

Eemshaven

TERMINAL INFORMATION

DEEP-SEA PORT EEMSHAVEN

With a draught of 14 metres, Eemshaven is a deep-sea port. There are more than 5 kilometres of quays divided over four harbour basins. Eemshaven has multimodal access and offers, in addition to the quays, a public ro-ro facility, jetties, an unloading pier and various logistics service providers – all providing possibilities for the transhipment of goods.

Eemshaven is accessed via Doekesgat. The terminal of Wagenborg Stevedoring is located at the southern quay of the Julianahaven and the northern quay of the Emmahaven. In addition, there are several mooring posts at the eastern side of our quay.

In this document we would like to inform you about our terminal.



GENERAL DETAILS	
Access from/to sea	Unrestricted
Distance pilot station / quay	23 nautical miles
Road access	N33, N46

TIDAL VARIATION	High (rel. to N.A.P.)	Low (rel. to N.A.P)	Mean range
Mean spring tide	+1,19 meter	-1,59 meter	2,78 meter
Mean tide	+1,09 meter	-1,40 meter	2,49 meter
Mean neap tide	+0,90 meter	-1,23 meter	2,13 meter
LLWS	2,03 meters below N.A.P.		
LAT	1,92 meters below N.A.P.		
Water density	Between 1009-1020 kg/m³		

PORT EQUIPMENT	
Harbour cranes on rail	WLL 20-25T
(un)loading speed	300 – 350 ton/h
Forklifts	WLL 5 - 16T
Reachstacker	WLL 40T
Additional equipment / crane capacity upon request	

RAIL CONNECTIONS	
Covered platforms	1
Length	171 meter
Uncovered platforms	5
Length per platform	190 – 400 meter

SHORE POWER EEMSHAVEN

400V / 125 A – 50 Hz

GENERAL SAFETY RULES

- The use of own machinery, cranes or other equipment for operations on Wagenborg Stevedoring premises is strictly prohibited.
- It is forbidden to bunker fuel or lubricants from the landside.
- All visitors must comply with the terminal regulations.
- Pedestrians must only use the designated walkways. Outside these marked areas, PPE is mandatory.
- During loading and discharging operations, it is strictly forbidden to drive vehicles on the quay.

TERMINAL EEMSHAVEN

TERMINAL EEMSHAVEN

JULIANAHAVEN

SOUTHERN QUAY, BOLLARD 1-24, 32-57	
Port entrance through sea channel	
Navigable width	200 - 250 meter
QUAY	
Operational draught	14 meter
Design depth quay	10 meter
Total quay length	1.040 meter
Maximum length of vessels	On request
Quay capacity	2,5 - 10 ton/m²
Quay height	4,4 meter
BOLLARDS & FENDERS	
Quay bollard spacing	14 meter
Quay bollard capacity	10 meter
Fender spacing	1.040 meter
Fender bollard capacity	On request
Side of the ship to be docked	contact Port Authorities

CONTACT INFORMATION	
Operations Manager	+31 596 636 456
Foreman	via Operations Manager
Ship will receive a walkie-talkie from Terminal during loading and unloading operations.	
Normal working hours:	07:45 - 16:00
Working in shifts:	06:00 - 14:00
	14:00 - 22:00
	22:00 - 06:00

15 minutes before start of loading the hold(s) have to be in open position.

CERTIFICATION

WAGENBORG STEVEDORING is a certified bulk terminal and holds the following certifications: ISPS, AEO, SKAL, GMP+FSA, ISO 9001 and ISO 14001.

PORT AUTHORITY

Groningen Seaports, Nautical Service center, +31 596 640 477
VHF Channel 66

BUNKERING OPERATIONS

WAGENBORG AGENCIES, +31 596 636 254

EMMAHAVEN

NORTHERN QUAY	
Port entrance through sea channel	
Navigable width	200 - 250 meter
QUAY	
Operational draught1	7,5 - 10 meter
Total quay length	500 meter
Bottom width	110 -150 meter
MOORING FACILITIES	
Mooring posts	12 meter
Distance between posts	29 meter
Total length	322 tons
Capacity	25
Side of the ship to be docked	contact Port Authorities

RORO RAMP (FOR PROJECT CARGO)	
Width quay side	8 meter
Width vessel side	5,9 meter
Length (fixed part quay side)	31 meter
Length (hinged part at end)	8 meter
Max. allowed capacity /axle	14,2 ton
Maximum total capacity	340 ton

Always contact Port authorities for detailed maximum operational and/or sailing draught!
www.groningen-seaports.com



ENTERING AND LEAVING THE TERMINAL

Wagenborg Stevedoring is ISPS certified. This means that access to the terminal is strictly controlled and only possible after prior notification and verification by the receiving party (the vessel).

- **BY CAR:** Entry is possible through gate 1 and exit through gates 1 or 2. The gates will open automatically.
- **ON FOOT:** A pedestrian walkway is located near gate 2.

PPE are not required in the designated pedestrian areas (marked with a yellow line).

PARKING on the quay is NOT PERMITTED, unless explicitly authorised in advance by the office.

Parking alongside the warehouses is also **strictly prohibited**.

Vehicles may only be parked in the **designated parking areas**.

TERMINAL EEMSHAVE

TERMINAL EEMSHAVEN

SPEED AND TUGS

Max. mooring speed and use of tugs or no tugs is a choice for ship, pilot and Port authorities (Groningen Seaport, GSP). Rules can be found in the Port Regulations as provided by GSP.

MOORING ARRANGEMENTS AND ATTENDANCE OF MOORING LINES

Ship is required to use sufficient mooring lines to ensure that it is safely moored at all times. All usable lines must be wire or high-modulus ropes located on winches that can be used effectively to moor the vessel. There are no unusual mooring facilities.

LOADING PROCEDURES AND COMMUNICATIONS

- The pre-arrival stowage plan given by the vessel will be for receipt only, checked and revered via agent to the vessel by the operations manager;
- The acceptance will be done by the foreman before (un)loading;
- The (un)loading procedures will always be according to the stowage plan;
- The communication method is by walkie-talkie on a channel to be further agreed between the Foreman and the officer on duty and spoken language is English or Dutch;
- The terminal liaison contact person is the foreman on duty by phone or walkie-talkie.

Berth of ship is coordinated so that loading and unloading equipment can reach the entire ship. If shifting is necessary, it is always coordinated with the ship.

(DE)BALLASTING

Ballasting or de-ballasting during loading or unloading activities should always be coordinated with the terminal representative or already agreed upon via stowage plan. Normally ballasting activities are not allowed during loading.

TERMINAL EMERGENCY PROCEDURES

The Master is required to follow the emergency procedures provided by Wagenborg Stevedoring in the event of an emergency situation arising on the Terminal.

WASTE FACILITIES

Waste facilities can be obtained by contacting local agency. Separate waste materials and place it in the appropriate containers. It is forbidden to leave waste on the quay or next to a container.

GAS CYLINDERS

Gas cylinders must always be secured in an upright position. Lifting gas cylinders lying down on pallets is strictly prohibited. Cylinders may only be lifted using an approved gas cylinder cage equipped with certified lifting eyes.

ACCEPTANCE OF COMBINATION CARRIERS

In case of loading or unloading of a combination tanker with bulk cargo in solid form the following information shall be reported to the Port Authorities:

- a) the presence of flammable liquids or residues thereof from previous cargoes;
- b) the stowage of any cargo residues of flammable liquids; and;
- c) the oxygen percentage of the inerted tank atmosphere, above the cargo residues referred to in part b.

PORT REGULATIONS ON DISINFECTING THE CARGO

It is prohibited to berth or be at a berth with a ship, loaded with bulk cargo in solid form, if the cargo has been treated with gases or substances releasing gases for the purpose of disinfecting the cargo, unless a statement has been issued for the ship by an expert, recognized or designated under or pursuant to the Plant Protection Products and Biocides Act, that the ship and cargo are sufficiently free of gases or substances.

DAMAGE

Any damage caused by the stevedores must be reported immediately to the boatswain on duty. The boatswain will inform the foreman. A damage report will then be sent to the terminal via the vessel's agent. If Wagenborg Stevedoring is at fault, repairs will be carried out immediately or at a later stage by mutual agreement.

INCIDENTS

All incidents (dangerous substances, accidents, collisions, damages, fire, etc.) should immediately be reported to the Foreman.

TERMINAL EEMSHAVEN

TERMINAL EEMSHAVEN

SAFETY

For protection of Wagenborg Stevedoring personnel on board a vessel, it is the vessel's responsibility to comply with the following regulations:

ACCESS TO AND FROM SHIPS AND QUAY

- The vessel will provide and operate a gangway landing on the quay, it remains the responsibility of the Master to provide safe access.
- The vessel and the terminal must ensure that there is a safe transit for personnel between the vessel and the quay by inspecting the gangway once in position.

SAFE ACCESS TO THE VESSEL

- Sturdy gangway with handrail or a ladder with a strong safety net underneath and a lifebuoy on board at the access point.
- Should not be underneath nor within the range of a harbour crane
- All the rungs must be whole.

ADDITIONAL REQUIREMENTS FOR BULKCARRIERS

The following requirements apply to the gangway during loading and discharging operations:

- The height difference between the quay and the gangway, taking tidal movement into account, must not exceed 25 cm.
- The gangway must be equipped with two railings, at heights of 60 cm and 90 cm.

ACCESS TO HOLDS (ONLY FOR DISCHARGING)

- A fixed hold ladder fore and aft of the hold, safe and well maintained:
- Access to the hold via an enclosed shaft, free of noxious gasses and with adequate ventilation.

HOLDS

The holds must be suitable and safe for stevedoring operations. Before discharging, potentially hazardous objects or objects forming an obstacle to discharging should be removed or clearly indicated.

Please note that trimming of holds is carried out manually, with the help of motorised equipment. Where possible, the vessel's crew is expected to assist in the trimming of the holds.

REPAIRS

It is strictly prohibited to carry out any repair work involving "hot work" on board, including in the engine room, whilst the vessel is alongside our installations. Such repair work requires specific permission from the Port Authorities. Furthermore, any repairs undertaken by Wagenborg on the quay or involving equipment in close proximity to the vessel shall only be carried out with a valid hot work permit and the express permission of the Master. In addition, all such work must always be coordinated with the terminal; a hot work permit alone is not sufficient.

ENVIRONMENT

- Soot blowing alongside of the quay is not permitted;
- In case of dust coming out of the holds, instructions to close these holds given by the boatswain must be followed immediately;
- Only clean ballast water may be pumped into the harbour;
- Rinsing water from decks, holds, tanks, or any other water contaminated with cargo residues, may not be pumped into the harbour;
- Avoid pollution of the water, either direct or through the sewage system;
- The ship's officers must limit noise nuisance to a minimum;
- Avoid contamination of the soil by gasoline, oil, paint and other contaminating substances.
- Hazardous goods may only be taken onto the terminal with the permission of the operational department.

IT IS STRICTLY FORBIDDEN TO

- Enter on Wagenborg premises, while being under the influence of a substance of which reasonably can be expected that safe behaviour is influenced;
- Place means of transport, materials, tools etc. in such a way that safety is endangered;
- To (partly) barricade entries, exits or passages;
- Pollute areas, silo's or warehouses.

TERMINAL EEMSHAVEN

WHAT TO DO IN CASE OF FIRE OR ACCIDENT

DIAL

- 1. 112 (National Emergency number)
- 2. +31 596 63 62 54

PROVIDE THE FOLLOWING INFORMATION

- 1. Your name
- 2. Ship's name
- 3. Type of accident
- 4. Location of accident: Handelskade Oost 21, Delfzijl

IN CASE OF FIRE

- 1. Warn persons in surrounding area
- 2. Inactivate machinery
- 3. Close doors, windows and closets

IF POSSIBLE

Try to extinguish the fire

TERMINAL REGULATIONS



BE CAREFUL!

BE CAREFUL!



ALWAYS!

ALWAYS!

ALWAYS!

NEAR WATER



CHECK LMRA

CHECK LMRA

CHECK LMRA

CHECK LMRA



CHECK LMRA

SECURE GAS CYLINDERS

ALL INCIDENTS, OR NEAR-INCIDENTS,
MUST BE REPORTED TO WAGENBORG STEVEDORING

LAST MINUTE RISK ASSESSMENT (LMRA)



LAST MINUTE RISK ASSESSMENT

Safety first.
For sure.

1

What are you going to do?

- Are the tasks you are asked to do clear and are you capable of performing them safely?
- Is there a instruction and can the tasks be carried out in accordance with this instruction?
- Is a permit to work required, and if so, is the permit signed for release?

2

What are the hazards?

- What are the hazards from the tasks you are doing and how do they affect the environment?
- Are there hazards in your environment that may affect you?

3

Can you do this job safely?

- Are the hazards under control?
- Are colleagues, supervisors, and others aware that you are starting your job?
- Are there activities nearby that may cause a risk for you?
- Do you have the right equipment?

4

If no, take action!

- Can you think of a solution?
- Ask for help from your colleagues
- When in doubt, contact your supervisor

wagenborg.com

Wagenborg 2024

SAFETY REGULATIONS

WAGENBORG