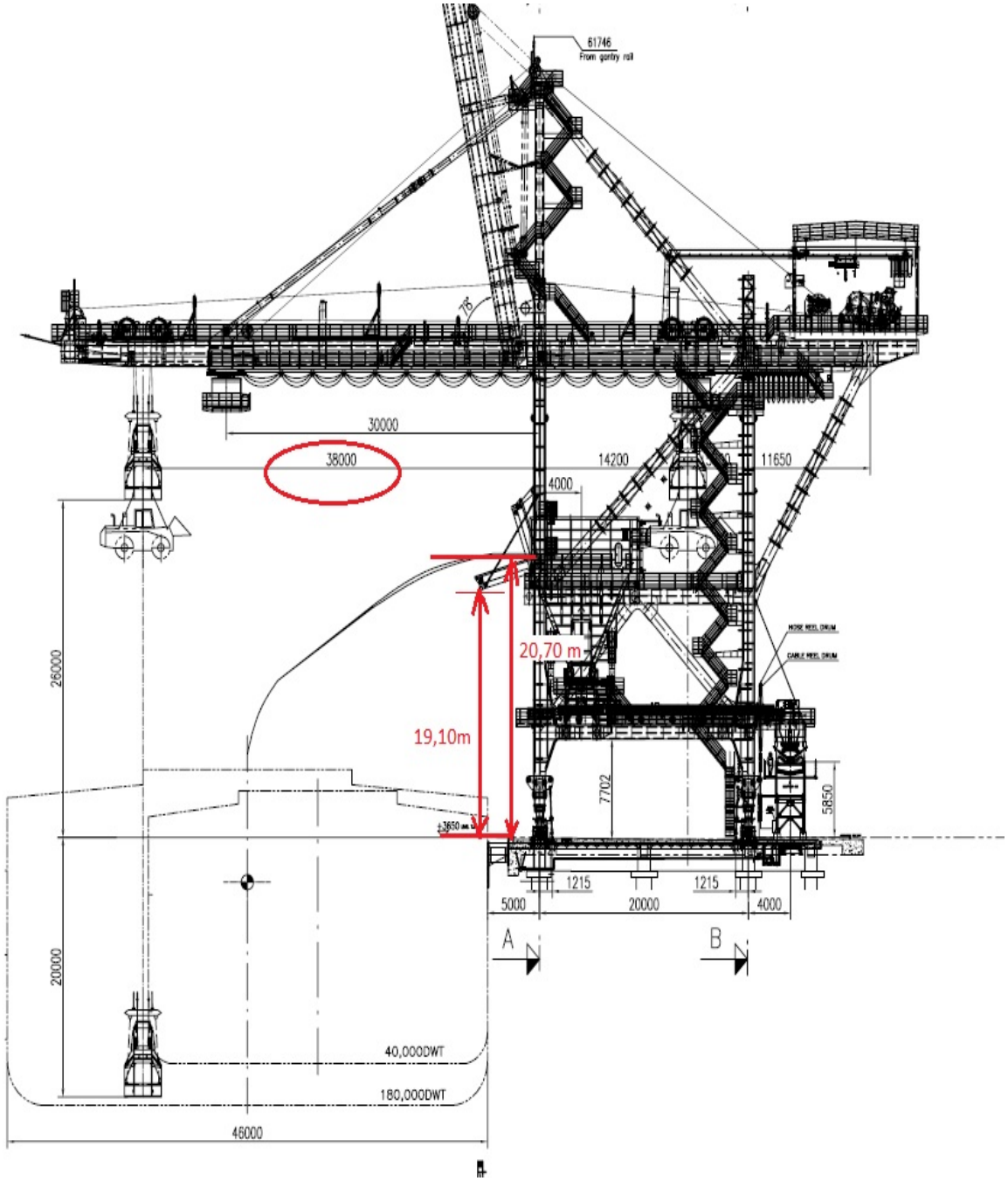
**Terminal overview:**



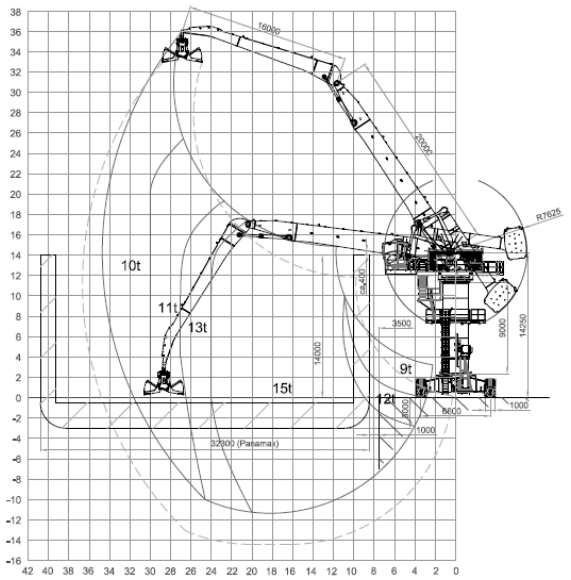
**Port of Ploce, Bulk Cargo Terminal, pier no VIII, berth 16:**



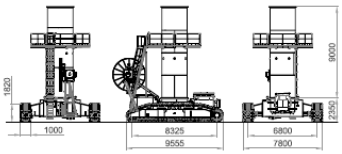
**Grab Ship Unloader, Bulk Cargo Terminal:**



**Mobile crane:**




| | | |
|---|---|---|
| Maschinentyp | Type of machine | 880 EQ |
| Betriebsspannung [V] | Operating voltage [V] | 400 |
| Frequenz [Hz] | Frequency [Hz] | 50 |
| Mindestanschlussleistung [kVA] | Connection power [kVA] | 800 |
| Motorleistung [kW] | Motor power [kW] | 430 |
| Verfahrweg [m] | Travel distance [m] | 240 |
| Einspeisung | Power feed | Mitte / middle |
| Einschaltdauer [%] | Duty cycle [%] | 100 |
| Temperaturbereich [°C] | Temperature range [°C] | -20 - +40 |
| Motoranlauf | Motor starting | Frequency converter |
| Spannung kundenseitig [V] | Voltage customer [V] | 400 |
| Transformator | Transformer | 10kV -> 400V |
| Kabeltrommel | Cable drum | HGN4x15/30/8S10kV |
| Umlenkrichter | Guide for cable | RUTS860ST |
| | | |
| **Ausleger** | **Boom** | **K35** |
| Kompaktausleger [m] | Compact boom [m] | 20.0 |
| Ladestiel [m] | Loading stick [m] | 16.0 |
| Kabine | Cab | PortCab |
| Unterwagen | Undercarriage | R161 / 680 |
| Pylon [m] | Pylon [m] | 9.0 |
| Greifer | Grab | SGZ-8000.70 |




Länderspezifische Normen und Richtlinien gefordert / country-specific standards and regulations required

ja / yes ☐ nein / no ☐

Falls ja, welche / If yes, which one:

Geprüft und bestätigt / checked and approved
Name / name

Datum / date

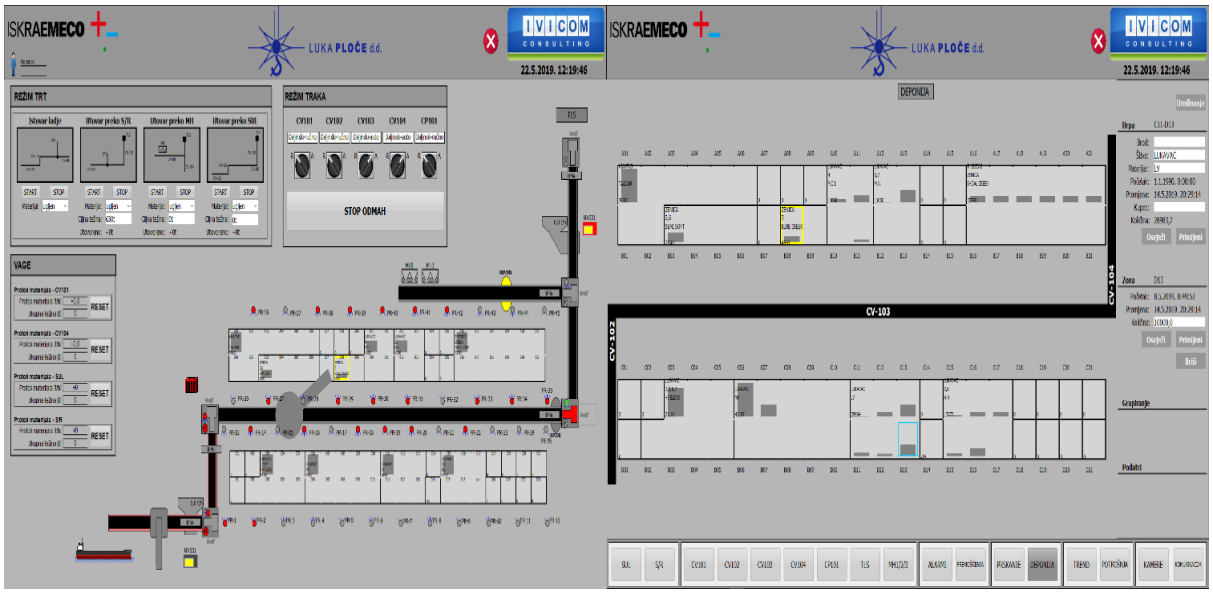
Unterschrift Kunde / signature costumer

Anlage zur Auftragsbestätigung / to the order confirmation

**Terminal equipment capacity:**

| | No.of units | Nominal Capacity | Peak Capacity |
|---|---|---|---|
| **Shipunloader** | 1 | 2.000 tph | 2.400 tph |
| **Stacker** | 1 | 4.000 tph | 4.800 tph |
| **Bucketwheel Reclaimer** | 1 | 1.600 tph | 2.000 tph |
| **Train Loading Station** | 1 | 1.600 tph | 2.000 tph |
| **Conveyor** | 6 | 2.000 tph<br>4.000 tph | 2.400 tph<br>4.800 tph |
| **Mobile crane** | 1 | 400 tph | |

**Conveyor belt system diagram**




## 3. Depth of water at the berth

Minimum depth of water alongside the berth: HHI 2016. CD – 18,9 m

Details of available berths, including length of quay, depth alongside, maximum LOA, beam and draft at MLLW (indicating whether salt or fresh water), maximum size of vessel, fendering and other relevant data, together with advice of cargoes handled at respective berths. Details of independent berths or terminals.

| Pier | Berth | Length | Beam | Draft[1] | Cargo |
|---|---|---|---|---|---|
| | | (m.) | (m.)/Vessel Beam | | Steam Coal<br>Metallurgical Coal<br>Iron Ore |
| VIII | 16 | 300 | 46 | 17,50 – (17,80* at High Tide) | |
| | [1] MLLW - Mean Lowest Low Water – Spring (CD) | | | | |

## 4. Water density at the berth

Average during year: 1.010-1.026 kg/dm3 depending on the raining season/and tide.

## 5. The minimum and maximum size of ship which the terminal's facilities are designed to accept, including the minimum clearance between deck obstructions

- The min size of the ship: no limits
- The max size of the ship – limited by: maximum allowable draught: 17.50 m; maximum length overall: 300 m; maximum beam 46 m
- Cargo air draught: 19,10 m(from pier dock level); 22,50 m (from CD (Chart datum – MLLW Spring)
- The lowest point of the grab/ level of the shore: -20.00 m
- The lowest point of the grab/average sea level: -17.00 m

## 6. Mooring arrangements and tending of mooring lines

### Mooring Service

**Pomorski Servis via Agent or direct Tel**:
+385 (20) 603170. Fax +385 (20) 603175.
**E-mail:** pomorski-servis-ploce@du.t-com.hr
**E-mail:** pomorski.servis@gmail.com

Croatia - Ploce – **Pilotage Pilotage company**
"Ploce Pilot" d.o.o.,
Neretvanskih gusara 4/2
20340 Ploce, Croatia

**Tel/fax.:** + 385 (0) 20 67 07 06,
**Mobile phone:** + 385 (0) 98 24 4255
**E-mail:** ploce.pilot.doo@du.t-com.hr
Contact name:
**Mobile phone:** + 385 (0) 98 24 4255

**Pilot station contact:**

- VHF Channel 12, Split Radio 9 AS 2182 kHz, Dubrovnik Radio 9AD 2182 kHz.
- 24 hours notice is required sending ETA messages.
- They should be updated 6 hours before arrival at pilot boarding positions.
- Final notice of ETA and request for pilot must be made to Port of Ploce Authority ( Ploce Traffic) on VHF Channels 9 or 16 at least 30 MIN before arrival at pilot's boarding position.

**Notice should include details such as:**
Name of vessel, flag, port of registry, call sign, IMO number, gross tonnage (GT), LOA, breadth, arrival maximum draft, freeboard, trim and list (if any), cargo staus (i. e. in ballast, loaded, cargo remaining on board (cargo ROB), present position, sea and manouvering speed, main eng (kW).

**Languages used:** English.

There are no helicopter pilotage operations.
**"Ploce Pilot" pilotage covers Port of Ploce and Port of Metkovic**:
- Pilotage is compulsory for vessels over 500.0 GT and luxury yachts over 1000 g.r.t .
- The pilot service is available on a 30 minutes basis; c/o Port Traffic.
- Pilot should be engaged if a tug is required.

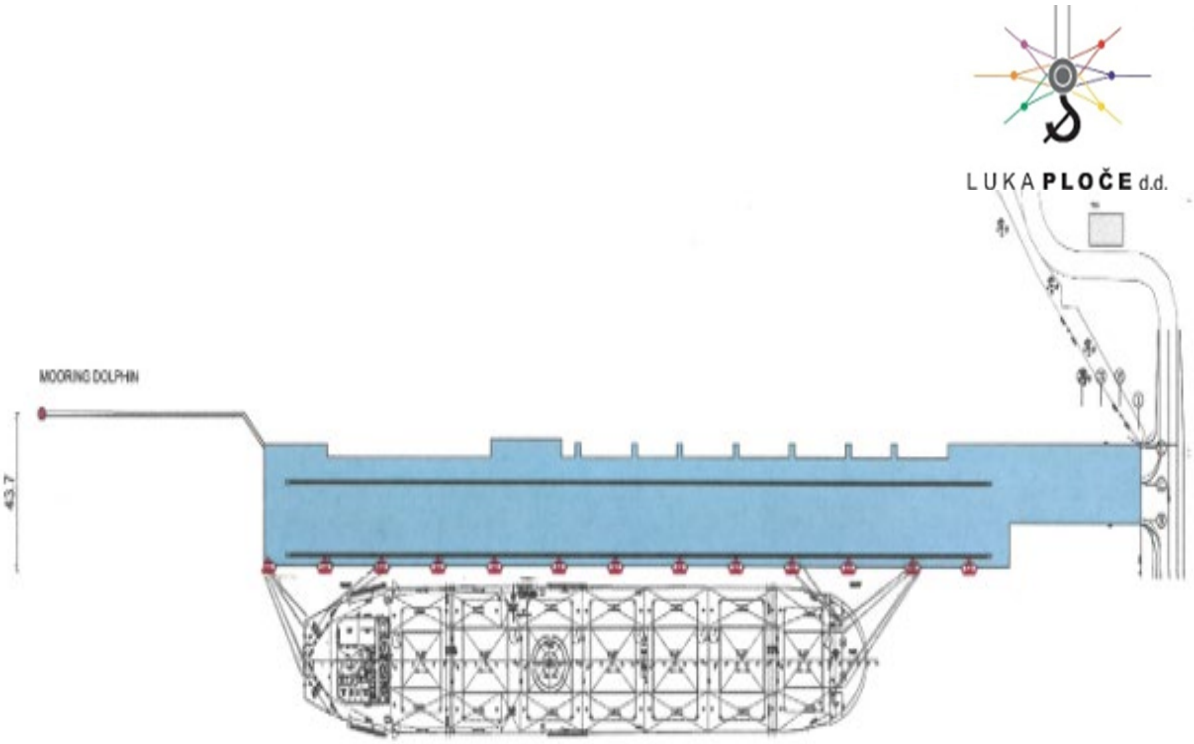
**For port pilotage pilots embark at position lat.:**
- 43 deg. 01.6 N - long: 17 deg. 22.1 E, 2 nm SW of Rt Visnjica.

**For vessels carrying dangerous chemicals or combustible substances - noxious liquid substances is compulsory from/to pilots boarding position:**
- Lat.: 43 deg. 05.0 N - long.: 17 deg. 00.0 E to/from port anchorage.

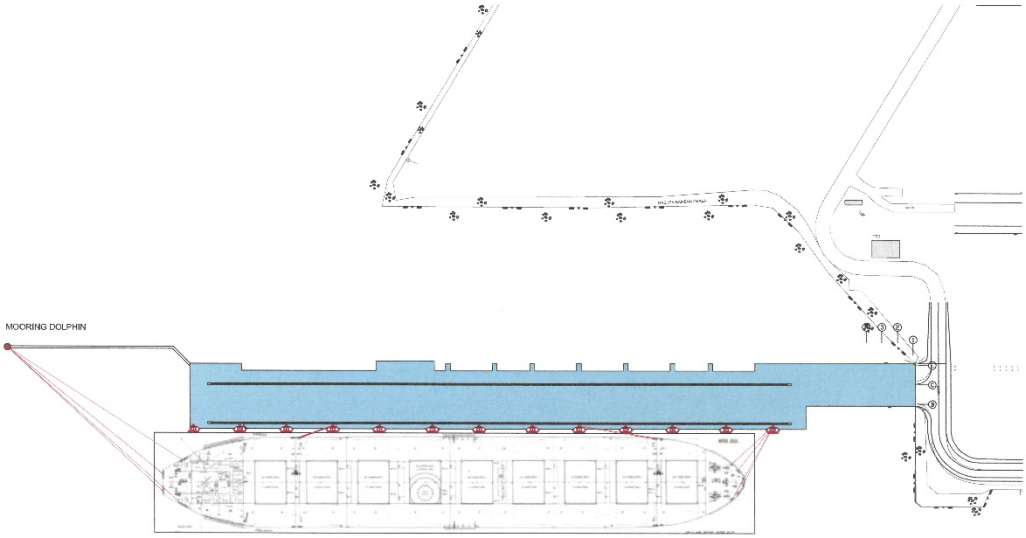
Organised 24 hrs/day.
Berth TRT16:

Typical mooring patterns

- Four head lines
- Two fwd spring lines
- Four stern lines
- Two aft spring lines




Accommodation of panamax vessel




Accomodation of a cape size vessel

## 7. Loading or unloading procedures and communications

Loading or unloading procedures are designed by terminal regulations in compliance with 9001 (as amended).
Standard for hold cleanliness on discharging is “shovel clean”.

## 8. Cargo weight determinations by weight meter and draught survey

Terminal's weight meters - provided accuracy within +/ - 1 %.
Terminal contractors surveyors – on request.

## 9. Terminal emergency procedures

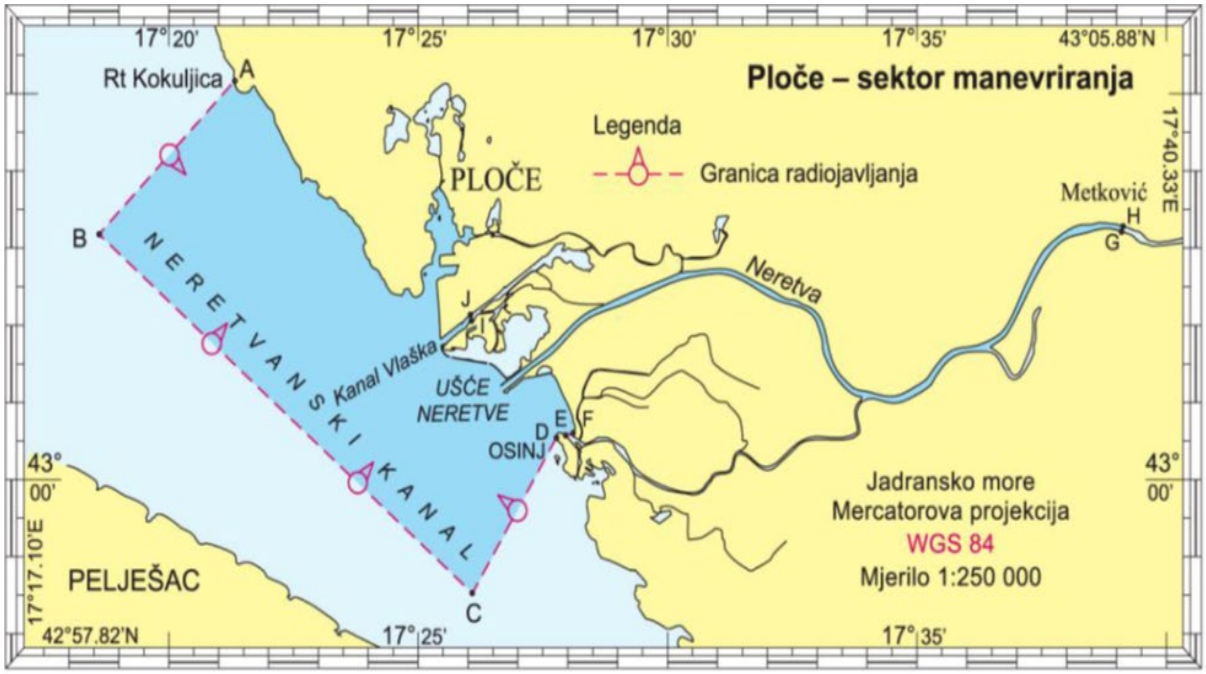
In case of emergency or urgent stop of unloading/loading operation contact terminal’s representative (section 1).

**Warning**
Any incident (fire, pollution, breach of the peace or in the event of disturbance, request for medical assistance of vital importance) must be reported to Ploce Traffic on:

**VHF 09** calling “Ploce Traffic”
Tel: +385 (0) 20 414 577;
**Mobil:** +385 (0) 98 98 26 999 or +385 (0) 99 1947 800
( See enclosed “SECURITY AND EMERGENCY CONTACT LIST”)

# 10. Port control and communication

**30 min before entering »PLOCE SECTOR OF MANOUVERING AREA«**
**CALL VHG CH. 09 »PLOCE TRAFFIC«**




- Name of vessel, flag, port of registry, call sign, IMO number, gross tonnage (GT), LOA, breadth, arrival maximum draft, freeboard, trim and list (if any), cargo status (i. e. in ballast, loaded, cargo remaining on board (cargo ROB), present position, sea and maneuvering speed, main eng (kW).

- Ploce Traffic monitors AIS messages. Vessels must transmit complete and correct information (data) transmitted by the vessel's Automatic Identification Systems (AIS).
- Port of Ploce area with port facilities are under video surveillance.
- The initial commencement and final completion of cargo operations must be reported to the Ploce Port Control Centre on VHF 09 calling “Ploce Traffic”.
- Great care must be taken to prevent the discharge of oil whilst the vessel is in harbour. Failure to do so may result in a heavy penalty being placed on the vessel.
- No visible emissions into the atmosphere are allowed.
- Any incident (fire, pollution, breach of the peace or in the event of disturbance, request for medical assistance of vital importance) must be reported to Ploce Traffic on:

LUKA PLOČE d.d.

## **VHF 09** calling "Ploce Traffic"

**Tel:** +385 (0) 20  414 577;
**Mobil:** +385 (0) 98 98 26 999 or +385 (0) 99 1947 800

( See enclosed "SECURITY AND EMERGENCY CONTACT LIST")

### Croatia - Ploce - Health and Medical

Ambulance Ploce
Trg Kralja Tomislava 25
20340 Ploce
**Tel.:** + 385 (0) 20 679 702
**Fax.:** + 385 (0) 20 679 856/679 910
**E-mail:** domzd1@globalnet.hr

A Mariner clinic is available in Ploče, which provides medical assistance. Medical care and hospitalization are provided at the General Hospital Split and Dubrovnik (100 km).

### Police/Ambulance/Fire: 112

**Fire protection - Vizir d.o.o. :**
**Tel:** + 385 (0)20 603 108; + 385 (91) 589 6754;
**Fax:** + 385 (0)20 603 120
**E-mail:** vizir1@du.t-com.hr

### Fresh Water Supply

Pomorski Servis via Agent or direct
**Tel:** +385 (20) 603170.
**Mobile:** +385 91 529 0596.
**Fax:** +385 (20) 603175.
**E-mail**: pomorski-servis-ploce@du.t-com.hr
**E-mail**: pomorski.servis@gmail.com

LUKA PLOČE d.d.

| PORT OF PLOCE AUTHORITY PORT OF PLOCE<br>UN LOCATOR CODE: HRPLE<br>PORT ID NUMBER:21473 | SECURITY AND EMERGENCY CONTACT LIST<br>In the case of major SEABORNE INCIDENTS (pollution, collision, grounding, sinking, fire) BOMB THREAT/TERRORISM, MEDICAL EMERGENCY OF VITAL IMPORTANCE, DISTURBANCE | | | | PRESENT MARITIME SECURITY LEVEL<br>(____)<br>_____ |
|---|---|---|---|---|---|
| **MARITIME SECURITY AND SAFETY POINT OF CONTACT** | **NAME** | **OFFICE PHONE** | **24 HRS CONTACT** | **VHF CH CONTACT** | |
| **PORT SECURITY OFFICER** | Capt. Ivan Maric | Tel.+385 (0)20 414 575<br>Fax.+385 (0)20 603 184 | Mob.+385 (0)98 98 26 999<br>ivan.maric@ppa.hr | - | |
| **PLOCE TRAFFIC**<br>*LUČKI KONTROLNI CENTAR* | OIC<br>Duty Officer | Tel.+385 (0)20 414 577<br>Fax.+385 (0)20 414 576<br>Mob.+385 (0) 99 194 7800<br>E-mail. lkc@ppa.hr | Tel.+385 (0)20 414 577<br>Fax.+385 (0)20 414 576<br>Mob.+385 (0) 99 194 7800<br>E-mail. lkc@ppa.hr<br>VHF: Ch. 09 | Ch. 09 (156,450 MHz) | **PRIORITY CALL**<br>*PRVENSTVO POZIVA* |
| HARBOUR MASTER'S OFFICE | OIC<br>Duty Officer | Tel.+385 (0)20 679 008<br>Fax.+385 (0)20 670 206<br>E-mail.<br>plpompromet@pomorstvo.hr | VHF Chanel: 10 and 16 | Ch. 10 (156,500MHz) | - |
| BORDER POLICE PP PLOCE | OIC<br>Duty Officer | Tel.+385 (0)20 444 102/103<br>E-mail. pp.ploce@mup.hr | Tel.+385 (0)20 444 102/103<br>E-mail. pp.ploce@mup.hr | - | - |
| FIRST AID/AMBULANCE | OIC | +385 (0)20 679 702 | +385 (0)20 679 702 | | |
| PORT FACILITY (TERMINAL) Contact | OIC | Tel.+385_____ | Mob.+385_____ | CH. No._____ | |
| **SHIP'S AGENT** | OIC | Tel.+385_____<br>Mob.+385_____<br>E.mail._____ | Mob.+385 (0)_____ | | |

**Obveza agenta broda: A) UPISATI KONTAKT PODATKE, B) OBVEZNO DOSTAVITI/URUČITI LISTU ZAPOVJEDNIKU BRODA PRILIKOM PRIVEZA UZ OBALU I PUTEM E-MAIL**

## 11. Damage and indemnity arrangements

Damages caused to the ship by using loading / unloading or hold cleaning terminal´s equipment, must be reported immediately and in written form with detailed description of the damage yield to the terminal's representative.

Survey of the damage and the statement of its origin with necessary evidence (photos, drafts with measurements, etc.) must be carried out in presence of both (ship / terminal) representatives. The damages alike shall be repaired (before ship leaves the port) on terminal´s account by terminal's representative https://www.luka-ploce.hr/o-luci/razvoj-i-investicije/terminal-za-rasute-terete-razvoj/ as soon as possible and when cargo condition will permit safe work. (Att. Suitability of the ship for terminal´s loading/ discharging system) »grab discharging«.

All damages caused to the ship by terminal´s loading /unloading equipment and which could impair the structural capability or watertight integrity of the hull, or the ship's essential engineering systems, will be registered and handled by authorised organisations of the state and port authorities.

## 12. Landing location of accommodation ladder

Ship's accommodation ladder – preferable aft if not than assist ladder

Gangways and accommodation ladders should
• be intact
• be properly rigged with handrails
• have handrails set at a safe angle to the vessel
• have properly rigged safety nets
• have a lifebuoy in place

## 13. Information on waste reception facilities at the terminal

**Waste Disposal**
Removal of food and cargo waste is compulsory and carried out by
Pomorski Servis via Agent or direct
**Tel:** +385 (20) 603170.
**Mobile:** +385 91 529 0596.
**Fax:** +385 (20) 603175.
**E-mail:** pomorski-servis-ploce@du.t-com.hr
**E-mail:** pomorski.servis@gmail.com

**Slops Disposal**
Pomorski Servis via Agent or direct
**Tel:** +385 (20) 603170.
**Mobile:** +385 91 529 0596.
**Fax:** +385 (20) 603175.
**E-mail:** pomorski-servis-ploce@du.t-com.hr
**E-mail:** pomorski.servis@gmail.com

Tank trucks utilised for collection and removal. Maximum capacity of shore tanks 30 cu.m. Charges by agreement.

# 14. Information to be provided by the Terminal to the Master

- The name of the berth at which loading or unloading will take place and the estimated times for berthing and completion of loading or unloading refer to https://www.luka-ploce.hr/o-luci/razvoj-i-investicije/terminal-za-rasute-terete-razvoj/
- Characteristics of loading or unloading equipment, refer to https://www.luka-ploce.hr/o-luci/razvoj-i-investicije/terminal-za-rasute-terete-razvoj/
- Features on the berth or jetty the master may need to be aware of, including the position of fixed and mobile obstructions, fenders, bollards and mooring arrangements refer to https://www.luka-ploce.hr/o-luci/razvoj-i-investicije/terminal-za-rasute-terete-razvoj/
- Minimum depth of water alongside the berth and in approach and departure channels refer to https://www.luka-ploce.hr/o-luci/razvoj-i-investicije/terminal-za-rasute-terete-razvoj/
- Water density at the berth refer to https://www.luka-ploce.hr/o-luci/razvoj-i-investicije/terminal-za-rasute-terete-razvoj/
- Maximum distance between the water line and the top of the cargo hatch covers or coamings, whichever is relevant to the loading or unloading operation, and the maximum air draught refer to https://www.luka-ploce.hr/o-luci/razvoj-i-investicije/terminal-za-rasute-terete-razvoj/
- Arrangements for gangways and access refer to https://www.luka-ploce.hr/o-luci/razvoj-i-investicije/terminal-za-rasute-terete-razvoj/
- Which side of the ship is to be alongside the berth refer to https://www.luka-ploce.hr/o-luci/razvoj-i-investicije/terminal-za-rasute-terete-razvoj/
- Maximum allowable speed of approach to the jetty and availability of tugs, their type and bollard pull refer https://www.luka-ploce.hr/o-luci/razvoj-i-investicije/terminal-za-rasute-terete-razvoj/
- The loading sequence for different parcels of cargo, and any other restrictions if it is not possible to take the cargo in any order or any hold to suit the ship refer to https://www.luka-ploce.hr/o-luci/razvoj-i-investicije/terminal-za-rasute-terete-razvoj/
- If the terminal's loading or unloading equipment is fixed, or has any limits to its movement; see Sec. 2 of this document
- Warning of unusual mooring arrangements refer to https://www.luka-ploce.hr/o-luci/razvoj-i-investicije/terminal-za-rasute-terete-razvoj/
- Mooring lines required refer to https://www.luka-ploce.hr/o-luci/razvoj-i-investicije/terminal-za-rasute-terete-razvoj/
- Any restrictions on ballasting or de-ballasting refer to https://www.luka-ploce.hr/o-luci/razvoj-i-investicije/terminal-za-rasute-terete-razvoj/
- Maximum sailing draught permitted by the competent authority refer to https://www.luka-ploce.hr/o-luci/razvoj-i-investicije/terminal-za-rasute-terete-razvoj/

## 15. Legal disclaimer:

This Terminal info book content is intended for general information purposes only, and we have taken due care in its preparation. Any risk arising from the use of the information shall rest with the recipient and nothing herein shall be construed as constituting any kind of warranty. Luka Ploče reserves the right to make adjustments without prior notification and to make changes or updates to this Terminal info book at any time without notice.
While Luka Ploče attempts to collect and supply accurate and up-to-date information in this Terminal info book, Luka Ploče does not warrant its accuracy or completeness, or that results from use of this Terminal info book will be effective, accurate or reliable, and Luka Ploče is not responsible or liable for any errors, inaccuracies or omissions. Luka Ploče shall not be liable for any damages arising out of or related to your use of this Terminal info book, its content, or otherwise, including any direct, indirect, incidental, special, punitive or consequential damages of any kind.

## 16. Record of corrections

| Version | Rev. | Date | Change | Remark |
|---|---|---|---|---|
| August 2020. | 0 | 31.08.2020. | Initial version | None |
| February 2021. | 1 | 25.02.2021. | Terminal data | |
| | | | | |
| | | | | |
| | | | | |

# 17. Information needed to be given by ship to the terminal

Ref.: BLU-Code Code of practice for the safe loading and unloading of bulk carriers
- Res. A.862(20):

## 17.1. Form for cargo information for solid bulk cargoes

| | |
|---|---|
| BCSN | |
| Shipper | Transport document number |
| Consignee | Carrier |
| Name/means of transport<br>Port/place of departure | Instructions or other matters |
| Port/place of destination | |
| General description of the cargo (type of material/particle size) | Gross mass (kg/tonnes) |
| Specifications of bulk cargo, if applicable:<br>Stowage factor:<br>Angle of repose, if applicable:<br>Trimming procedures:<br>Chemical properties if potential hazard:*<br><br>*e.g., Class & UN No. or "MHB" | |
| Group of the cargo<br>☐ Group A and B*<br>☐ Group A*<br>☐ Group B<br>☐ Group C<br>*For cargoes which may liquefy (Group A and Group A and B cargoes) | Transportable moisture limit<br><br>Moisture content at shipment |
| Relevant special properties of the cargo (e.g., highly soluble in water) | Additional certificate(s)*<br>☐ Certificate of moisture content and transportable moisture limit<br>☐ Weathering certificate<br>☐ Exemption certificate<br>☐ Other (specify)<br>*If required |
| DECLARATION<br>I hereby declare that the consignment is fully and accurately described and that the given test results and other specifications are correct to the best of my knowledge and belief and can be considered as representative for the cargo to be loaded. | Name/status, company/organization of signatory<br><br>Place and date<br><br>Signature on behalf of shipper |

## 17.2. Example loading/unloading plan

| UNLOADING PLAN | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| The Loading or unloading plan should be prepared in a form such as shown below. A different form may be used provided it contains the essential information enclose in the heavy line box. | | | | | | | | | | | | | | | | | | | | | | | | |
| UNLOADING PLAN Version No. | | | 1 | | DATE | | 2020.07.12 | | VESSEL | | SM NEW ORLEANS | | | VOY. NO. | | | 007 | | | | | | |
| UNLOADING PORT | | | CARGO (ES) | | ASSUMED S/F OF CARGO | | | BALLAST PUMPING RATE | | | WATER DENSITY | | | MAX. DRAFT (HW) | | | MAX. AIR DRAFT | | | | | | |
| PLOCE, CROATIA | | | COAL | | 42 FT/LT | | | 2400 M3/H | | | 1,023 | | | 17,5 | | | | | | | | | |
| FROM PORT | | | LAST CARGO | | NO. OF UNLOADER | | | UN-LOAD RATE | | | MIN. DRAFT (LW) | | | | | | ARRIVAL DRAFT | | | | | | |
| NORFOLK, USA | | | SOYBEANS | | 1 | | | 2000 MT/H | | | | | | | | | F 14.19 M/ A14.29 M | | | | | | |
| | 7 Low Volatile P.C.I. | | 6 High Volatile Coking | | 5 Low Volatile Coking | | | 4 High Volatile Coking | | | 3 Med. Volatile Coking | | | 2 High Volatile Coking | | | 1 Med. Volatile Coking | | | | | | |
| TONNES(TOTAL) | 12.170,008 MT | | 11.788,197 MT | | 11.438,468 MT | | | 8.344,387 MT | | | 10.583,825 MT | | | 12.508,867 MT | | | 10.278,145 MT | | | | | | |
| GRADE | 100,0% | | 100,0% | | 95,7% | | | 76,4% | | | 85,0% | | | 98,0% | | | 96,5% | | | | | | |
| TOTAL (GRADE/TONNES) | | | GD/TNS | 20.861,970 MT | GD/TNS | 32.641,451 MT | | GD/TNS | 11.438,468 MT | | GD/TNS | 12.170,008 MT | | GD/TNS | | | | | | | | | | |
| POUR (SEQ.) No. | CARGO | | BALLAST OPERATION | TIME REQUIRED (HOURS) | COMMENTS | CALCULATED VALUES | | | | | CACULATED VALUES | | | OBSERVED VALUES | | | | | | | | | |
| | | | | | | DRAFT | | MAXIMUM | | | | | | DRAFT | | | | | | | | | |
| | HOLD | TONNES | | | | FWD | AFT | BM | SF | | AIR DRAFT | MID. DRAFT | TRIM | FWD | AFT | MID | | | | | | | |
| | | | ARR. CONDITION | | | 14,19 | 14,29 | 45 | 48 | | 8,61 | 14,29 | 0,10 | | | | | | | | | | |
| Un-loading for Med. Volatile Coking Coal | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 3 | 6.000 | PI | 3,00 | | 12,49 | 14,26 | 45 | 49 | | 9,53 | 13,38 | 1,77 | | | | | | | | | | |
| 2 | 1 | 10.278,145 | PI | 5,14 | FPT-100%, 1, 2 WBT(P/S) - 95% | 11,08 | 14,88 | 57 | 64 | | 9,92 | 12,98 | 3,80 | | | | | | | | | | |
| Un-loading for Low Volatile P.C.I. Coal | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 7 | 12.170,008 | PI | 6,09 | 5 WBT(P/S) - 95%, APT - 90% | 11,76 | 11,95 | 42 | 64 | | 11,05 | 11,86 | 0,19 | | | | | | | | | | |
| Un-loading for Low Volatile Coking Coal | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 5 | 11.438,468 | PI | 5,72 | 4 WBT(P/S) - 95% | 10,97 | 10,72 | 51 | 47 | | 12,06 | 10,85 | -0,25 | | | | | | | | | | |
| Un-loading for Med. Volatile Coking Coal | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 3 | 4.583,825 | PI | 2,29 | 3 WBT(P/S) - 95% | 10,97 | 11,00 | 49 | 44 | | 11,92 | 10,99 | 0,03 | | | | | | | | | | |
| Un-loading for High Volatile Coking Coal | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 2 | 5.000 | PI | 2,50 | | 9,03 | 11,42 | 46 | 43 | | 12,68 | 10,23 | 2,39 | | | | | | | | | | |
| 7 | 6 | 8.000 | PI | 4,00 | | 9,19 | 9,05 | 61 | 61 | | 13,78 | 9,12 | -0,14 | | | | | | | | | | |
| 8 | 4 | 5.000 | PI | 2,50 | | 8,31 | 8,45 | 64 | 64 | | 14,52 | 8,38 | 0,14 | | | | | | | | | | |
| 9 | 2 | 7.508,867 | PI | 3,75 | | 5,29 | 9,22 | 60 | 59 | | 15,65 | 7,26 | 3,93 | | | | | | | | | | |
| 10 | 6 | 3.788,197 | PI | 1,89 | | 5,44 | 7,96 | 65 | 66 | | 16,20 | 6,70 | 2,52 | | | | | | | | | | |
| 11 | 4 | 3.344,387 | PI | 1,67 | | 4,80 | 7,50 | 68 | 67 | | 16,75 | 6,15 | 2,70 | | | | | | | | | | |
| DRAFT CHECK - FINAL SURVEY | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | TOTAL | 31,24 | | SEA CONDITION | | 87 | 84 | | | | | | | | | | | | | | |
| TOTAL CARGO | 77.111,897 MT | | | | | | | | | | | | | | | | | | | | | | |
| | | | Signed terminal | | | | Signed Chief Officer | | | | | | Signed Master | | | | | | | | | | |
| No deviation from above plan without prior approval of C/Off. Pour to numbered 1A, 1B, 2A, 2B etc, when using two Loaders. | | | | | | BM & SF are to be ex pressed as a percentage of minimum permitted in port values for intermediate stages and of minimum permitted at-sea values for the final stage. | | | | | | | | | | | | | | | | | | |
| Abbreviations - PI: Pump In, GI: Gravity In, PO: Pump Out, GO: Gravity Out, MT: Empty | | | | | | Every step in the loading/unloading plan must remain within the available limits or hullgirder Shear forces, bending moment and tonnage per hold. | | | | | | | | | | | | | | | | | | |
| All entries within the box must be completed as far as Possible. The entries outside the box (purple) are optioned. | | | | | | Where applicable loading/unloading operations may have to be paused to allow for ballasting/deballasting in order to keep actual values within limits. | | | | | | | | | | | | | | | | | | |

## 17.3. Information exchange: general

It is important that the ship be provided with information about a terminal so the loading or unloading can be planned. Similarly, the terminal will need information about the ship to enable preparations to be made to load or unload the ship. It is important that the information be exchanged in sufficient time to allow preparations to be made.

- Before loading commences there should be an agreement between the master and the terminal representative as to the rate of loading and order in general, this agreement should be based on one or more of the following options:
  - the limitations or restrictions on loading procedures, if such are specified in the ship's loading manual or trim and stability booklet, or both;
  - if the restrictions mentioned in .1 do not exist, and the ship has a loading instrument which has been approved, the loading plan should be prepared on the instrument and there should be a protocol in place so that the loading remains, at all times, within the approved stress limits of the ship; and/or
  - if neither .1 or .2 can be satisfied, then the conservative procedure should be followed.

- Details should be provided of any necessary repairs which may delay berthing, the commencement of loading or unloading, or may delay the ship sailing on completion or loading or unloading.
- The master should ensure he receives from the shipper of the intended cargo details of the nature of the cargo required by chapter IV of SOLAS 1974, as amended. Where additional details, such as trimming or continuous measurement of the water in the cargo, etc., are required, the master should inform the terminal accordingly.

**Information given by the ship to the terminal**

In order to plan the proper disposition and availability of the cargo as to meet the ship's loading plan, the loading terminal should be given the following information:

- The ship's estimated time of arrival (ETA) off the port as early as possible. The advice should be updated as appropriate.

- At the time of initial ETA advice, the ship should also provide details of the following:

  - name, call sign, IMO Number of the ship, its flag State and port of registry;
  - a loading plan stating the quantity of cargo required, stowage by hatches, loading order and the quantity to be loaded in each pour, provided the ship has sufficient information to be able to prepare such a plan;
  - arrival and proposed departure draughts;
  - time required for deballasting
  - the ship's length overall, beam and length of the cargo area from the forward coaming of the forwardmost hatch to the after coaming of the aftmost hatch into which cargo is to be loaded or from which cargo is to be removed;
  - distance from the waterline to the first hatch to be loaded or unloaded and the distance from the ship's
  - side to the hatch opening;
  - the location of the ship's accommodation ladder;
  - air draught;
  - details and capacities of the ship's cargo handling gear;
  - number and type of mooring lines; and
  - any other item related to the ship requested by the terminal

- Similar information in respect of ETA, unloading plan and details of the ship are required by unloading terminals.

  - Ship arriving at loading or unloading terminals in a part-loaded condition should also advise:

- berthing displacement and draughts;
- previous loading or unloading port;
- nature and stowage of cargo already on board and, when solid bulk cargoes are on board, the Bulk Cargo Shipping Name (BCSN), the IMSBC Code Class and UN Number, when applicable.
- distribution of cargo on board, indicating that to be unloaded and that to remain on board.

## 17.4. Bulk carrier's Operational suitability requirements for loading and unloading solid bulk cargoes

| | |
|---|---|
| 1 | *Ship shall be provided with cargo holds and hatch openings of sufficient size and such a design to enable the solid bulk cargo to be loaded, stowed, trimmed and unloaded satisfactorily;* |
| 2 | *Ships shall be provided with the cargo hold hatch identification numbers as used in the loading or unloading plan. The location, size and colour of these numbers shall be clearly visible to and identifiable by the operator of the terminal loading or unloading equipment;* |
| 3 | *Their cargo holds hatches, hatch opening systems and safety devices shall be in good functional order and used only for their intended purpose* |
| 4 | *List indication lights, if fitted, shall be tested prior to loading or unloading and proved to be operational* |
| 5 | *If required to have an approved loading instrument on board, this instrument shall be certified and operational to carry out stress calculations during loading or unloading.* |
| 6 | *Propulsion and auxiliary machinery shall be in good functional order* |
| 7 | *Deck equipment related to mooring and berthing operations shall be operable and in good order condition* |

## 17.5. Ship/Shore safety checklist for loading or unloading dry bulk cargo carriers

**Ship/Shore safety checklist for loading or unloading dry bulk cargo carriers**

PRILOG 5.

Brod/Obala sigurnosna kontrolna lista
Ship/Shore safety checklist
za ukrcaj ili iskrcaj brodova za suhi rasuti teret
for loading or unloading dry bulk cargo carriers

Datum ……
Date……..

Luka …….. Terminal/vez …….
Port…… Terminal/Quay…….

Raspoloživa dubina vode na vezu …. Najmanji zračni gaz ……
Available depth of water at berth Minimum air draught

Ime broda ……..
Ship's name

Gaz na dolasku/pročitan/izračunat …… Zračni gaz ……..
Arrival draught /read/calcualted Air draught

Izračunati gaz odlaska ……. Zračni gaz
Calcualted departure draught Air draught

Zapovjednik i predstavnik terminala, ili njihovi zastupnici, zajednički moraju ispuniti kontrolnu listu. Šira objašnjenja o kontrolnim pitanjima dana su dodatku 4 BLU Kodeksa. Sigurnosne operacije zahtijevaju da na sva pitanja bude potvrdan odgovor u predviđene kućice, ako to nije slučaj mora se navesti razlog te postignuti dogovor između broda i terminala o neophodnim mjerama opreza. Ako se smatra da pitanje nije primjenjivo upisati nije primjenjivo/N/P), uz popratno objašnjenje.

The master and terminal, or their representatives, should complete the checklist jointly. Advice on points to be considered is given in the accompanying guidelines. The safety of operations requires that all questions should be answered affirmatively and the boxes ticked. If this is not possible, the reason should be given, and agreement reached upon precautions to be taken between ship and terminal. If a question is considered to be not applicable write »N/A«, explaining why if appropriate.

| | SHIP | TERMINAL |
|---|---|---|
| Da li su dubina vode na vezu i zračni gaz dostatni za završetak operacija s teretom?<br>*Is the depth of water at the berth, and the air draught, adequatefor the cargo operations to be compleated?* | ☐ | ☐ |
| Da li je vez broda siguran od vremenskih prilika, plime-oseke, utjecaja morske struje, ostalih privezanih plovila te prometa.<br>*Are mooring arrangements adequate for all local effects of tide, current, weather, traffic and craft alogside?* | ☐ | ☐ |
| Da li je brod uvijek spreman za isplovljenje u slučaju nužde?<br>I*n emergency, is the ship able to leave the berth at any time?* | ☐ | ☐ |
| Da li je pristup između privezanog broda i obale siguran?<br>*Is there safe access between the ship and warf?*<br>Nadzor pristupa brod/terminal, upiši odgovarajuće.....<br>*Tended by ship/terminal, cross out as appropriate.....* | ☐ | ☐ |
| Da li je usaglašeni komunikacijski sustav između broda/terminala ispravan?<br>*Is the agreed ship/terminal communication saystem operative*<br>Način komuniciranja<br>*Communication method*<br>Jezik ..... *Language* .....<br>Radni kanali/telefonski br. .....<br>*Radio channels/phone numbers* ..... | ☐ | ☐ |
| Da li osobe za komunikaciju za vrijeme operacija usko surađuju?<br>*Are the liaison contact persons during operations positively identified?*<br>Osobe za vezu od strane broda .....<br>*Ship contact persons*<br>Osobe za vezu od strane terminala .....<br>*Shore contact person(s)*<br>Mjesto operacija .....<br>*Location* | ☐ | ☐ |
| Da li je posada na brodu, i odgovarajuće osoblje na terminalu spremno za slučaj nužde?<br>*Are adequate crew on board, and adequate staff in terminal, for emergency?* | ☐ | ☐ |
| Da li su operacije ukrcaja goriva najavljene i dogovorene?<br>*Have any bunkering operations been advised and agreed?* | ☐ | ☐ |
| Da li su bilo kakvi namjeravani popravci na obali ili brodu najavljeni i dogovoreni?<br>*Have any intended repairs to warf or ship whilst alongside been advised and agreed?* | ☐ | ☐ |

| | | |
|---|---|---|
| Da li su postupci za izvještavanje te zapisi o šteti uslijed teretnih operacija dogovoreni?<br>*Has a procedure for reporting and recording damage from cargo operation been agreed?* | ☐ | ☐ |
| Da li su brodu dostavljeni propisi luke i terminala uključujući zahtjeve za sigurnost, i sigurnosnu zaštitu, onečišćenje okoliša te postupci u slučaju nužde?<br>*Has the ship been provided with copies of port and terminal regulations, including safety and pollution requirements and details of emergency services?* | ☐ | ☐ |
| Da li je krcatelj dostavio zapovjedniku svojstva tereta u skladu s odredbama glave VI SOLAS konvencije?<br>*Has the shipper provided the master with the properties of the cargo in accorance with the requirement of chapter VI of SOLAS ?* | ☐ | ☐ |
| Da li je atmosfera u skladištima i zatvorenim prostorima sigurna za slučaj ulaska u te prostore, da li je fumigirani teret identificiran i da li je dogovoreno praćenje atmosfere od strane broda i terminala?<br>*Is the atmosphere safe in holds and enclosed spaces to which access may be required, have fumigated cargoes been identified, and has need for monitoring of atmosphere been agreed by ship and terminal?* | ☐ | ☐ |
| Da li je količinski kapacitet rukovanja teretom i bilo kakva ograničenja transporta tereta do svake naprave za ukrcaj/iskrcaj proslijeđene na brod/terminal?<br>*Have the cargo handling caoacity and any limits of travel for each loader/unloader been passed to the ship/terminal?*<br>Naprava za ukrcaj .....Ukrcajno/iskrcajna norma ..... t/sat<br>..... *Loader* *Rate*<br>*tonnes/hr*<br>Naprava za ukrcaj..... Ukrcajno/iskrcajna norma<br>.....t/sat.....*Loader* *Rate*<br>*tonnes/hr* | ☐ | ☐ |
| Da li je plan ukrcaja ili iskrcaja tereta uračunat za sve faze krcanja/debalastiranja ili iskrcaja i balastiranja?<br>*Has a cargo loading or unloading plan been calculated for all stages of loading/deballasting or unloading/ballasting?*<br>Preslika pohranjena kod.....<br>*Copy loged with* | ☐ | ☐ |
| Da li su predviđena skladišta za ukrcaj/iskrcaj tereta jasno naznačena u planu tereta prikazujući faze rada, da li je naznačena vrsta i količina tereta koja se ukrcava u brodsko skladište<br>*Have the holds to be worked been clearly identified in the loading or unloading plan, showing the sequence of work, and the grade and tonnage of cargo to be transferred each time the hold is worked.* | ☐ | ☐ |
| Da li je razmatrana mogućnost da se teret u skladištima poravnava, te da li je način i opseg dogovoren?<br>*Has the need for trimming of cargo in the holds been discussed and the method and extentbeen agreed?* | ☐ | ☐ |

| | | |
|---|---|---|
| Da li predstavnici broda i terminala razumiju i prihvaćaju da, u slučaju da se program balastiranja ne provodi u skladu s operacijama s teretom, da će biti potrebno prekinuti s operacijama s teretom dok se balasne operacije ponovo ne usklade s programom?<br>*Do both ship and terminal understand and accept that if the ballast programme becomes out of step with the cargo operation, it will be necessary to suspend cargo operation until the ballast operation has caught up?* | ☐ | ☐ |
| Da li je namjeravani postupak čišćenja ostatka tereta u skladištima tijekom iskrcaja objašnjen i prihvaćen od strane broda?<br>*Have the intended procedures for removing cargo residues lodged in the holds while unloading, been explained to the ship and accepted?* | ☐ | ☐ |
| Da li su postupci ravnanja nakrcanog broda jasno određeni i dogovoreni?<br>*Have the procedures to adjust the final trim of the loading ship been decided and agreed?*<br>Zaostala količina tereta na teretnoj traci terminala?<br>*Tonnage held by the terminal conveyor system* | ☐ | ☐ |
| Da li je terminal obaviješten o potrebnom vremenu da se brod pripremi za isplovljenje nakon teretnih operacija?<br>*Has the terminal been advised of the time required for the ship to prepare for sea, on completion of cargo work?* | ☐ | ☐ |

SUGLASNO GORE NAVEDENIM:

THE ABOVE HAS BEEN AGREED:

Vrijeme: ……. Datum ……..
Time: Date:

U ime broda: ……..
For ship

U ime terminala: …….
For terminal

Rang/Zvanje: ……
Rank

Djelatnik/Zvanje. ……
Position/Title