

1. SMOKING AND OPEN FLAME FORBIDDEN

2. Reporting arrival:

Via the UAB-website.

Upon reporting arrival, you also give BPRR permission to view and use the AIS data.

You can only register within the "Geofence" (**see photo below**).

After reporting arrival, leaving the "Geofence" without reporting this to BPRR will result in a notification that may result in exclusion for a period of three months.

After reporting arrival, leaving the "Geofence" will result in unregistering your arrival and waiting time will expire.

3. Mooring:

- a. During the entire period that the ship is located alongside the jetty, the conditions set out in the AND must be fulfilled, this means the use of at least 4 hawsers of the same, non-synthetic material, or 4 synthetic hawsers and 2 steel cables which must be secured in opposing directions, so that the conditions set out in the ADN are fulfilled.
- b. Ships are not permitted to moor alongside.

4. Loading arm / loading hose:

- a. The loading arm/hose may only be connected or disconnected in consultation with and the presence of the operator.
- b. Before the loading arm/hose is connected or disconnected, both parties must be convinced that the relevant pipelines are empty, and the manifold valves have been closed.
- c. The ship's propeller and/or bow thruster may not be used while the ship is connected to the loading arm/hose.

5. (Deck)watch:

An expert crew member, who is solely concerned with the loading/unloading process, must be present on deck at all times during the loading/unloading operation. Supervision from the wheelhouse is permitted if the ship complies with the requirements stipulated in ADN chapters 9.3.2.21.8 / 9.3.3.21.8, provided that regular inspection rounds are made on deck. The (deck)watch must be at least 18 years old.

6. Safety equipment:

All persons in the loading zone must wear the following personal protection equipment:

- Safety helmet.
- Safety glasses.
- Safety shoes.
- Safety gloves.
- Appropriate work clothing.

They must meet the regulations stipulated in the ADN.

A life-jacket must be worn when the ship is mooring or leaving, if one is outside the ships railing, and when moving between dock and ship.

See our terminal specific regulations.

These can be viewed at the signs on the jetties and on www.bpr-arrivals.nl

7. Openings:

All openings, windows and doors must be closed during the entire period the barge is berthed alongside the jetty, regardless of the type of ship.

8. Repairs:

Repairs of any type are not permitted while the ship is berthed alongside any jetty in the 6th Petroleumhaven.

9. Cleaning:

- a. The crew must do everything possible to avoid polluting the surface water.
- b. Cleaning/degassing ship's tanks and washing the deck in the loading zone is forbidden at any jetty in the 6th Petroleumhaven.

10. Irregularities:

The Skipper will ensure that all irregularities (such as spills and damage) are reported immediately to the shore-based installation.

11. Inspection rounds:

Shore-based personnel may make random safety inspections of the ship. They will make themselves known to the ship's crew.

12. Entering confined areas:

Entering cargo tanks/bulkheads/ballast tanks while alongside any jetty in the 6th Petroleumhaven is not permitted.

13. Crew

The barge is always (skilfully) staffed at the jetty.

14. Photo/film

No photos will be taken and/or films will be made from and at the terminal, except with the permission of the terminal.

15. Terminal operations

The ship's crew will not perform any actions at the terminal except for the necessary use of alarm buttons or emergency stop.

16. Loading at an unmanned jetty:

The ship will be equipped with an emergency stop, overfill protection, radio and mobile phone. In the event of an emergency during loading, it is stopped by pressing the emergency stop. A scaffolding operator must be present during the final phase of loading or unloading. The ship must therefore warn 1/2 hour before ready loading or unloading.

17. Fire or Calamity on the BPRR area, Fire alarm:

- BPRR sounds the alarm via the Siren (alternating pitches). See our VOW load-unload agreement.
- Stop loading/unloading operations immediately (Operator / Ship).
- Warn all persons on board.
- Prepare for disconnection of loading arm and ship leaving.
- Wait for instructions from BPRR-personnel.

All clear signal:

Siren: single tone for 1 minute.

18. Fire on board a barge:

- Stop loading / unloading by:
 - Either the emergency stop on the loading arm
 - Or emergency stop on the jetty
- Sound alarm via the ship's horn and inform BPRR-personnel.
Use the, by BPRR provided, radio,
or the red emergency button on the, by BPRR provided, cell phone.
- Try to extinguish fire.
- Evacuate crew members - gather by entrance to jetty and check the number of crew members on your barge.
- Warn, if possible, the crew members on ships moored nearby.
- Wait for instructions from BPRR-personnel.

19. Emergency stop procedure:

- Use the emergency stop on the loading arm or on the jetty when there are problems on board your ship.
- Inform BPRR-jetty personnel.
- Warn the crew members on your ship and on the ships moored nearby if necessary.

20. Escape routes:

All BPRR-jetties, suitable for mooring barges, are equipped with escape routes as required by Dutch authorities.

Geofence BPRR as per 19-06-2020.

