

01.01.2026

Harbours and Terminals / Porvoo Refinery Harbour

HARBOUR AND SAFETY REGULATIONS

OF NESTE PORVOO HARBOUR (SKÖLDVIK)

NOTE:

IN EMERGENCY SITUATIONS (FIRE, INJURY, OIL SPILL, SECURITY MATTERS) ALARM THE HARBOUR OFFICE

- VHF 21 OR THE SHIP-JETTY WORKING CHANNEL**
- TEL +358 10 458 3120 OR +358 10 458 3115**

Fire brigade, ambulance or police will be alarmed by the harbour office.

Contacts in Neste Porvoo Harbour:

Loading Master (24h) **+358 10 4583115 or +358 10 4583117**
(Representative of PSO) **+358 50 4583115 (mobile)**

Control Room **+358 10 4583120**
VHF 21 or agreed ship-jetty working channel

Harbour Master/Operations Manager, (PSO) **+358 50 4587363**

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FOREWORD

Neste Porvoo Harbour (Sköldvik) owned and managed by Neste Oyj is located on the south coast of Finland approx. 45 km east of Helsinki.

While in the harbour, the responsibility for the safe conduct of operations on board rests with the Master of the ship. We require from the ship full cooperation, compliance with the current edition of the (ISGOTT), (Solas), (Marpol), (IBC), (IGC), Tanker safety guide chemicals and liquefied gas and fulfilment of the safety requirements of the Ship/Shore Safety Check List before commencing cargo handling and during your entire stay in the harbour.

We expect that The Master and the entire crew familiarize themselves with the Harbour and Safety Regulations of Neste Porvoo Harbour and adhere strictly to the said safety requirements throughout the stay alongside the jetty. We will ensure that the harbour personnel do likewise and that they fully cooperate with the ship's crew.

To ensure that the safety regulations are complied with, a representative of the harbour personnel will visit the ship from time to time and, together with an Officer authorized by the Master, carry out a routine inspection of the cargo tank deck and the cargo/engine control room as well as other working premises.

If any deviations of the said safety regulations are observed onboard, the ship will immediately be notified of the deviations for corrective measures. If the corrective measures are not taken within a reasonable period, we shall adopt the measures we consider appropriate to deal with the situation and notify you accordingly.

All ships entering Neste Porvoo Harbour (Sköldvik) shall comply with the Harbour and Safety Regulations of Neste Porvoo Harbour and Finnish government laws and regulations.

Before entering Neste Oyj Harbour the ship has to be approved by Neste Oyj Marine Risk Management.

Harbour may, if warranted by the circumstances, inspect a ship or have a ship inspected after it has arrived in the harbour. If any defects or faults are observed in the ship during the inspection or if the information has not been reported properly in the advance notices, the ship may be rejected. The Harbour Manager or his deputy makes the decision on rejection. If a ship is rejected in connection with a harbour inspection, the owner/operator shall be liable for all costs incurred.

Harbour Master/Operations Manager

NOTE:

In the need for additional information, please contact the harbour office

- e-mail: skoldvik.harbour@neste.com
- fax: +358 10 45 83757
- phone: +358 10 45 83115 (Loading master/ 24h/7d)
- Phone: +358 50 45 87363 (Harbour Master / Operations manager - office hours)

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- 2.2.4 Engine, Sludge and Sewage water agreement
- 2.3.2 Waste segregation - Li-ion batteries
- 8.16. Jetty information - new LWP loading arm jetty 4.
- 11.0 Tariffs

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1 EMERGENCY INSTRUCTIONS

1.1 Communication in emergencies

In the event of an emergency on board your own ship, emergency communications shall take place using the VHF channel agreed upon in the loading/discharging information.

In the event of an emergency in the terminal area or on board a ship in harbour, the representative of the harbour shall notify you thereof by using the VHF channel agreed upon in the loading/discharging notice as well as notify the ships in harbour of the emergency channel to be listened and used.

1.2 Emergency stop

The crew of the ship taking part in cargo operations shall familiarise themselves with the emergency stop pushbutton brought on board prior loading arm connection. A ship shall always use the emergency stop in case circumstances warrant it.

1.3 Emergency call

An emergency call between the jetty and the ship shall be made using the VHF channel agreed upon in the loading/discharging notice.

When making an emergency call the following information shall be given

1. The name of the ship
2. What has happened
3. Where it has happened
4. The number of persons injured and the nature of the injuries or the estimated extent of the damage
5. The type of assistance required
6. Wait for the harbour to acknowledge your emergency call

1.4 Fire or emergency on board

Measures on board

1. Make an emergency call immediately to the jetty using the vhf channel agreed upon.
2. Cease all cargo operations and use the emergency stop if necessary.
3. Raise the alarm by sounding blasts on the ship's horn for not less than 90 seconds with 2-second intervals.
4. Start fire-fighting measures and prevent the fire from spreading.
5. Stand by to disconnect the loading arms and to unberth immediately.

1.5 Fire/Emergency on board another ship or at the terminal

Measures on board

1. Listen to the frequency agreed upon.
2. Stand by to cease cargo operations.
3. Stand by to disconnect the loading arms.
4. Wait for additional instructions.
5. Bring the main engine immediately to standby.
6. Stand by to unberth.

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1.6 Gas hazard

If a gas hazard alarm has been given, take cover immediately. The air conditioning system of the ship shall be switched to internal circulation without delay

1.7 Emergency drills

The Loading Master shall be notified if the ship intends to hold a rescue drill or otherwise to use the emergency alarms. If the ship sounds an emergency alarm without prior notice, the harbour shall act according to the emergency instructions and the costs incurred shall be charged from the ship.

2 ENVIRONMENTAL PROTECTION

2.1 Liability for environmental pollution

All costs incurred by polluting the environment by oil, soot, garbage, etc. from a ship shall be paid by the ship/owner/insurance company irrespective of who on board has caused the pollution. The owner/insurance company of the ship shall be invoiced as soon as the cleaning operation has been completed. In addition, the owner of the ship should be prepared for possible additional costs if any need for additional cleaning arises later on. Before the ship leaves the harbour, the insurance company of the ship shall submit a bank guarantee for an amount covering the estimated costs of cleaning.

2.2 Protecting the marine environment

Special care shall be taken in handling cargo, bunker and non-segregated ballast, so that nothing will escape into the sea. Neste Oyj reserves the right to inspect the oil and cargo record books of ships. In unclear cases the authorities may be called in.

2.2.1 Cargo Leakage

In the case of leakage, all cargo operations shall be ceased immediately. The operations may not be continued until the leak has been repaired and all liquid spilled on deck has been cleaned up. Any leakage must immediately be reported to the terminal and the crew shall take immediate measures to limit and clean up the damage.

2.2.2 Ballast Water

Only clean ballast water from segregated ballast tanks (SBT) may be discharged into the sea in the harbour area. Samples may be taken from the ballast being discharged in order to ascertain that it is clean.

Contaminated ballast water shall under no circumstances be discharged into the sea, but it shall be discharged into the reception facility of the harbour.

2.2.3 Discharging Mixtures Containing Oil

Mixtures containing oil include engine room oily water, waste oil, contaminated ballast water and tank washing water. The discharge of mixtures containing water and oil can be arranged by the harbour and/or separate transport companies. **Please note that oil mixture discharging connections must be located at the cargo manifold area.** The ship shall notify the harbour of the quantity and quality of these waters no later than 24 hours before the ship arrives in the harbour. The discharge can be carried out 24 hours a day. Samples can be taken to clarify the quality of the mixture.

On Jetties 1, 2, 3, 4 and 5 our oily water discharging connection is 2" hose with 2" female kamlok coupling. On

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Jetties 8 and 9 oily waters is handled by truck and the connection is 3" female Kamlok. Ships intend to discharge oily water shall be equipped with male kamlok coupling or some of the following standard size flange for connecting a reducer, 2", 3", 4", 6", 8" ANSI 150 lbs or "MARPOL Standard bilge/sludge discharge connection". Reducers connected have to be fully bolted and equipped with a proper gasket. Ship is responsible to have a proper connection, without an acceptable connection flange no oily mixtures will be discharged. Engine sludge and slops discharging agreement, appendix 1 and 2. on next pages.

In case the sludge connection is in the aft part of the ship, it may bring connection to cargo manifold area by using its own certified and pressure tested hoses, all hose connections has to be on deck and copy of certificate(s) handed over and procedure agreed on arrival with duty Loading Master .

Sifting of the ship aft/forward to achieve this may be considered and decided by duty Loading Master at safety meeting on arrival.

NOTE: tank washing waters must not contain any chemicals. More in 5.2

2.2.4 Mixtures Containing Chemicals

The washing waters of chemicals being carried to the Porvoo works will be received by the receivers of the cargo and/or a separate transport company. The ship shall notify the harbour of the quantity and quality of the waste no later than 24 hours before the ship arrives in the harbour. The discharge can take place 24 hours a day.

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ENGINE SLUDGE, BILGE AND **SEWAGE WATER DISCHARGING OPERATION AGREEMENT**

Vessel: _____ date: _____

Sludge	cbm	Temperature of sludge	C°
Bilge water	cbm		
Sewage water	cbm		
Total oily water	cbm		

How much pressure can a ship pump produce? _____ Bar _____ m3/h

Who is making the receipt?..... ship terminalDoes the Ship have a connection for discharging of Sludge/ Bilge water at the cargo manifold area?
_____ yes noIs Ship able to clear the hose by blowing after discharging?..... yes noIf No, is it possible to blow from Shore to Ship after discharging?..... yes noIf Ship intends to use its own hoses, have pressure test certificates been handed over to the Loading Master?
_____ yes no*The connection flange must be one of the following (Circle ships flange standard and size):*

- Kamlok 2" Male
- MARPOL Annex 1 Regulation 13 Standard connection.
- ANSI 150lbs 2", 3", 4", 6", 8"

*Terminal will only connect to a proper connection at the cargo manifold area, no extra hoses are provided from shore. If Ship is not able to blow hose or open its non-return valve after completion no oily mixtures will be discharged. Sewage water is discharged to tank-trucks on all jetties.**On Jetty 8 and 9 Sludge, Bilge and **sewage** water is discharged to tank-trucks. Terminal hoses to be used for sludge and bilge water only. Ship to be starboard side alongside on jetty 8 if intended to discharge.**Maximum pressure is 7 BAR.**Only jetty operators connect and disconnect the hose. Pressure test has to be done before commencing discharge.**Ship must be ready to discharge immediately after connection and permission from the terminal. Ship have to inform the terminal without delay in case of interruptions and when discharge is finished.*_____
Ships representative_____
Loading Master

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SLOP AND CARGO RESIDUES DISCHARGING OPERATION AGREEMENT

Vessel: _____ date: _____

Slop	cbm	Temperature of slop	C°
Cargo residues	cbm		
Total oily water	cbm		

How much pressure can a ship pump produce? _____ Bar _____ m3/h

Who is making the receipt?..... ship terminalDoes the Ship have a connection for discharging of Slop/Cargo residues at the cargo manifold area?
_____ yes no Is Ship able to clear the hose by blowing after discharging?..... yes noIf No, is it possible to blow from Shore to Ship after discharging?..... yes noIf Ship intends to use its own hoses, have pressure test certificates been handed over to the Loading Master?
_____ yes no If arm is used for discharge it will be drained to..... ship shore
(High viscosity slops must be drained back to ship after completion of discharging)*The connection flange must be one of the following (Circle ships flange standard and size):*

- Kamlok 2" Male
- MARPOL Annex 1 Regulation 13 Standard connection.
- ANSI 150lbs 2", 3", 4", 6", 8", 12"

*Terminal will only connect to a proper connection at the cargo manifold area, no extra hoses are provided from shore. If Ship is not able to blow hose or open its non-return valve after completion no oily mixtures will be discharged.***NOTE:** When discharging tank washing water, ex Heavy Fuel Oil or VGO or any other high Viscosity product with pour point +20°C or above (except LARD, PFAD, tallow etc precleaning waters), vessel must discharge after that 30cbm of clean hot water.

Maximum pressure is 7 BAR when only terminal line is used. Maximum pressure is 3,5 BAR when discharged straight into the truck.

Only jetty operators connect and disconnect the hose. Pressure test has to be done before commencing discharge.

Ship must be ready to discharge immediately after connection and permission from the terminal. Ship have to inform the terminal without delay in case of interruptions and when discharge is finished.

Ships representative_____
Loading Master

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2.3 Instructions for handling solid waste

2.3.1 General

The ships are responsible for the proper separation of their waste and for the delivery of the waste to the locations indicated by the harbour. The ships are also responsible for notifying the harbour of the quantity and type of their waste no later than 24 hours before the arrival. Unusual types or unusually large quantities of waste shall be notified during office hours.

2.3.2 Separation and delivery of the waste

Ships crew shall transport and sort the waste into the collection containers in collection points which are located on shore side of each jetty. The location of the collection points and other practical guidance shall be given by the Loading master on arrival when the delivery of waste is agreed. The jetty operators shall supervise the delivery.

Properly closed waste bags shall be placed in the containers reserved for them. Except metals, recyclable paper, cardboard and glass to be separated from plastic. If the ship has waste which cannot be delivered to these containers, the ship shall inform the Loading Master.

NOTE: In case vessel intend to deliver empty gas cylinders/pressure bottles or medicines to ashore, the recycling arrangements must be agreed with the vessel's agent in advance.

Separation of Waste in Neste Oyj Sköldvik Harbour:

- Energy waste
- Metals, small quantities
- Metals
- Solid oily waste
- Solid paint waste
- Recyclable paper
- Recyclable cardboard
- Recyclable glass
- Wood waste
- Cargo pallets
- Food waste
- Ash
- Hazardous waste
- WEE-waste
- Other waste

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NOTIFICATION OF WASTE TO RECEPTION FACILITIES ASHORE**VESSEL: _____ BERTH: _____ DATE _____****ENERGY WASTE: Non Recyclable waste** **Kg/m3/pcs**

Plastics	Wrappings	Porcelain dishes and bottles
Domestic mixed waste(no cans)	Wet Cardboard	Light bulbs
Styrofoam	Construction waste	Cristal
Disposable dishes	Tetra packs	Ceramics
Food waste from EU-countries		

METALS, SMALL QUANTITIES: Only metal, NO PLASTICS **Kg/m3/pcs**

Drink Cans, empty	Empty and pressure less aerosol cans	Metal-lids
Tins, empty	Crown bottle caps or screw caps	
Aluminium Pans and foil	Empty and dry paint pots	

METALS: Only metal, NO PLASTICS **Kg/m3/pcs**

Metal Scrap, cleaned	Pipes less than 5m, cleaned	Spiral gasket
Steel structures	Valves less than 2", cleaned	Cables

SOLID OILY WASTE: **Kg/m3/pcs**

Oily Rags	Oil Filters
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SOLID PAINT WASTE: **Kg/m3/pcs****RECYCLABLE PAPER: No need to remove staples or tapes NO PLASTICS** **Kg/m3/pcs**

Newspapers and magazines	Coloured paper
Ads and brochures	Envelopes

RECYCLABLE CARDBOARD: NO PLASTICS **Kg/m3/pcs**

Corrugated cardboard	Brown cartons	Kraft papers
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RECYCLABLE GLASS: No caps or lids NO PLASTICS **Kg/m3/pcs**

Empty glass bottles	Empty glass jars
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WOOD WASTE: **Kg/m3/pcs**

Untreated wood	Surface-treated wood	Plywood
Cargo Pallets		

FOOD WASTE: provisioned in non -EU countries **Kg/m3/pcs****ASH: Please discuss with Loading Master before disposing** **Kg/m3/pcs****HAZARDOUS WASTE: Container** **Kg/m3/pcs**

Fluorescent tubes and -lamps	Button cell batteries	Lead-acid accumulators
Household batteries	Portable small batteries	Li-ion batteries

WEE-WASTE: Electronic Waste (in Hazardous waste container) **Kg/m3/pcs**

Refrigerators	Electrical tools	Flashlights
Computers	Radios	Monitors
Calculators	Phones	Small household appliances

OTHER WASTE: Please discuss with Loading Master before disposing **Kg/m3/pcs**

Drums containing oil (on pallets)	Empty drums (on pallets)	Small amount oil waste
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Other: _____

Vessels representative

Harbour representative

Neste Oyj Corporation

Visiting Address

Telephone

Business id FI1852302-9

Porvoo Refinery

+358 10 45811

Domicile Espoo

Porvoo

Finland

www.neste.com

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2.3.3 Catering waste

Catering waste from vessel arriving from non-European Union -countries is according to the Regulation (EC) No 1774/2002 of EU categorized in category 1, the highest risk category of animal waste and must therefore be handled and collected separately from other types of waste. This kind of waste is considered by EU to be a potential source of contagion for diseases affecting humans or animals.

Catering waste = waste from foodstuffs or the packaging waste generated from handling or using them (wrappers, plastic and packing paper, cardboard boxes soaked in fluids of animal origin excluding glass bottles, aluminum drink cans and empty tins)

Catering waste must be held separate from other waste during the voyage. If not, the whole batch of waste is considered to be catering waste.

Vessels arriving in Sköldvik Harbour inform the harbour office at least 24 hrs in advance of deliveries of waste ashore. The information includes details of the catering waste to be delivered.

Vessels pack the catering waste onboard in closed, leak-proof plastic packages. Sköldvik Harbour delivers receptacles which can be tightly closed (blue plastic barrels) for collecting the catering waste packages from ships. The barrels may not be loaded so full that the lids cannot be properly closed. The barrels are attached with a label with description of the type of waste inside. The details of collection must be agreed with the loading master on arrival.

2.3.4 Violation of the provisions

If a ship violates these provisions by not placing the waste into the proper container, the entire contents of the container may have to be delivered to the hazardous waste incineration plant. If items or waste bags have not been delivered to the proper containers and thus cause extra handling of waste in the harbour, the shipping company shall be charged extra cost of 5000€. In unclear cases, the harbour will charge the ship/shipping company also the costs incurred by examining the waste.

2.4 Noise

The Harbour shall have the right to either slow down or interrupt the discharging or loading of a ship for the night if the cargo handling causes unreasonable noise in the immediate surroundings. The Harbour can prohibit the ship also from carrying out other operations causing noise.

2.5 Funnel smoke

Soot blowing and excessive funnel smoking is prohibited in the harbour area.

2.6 Maximum sulphur content of marine fuels used by ships at berth

Maximum sulphur content of marine fuels used by ships at berth in European Community ports is not allowed to exceed 0.1% by mass. If vessel is intending to use marine fuel scrubber for exhaust gas cleaning when alongside berth only closed loop mode should be used. Open loop scrubber systems/modes are **not allowed** to be used in the harbour area.

3 ADVANCE NOTICES

3.1 Advance notice of arrival (72 hrs)

72 hours prior to arrival, or in coastal traffic as soon as practically possible, the Master of the vessel shall submit the following information to the terminal and Port agency.

Neste Oyj Corporation

Visiting Address

Telephone

Business id FI1852302-9

Porvoo Refinery

+358 10 45811

Domicile Espoo

Porvoo

Finland

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- A Name of the vessel, Call sign and IMO number
- B Name and nationality of the Master
- C Owner or operator of the vessel
- D Phone and telefax numbers or e-mail address of the vessel
- E Max drafts fore and aft during berth stay and summer DWT
- F Port of departure
- G Confirmed ETA (date and local time)
- H Whether the vessel is carrying a cargo, partial cargo or ballast. If the vessel is carrying a cargo: the quantity, type, IMO class, pollution cat. and UN number of the cargo
- I Quantity, type and IMO class of the cargo to be loaded and /or discharged
- J Three previous cargoes
- K Cargo tanks inerted Yes/No. If yes, confirmation that the oxygen content of the tanks is below 8%
- L Thrusters bow and stern (number and effect)
- M Propeller type (CPP, FPP)
- N All the equipment on board is working properly if no, list all equipment which are not in proper working order
- O Mooring arrangement (Wires, Ropes)
- P Quantity and quality of the contaminated ballast water or the mixture containing oil or chemicals to be discharged (**see chapter 2.2.3 of these regulations**)
- Q Quantity and quality of the waste to be discharged in accordance with MARPOL Annex V
- R Quantity and quality of the bunker to be taken
- S Any measures subject to permission (**see chapter 6 of these regulations**)
- T Is the vessel ready to load / discharge upon arrival

3.2 Notices of arrival (24 hrs)

The vessel shall confirm its estimated time of arrival to the harbour either through its agent or by e-mail (skoldvik.harbour@neste.com) 24h prior to its arrival at the pilot station. If the estimated time of arrival changes by more than 2h, the harbour shall be notified immediately. The notice of arrival shall contain the following information:

- 1 Name and nationality of the vessel
- 2 Registered net tonnage
- 3 Date and time of the notice
- 4 Draft of the vessel
- 5 Time of arrival at the pilot station

Neste Oyj shall not be responsible for any delays to the vessel if the vessel fails to comply with the above notice procedure.

3.3 ISPS information (24 hrs)

Following advance information to harbour is required from arriving ships:

1. crew list including possible changes of the crew
2. visitor list (including the names of all visitors e.g. inspectors, class, maintenance & repair contractors)
3. list of crew members intending to go ashore out of the harbour area
4. list of deliveries to the ships stores
5. information including
 - the status of ships ISPS-certificate and the issuing authority
 - the current security level applied onboard
 - if the security level during 10 previous port calls has been 2 or 3 and information of the additional security measures applied

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The lists should be sent 24 hrs before arrival or in coastal traffic as soon as practically possible to the agent to be passed to the harbour office (skoldvik.harbour@neste.com) and the refinery main gate security control (pportti@neste.com).

The lists should include a 24hrs contact number of ships authorized responsible officer in security matters.

4 ISPS IMPLEMENTATION IN NESTE PORVOO HARBOUR (SKÖLDVIK)

Only authorised persons have access to the harbour area.

4.1 Status

The compliance of the port facility with the provisions of the ISPS code has been verified by Finnish Maritime Administration and Porvoo Refinery Harbour (Sköldvik) operates according to the approved Port Facility Security Plan (ISPS/SoC/020/SL/08.01.2010).

4.2 Security level

The Neste Porvoo Harbour (Sköldvik) is working on security level 1. In the event of raising the security level to level 2 or 3 the berthed and arriving ships will be informed accordingly.

4.3 Contacts

The point of contact in security matters is the Harbour Office (24 hours/7 days)

- Loading Master (representative of PSO)
- tel. +358 10 45 83115 or +358 50 45 83115
- fax +358 10 45 83757
- skoldvik.harbour@neste.com
- vhf can be used for messages of general nature

Port Security Officer (PSO)

- Harbour Master/Operations Manager
- tel. +358 50 45 87363,
- fax +358 10 45 83757,
- skoldvik.harbour@neste.com
- Deputy (PSO), Harbour Operations Coordinator
- tel. +358 50 45 81275,
- fax +358 10 45 83757
- skoldvik.harbour@neste.com

4.4 Access control

Passage in and out through the harbour gate requires a coded microchip card. The chip cards for crew members intending to go ashore, are given according to the advance information and arranged by agent. Ordering of chip cards is free of charge.

NOTE: chip cards are coded personally and must not be passed to any other person.

Crew members (e.g. on-signers) and visitors, who are coming to the harbour, stop at the refinery main gate for registration and to receive the chip cards.

Neste Oyj Corporation

Visiting Address

Telephone

Business id FI1852302-9

Porvoo Refinery

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The crew members, who leave the ship and do not return onboard (off-signers), leave their chip cards to the refinery main gate when leaving the refinery area (also the outgoing visitors). The chip cards given to crew members, who stay onboard at departure, are collected up before ship is leaving and returned to the refinery main gate by the agent or the loading master.

NOTE: Ships personnel leaving and approaching to vessel is to be done shortest and most safe way from and to the Harbour gate.

The costs of the chip cards, which are not returned, are charged from ship.

NOTE: persons under influence of alcohol or drugs are not allowed in the harbour area (intoxication automatically stops the incoming person to the main gate).

4.5 Deliveries to ships stores

Deliveries are allowed to the jetty barrier according to the advance information from ship. Onward transportation alongside is allowed after the recognizing and acceptance of the delivery by ships responsible personnel. Vessel's responsibility is to ensure that delivery company's personnel are familiar with harbour regulations and hazardous of the harbour.

Stores to and from the ship must be handled before or after cargo loading/unloading. Use of cranes onboard is prohibited during cargo operation.

5 ACCEPTED VESSELS

5.1 General

All vessels entering Neste Porvoo Harbour (Sköldvik) shall comply with these Safety regulations.

5.2 Acceptance

Vessels entering Neste Porvoo Harbour (Sköldvik) have to be approved by Neste Marine Risk Management.

5.3 Special provisions

The Harbour may, if warranted by the circumstances, inspect a ship or have a ship inspected after it has arrived in the harbour. If any defects or faults are observed in the ship during the inspection or if the information has not been reported properly in the advance notifications, the ship may be rejected. The Harbour Manager makes the decision on rejection. If a ship is rejected in connection with a harbour inspection, the owner/operator shall be liable for all costs incurred.

5.4 Inspector on board

The Harbour has the right, if warranted by the circumstances, to order a Safety/Environmental Inspector onboard for the period that the vessel is carrying out any measures relating to cargo handling while berthed in the harbour. An inspector may be placed on board if the Harbour deems it necessary for reasons of communication or for other reasons relating to safety or environmental protection. All costs incurred shall be charged from the owner or operator of the vessel.

5.5 LNG powered vessels

LNG powered vessels are allowed to enter Porvoo Harbour Sköldvik without any special arrangements and are treated as normal diesel powered vessels.

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6 PERMISSIONS BY HARBOUR

6.1 Permissions required prior to arrival

Prior to its arrival in the harbour, in connection with the advance notice, the Master shall request permission from the Harbour if the vessel intends to carry out one or several of the following measures while berthed or in the harbour:

6.2 Tank Washing

As a general rule, all tank washing shall be carried out prior to entry to the harbour or while at anchor. If, after discharging the washing water, the vessel needs to wash the tank where washing water has been stored during the voyage, the Master shall submit a request prior to the arrival of the vessel in connection with the advance notice. After berthing, the Master shall present a washing plan, which the representative of the harbour will confirm and the permission will be granted in writing.

NOTE: When discharging tank washing water, ex Heavy Fuel Oil or VGO or any other high Viscosity product with pour point +20°C or above, vessel must discharge after that 30cbm of clean hot water.

6.3 Maintenance & repairs and painting

As a general rule, all maintenance work or repairs or paintings shall be agreed with terminal and recorded in SSSCL or these shall be carried out at anchor. If maintenance works or repairs are decided to be conducted alongside, work permit/plan and risk assessment should be presented to the Loading Master on arrival. If the vessel intends to carry out maintenance while berthed that prevents it from moving under its own power, the Master of the ship shall request permission in connection with the advance notice. Stand by tug is required during immobilization. see: Tug regulations 7.4.

6.4 Hot Work

As a general rule, hot work is prohibited while berthed.

If, however, the work has to be done, it requires permission by the Harbour and it will not be carried out during cargo operations. A written request for permission shall be submitted prior to the arrival of the vessel in connection with the advance notice.

6.5 Other Work

Any other work which may prevent or impede the safety of cargo-operations or safe movement of the vessel are prohibited.

7 TUG REGULATIONS

7.1 General

Scandinavian Tugowners Standard Conditions are applied in all Neste Harbour tug operations.

7.1.1 Types of tugs

The definition of the tug types used later in these rules:

- Tug type A = Escort tugs, Azimuth propulsion, Equipments and stability according to DNV escort rule, minimum 70 tBP
- Tug type B = Azimuth propulsion, minimum 40 tBP. Can be replaced by A type, or two C type tugs (each min 10tBP, together min 40tBP)
- Tug type C = Conventional tugs. Can be replaced by A or B type tugs
- Tug type requirements are minimum requirements

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7.1.2 Escorting

- All tankers over 40 000 DWT, when carrying cargo, are escorted from pilot embarking place to terminal or from terminal to pilot disembarking place with tug A.
- Vessel up to SDWT 75000 Mt SWL requirement for Bollard and Closed chock is min 64 Mt for Escort towing.
- Vessel up to SDWT 100000 Mt SWL requirement for Bollard and Closed chock is min 100 Mt for Escort towing.
- Vessel SDWT over 100000 SWL requirements for Bollard and closed chock is min 200 Mt for Escort Towing.

7.1.3 The number and capacity of the assisting tugs on arrivals and departures

- 1000 DWT - 20 000DWT: tug B. Bowthruster min 0,040 kW/DWT and CP propeller: no tugs.
- 20 000 DWT – 40 000 DWT: tug B+C (C min 15 tBP). Bowthruster min 0,030 kW/DWT: tug B.
- Over 40 000 DWT – 100 000 DWT: tug A+B.
- Over 100 000 DWT – 150 000 DWT: no bow thrusters tug A+B+C laden condition and A+B ballast condition
- Over 100 000 DWT – 150 000 DWT bow thrusters, totally minimum 0,03kW/DWT: tug A+B
- Over 150 000 DWT: tug A+B+C totally minimum 140 t BP

Only fully functional and minimum 1m under water at top of propeller tunnel thruster are counted as working ones.

Harbour Master can set temporary or permanent requirements for additional or reduced number of tugs on specified vessels. When tug regulations require the use of tug, the tug/tugs have to be connected during berthing/unberthing. If the ship is in use of two international tonnage certificates, ship should be use the larger of them.

NOTE: All above mentioned dwt limits are vessel's summer dwt.

7.2 Special provisions

In addition, the following provisions shall be noted:

7.2.1 Berth 5:

When entering and leaving, vessels shall be assisted by at least one tug.

7.2.2 Berth 8:

Gas carriers over 3 000 GRT on arrivals tug B, gas carriers over 5000 GRT also on departure. If the vessel is over 3000 GRT and not fitted with an operative bow thruster one additional tug C is required. Gas carriers over 5000 GRT tug B also on departure. Gas carriers over 15000 GRT tug A+B arrival/departure.

7.2.3 Berth 9:

Arrivals tug B, gas carriers over 5 000 GRT also on departures. If the vessel is not fitted with an operative bow thruster one additional tug C is required

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7.3 Special weather conditions

If the average wind in harbour area exceeds 15m/s when a vessel is entering or leaving, always at least one additional tug (min C, min 15 tBP, over 100 000 DWT min 30 tBP.). Excluding Tankers over 100 000 DWT – 150 000 DWT: no bow thrusters tug A+B+C laden condition where this additional tug has already taken into account in normal operation conditions.

7.4 Stand-by tugs

- Escorted tankers during their stay in jetty: tug C min 30tBP
- Ships in jetty without own propulsion: tug C, min 15tBP
- Ship in harbour and the average wind in harbour area is over 15m/s: Tug C min 15tBP

Stand-by-tug is in the harbour area and able to sail in less than 15 minutes

8 HARBOUR OPERATIONS

8.1 Mooring

The ropes and wires of the vessel as well as the mooring winches shall comply with the OCIMF recommendations. Mixed moorings, that is the combined use of ropes and wires with different breaking strength/elongation factor in the same fixture ashore is prohibited.

8.2 Communication

In the harbours, communication between the terminal and the vessel shall be handled by radiotelephone sets. The VHF channel shall be agreed upon for each vessel berthed and it shall be entered in the loading/discharging information.

8.3 Checks to be completed prior to the start of loading/discharging operations

In order to ensure the safety of operations, a check aiming to ascertain the readiness of the vessel for operations shall be carried out before any cargo operations are started.

The checks shall be carried out by a representative of the harbour and the cargo operations shall be supervised by the Loading Master.

Before the commencement of cargo operations, a representative of the harbour and the Master of the ship or the Ship's duty officer shall agree upon the following issues and confirm them with their signatures.

A. Ship/Shore Safety Check list completed and signed.

B. Loading and/or discharge information:

1. The quantity and quality to be loaded and/or discharged
2. Loading/discharging order
3. Placement of the cargo on board
4. The loading and/or discharging rate
5. The temperature of the cargo ashore or on board
6. The VHF channel to be used during cargo operations
7. Emergency measures and communication
8. The quantity and placement of mixtures containing oil and chemicals on board
9. Have the cargo tanks of the vessel been made inert

C. The safety data sheet for the cargo in question shall be onboard.

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D. Plan for crude oil washing and the required safety measures.

1. Permission for crude oil washing has been granted and the inspections have been carried out
2. Operation of the inert gas equipment
3. The oxygen content of all tanks is below 8%
4. The washing system and time to be used as well as the tanks to be washed
5. The crude oil washing line has been pressure tested

8.4 Tank inspection before commencing loading

Before commencing loading, the tanks shall be inspected by a representative of the harbour or an independent surveyor to ensure they are suitable for loading. The Duty Officer of the vessel or a person authorised by him shall take part in the visual inspection of the tanks. If tank entry is required the Enclosed space entry procedures must be followed regarding industrial standard and Neste Oyj and agreed with representative of the Harbour and inspector prior inspection is commenced.

The suitability of the tanks for the cargo in question shall be confirmed by a tank inspection certificate.

8.5 Inspections carried out by third parties

In this case, a third party shall mean an inspection carried out by a party other than the personnel of the harbour or the crew of the vessel. The representatives of the third party shall always comply with the Neste Oyj Safety Regulations for Harbours when working in the area of a harbour owned by the company.

When a representative of a third party is inspecting a vessel in the harbour area or a berthed vessel, he shall be working under the responsibility of the Master of the vessel.

The inspector shall immediately report to the harbour personnel any issues which may cause danger to human life or the environment.

All inspections performed on behalf of the vessel, such as safety, quality, vetting and P&I inspections shall be considered comparable to these inspections.

8.6 Deck watch

The vessel must have an effective deck watch in attendance on board during the entire cargo operation. The deck watch must be capable of communicating in Finnish or English. The deck watch must be familiarized with the emergency shut-down device given onboard to stop loading.

8.7 Bunkering

To ensure the safety of bunkering operation and avoid oil spills, a safety meeting shall be carried out before any bunkering operation. The safety meeting shall be carried out by representative of the ship and Loading master. Bunkering document will be delivered to ship either Loading master or bunkering foreman. Bunkering operation must be supervised by both parties, ship crew and jetty operator.

All unused bunker connections shall be closed and blanked.

During bunkering the vessel must have a deck watch in attendance on board to monitor bunkering operation. The deck watch in question must be capable of communicating in Finnish or English.

Before commencing bunkering a representative of the harbour and the vessel shall agree upon the following issues and confirm them with their signatures.

A. Bunkering plan, containing the following information:

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1. The quantity and quality to be loaded
2. Loading order
3. The bunkering rate
4. The temperature of the fuel ashore
5. The VHF channel to be used during bunkering
6. Emergency measures and stopping

When the fuel is delivered by truck, the general safety distance of 30 meters in use in harbours during cargo handling shall be observed.

When bunkering operation is carried out as ship to ship, normal advance information must be sent to Harbour office including prior bunkering filled "bunker safety check list" regarding ISGOTT. Max wind velocity when "Bunker Barge" entering alongside the receiving vessel is 15m/s at jetty side. All cargo operation during bunkering at jetty side must be ceased and cargo arm disconnected. When bunkering operation is carried out as ship to ship at Porvoo inner anchorage, masters of "bunker Barge" and receiving vessel must evaluate together the safe weather condition.

8.8 Use of crane

Use of ship's hose handling crane on the main deck is prohibited during cargo handling. All lifting operations shall be agreed with the loading master on arrival. Use of provision handling crane on the aft deck of the ship is allowed with Loading master's permission. All lifting operations onboard shall be planned and supervised by ship's responsible officer and carried out by well trained members of the crew.

8.9 Rotating of ship's propeller

The rotating of the ship's propeller as well as thrusters when the loading or discharging arms are connected is prohibited.

8.10 Cargo tank washing

As a general rule, cargo tank washing and flushing is prohibited while berthed. Cargo tank washing shall be carried out at anchor. The washing and gas freeing of a tank containing washing water can be carried out while berthed after gas freeing has been carried out in all the other tanks. The ship shall have permission from the Harbour Manager or a person authorised by him before starting tank washing and gas freeing while berthed.

8.11 Crude oil washing

On arrival, the vessel shall indicate in its written crude oil washing plan that the practices to be used comply with the Crude Oil Washing Manual (COW) and that the equipment to be used has been properly inspected and found ready or use.

Vessel shall keep crude oil washing log and inform harbour one hour prior to commencing washing.

In the case of a malfunction in the inert gas equipment, discharging and crude oil washing shall be interrupted immediately.

8.12 Tank ventilation

As a general rule, the gas freeing and purging of tanks of cargo residues and vapours by ventilating is prohibited while berthed.

Gas freeing and purging of liquefied gas tankers when their cargo is changed may only take place at sea taking into consideration international regulations and the special regulations of the bordering States.

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8.13 Vapour return

Vapour return recovery is installed on Jetties 1, 3, 4 and 5. Vapour return must be used if vessel load gasoline or gasoline component on these jetties. On Jetty 3 the vapour arm is 12" ANSI 150 lbs and on Jetty 1, 4 and 5 its 10" ANSI 150 lbs. Ship must have suitable flange for connection. See arms position on jetty chart.

Terminals Vapour Emission Control System working range is between **+25mbarg and +70mbarg**. Ships tanks and vapour lines must be under **+70mbarg** at opening of vapour manifold to terminal.

Ships Vapour lines must be:

- Segregated for Gasoline vapours only
- Drained from free water
- Kept open unless other is informed from shore

In case of malfunction of VECS and p/v valve opens, loading must be stopped and the problem must be solved before resume of loading.

Jetty 8 Vapour recovery system for Acetone loading has been installed where hose size is 6" DN 150 PN 16. System is based on cryogenic condensation technology.

8.14 Use of ship's hoses onboard the vessel

The use of ship's hoses for cargo handling between terminal and ship, internal cargo handling, oily waters or engine room oil residues has to be agreed on arrival with the Loading master. The hoses must be tested at interval not exceeding 12 months and the test pressure must be at least 1,5 times the maximum working pressure. A copy of the test certificates must be given or sent in advance to the loading master.

8.15 Movement of tugs and other vessels

No vessels or boats are allowed alongside a ship during loading or discharging operations.

When a tug or other vessel is alongside the ship or assisting it, all openings of the cargo system shall be closed except if the tanks are free of flammable gas. The Harbour Manager or a person authorised by him has the right to cancel this order at his discretion in the case of an approved supply vessel operating aft of the ship.

A general safety distance of 30 meters shall be observed.

In the Harbour area north of latitude 60°17,8' N (Jetty 8) a valid speed limit of 6 knots is in force for all vessels. VTS is monitoring the implementation of this restriction. Exemptions for this restriction can be made for outbound vessels if there is no other vessels on any of the other jetties that the outbound vessel is passing.

8.16 Jetty information, standards and sizes

Vessel max LOA and DWT can be reconsider in each case by harbour master.

Jetty 1.

Cargo Arms: 12" ANSI 150 lbs, max manifold height 19.0m at zero seawater level. Max pressure 10bar. Vapour Return: 10" ANSI 150 lbs

Hoses: Sulphur DN 200mm PN 16 , Baseoil 6" ANSI 150 lbs max pressure 6bar, Bunker GO 2" Kamlok, Engine sludge, cargo residue / tank washing water, Bilge water 2" Kamlok/ Flange according to MARPOL Annex1 reg.13 Max

pressure 7bar, Fresh water 2"

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Jetty 2.

Cargo Arms: crude oil 16" ANSI 150 lbs, max manifold height 20.0m zero sea level. Max pressure 10bar, Gasoil / Gasoline 12" ANSI 150 lbs, max manifold height 20.0m max pressure 10bar.

Hoses: Bunker GO 3" Kamlok, Engine sludge, cargo residue / tank washing water, Bilge water 2" Kamlok/ Flange

according to MARPOL Annex1 reg.13. max pressure 7bar, Fresh water 2"

Jetty 3.

Cargo Arms: 12" ANSI 150 lbs, max manifold height 20.0m, max height 19.0m max pressure 10bar. Vapour Return: 12" ANSI 150 lbs

Hoses: Bunker GO 3" Kamlok, Engine sludge, cargo residue / tank washing water, Bilge water 2" Kamlok/ Flange

according to MARPOL Annex1 reg.13 max pressure 7bar, Fresh water 2"

Jetty 4.

Cargo Arms: 12" ANSI 150 lbs, max manifold height 19.0m, **LWP 10" ANSI 150 lbs max height 19.0m max pressure 10bar**, Vapour Return: 10" ANSI 150 lbs

Hoses: Bunker GO 3" Kamlok, Engine sludge, cargo residue / tank washing water, Bilge water 2" Kamlok/ Flange

according to MARPOL Annex1 reg.13 max pressure 7bar, Fresh water 2"

Jetty 5.

Cargo Arms: 12" ANSI 150 lbs, max manifold height 19.0m max pressure 10bar

Vapour Return: 10" ANSI 150 lbs

Hoses: Baseoil 6" ANSI 150 lbs, Bunker GO 2" Kamlok, Engine sludge, cargo residue / tank washing water, Bilge

water 2" Kamlok/ Flange according to MARPOL Annex1 reg.13. max pressure 7bar, Fresh water 2"

Jetty 8.

Cargo Arms: Benzene, Cumene, Pygas 8" ANSI 150 lbs max manifold height 12.7m, LPG 8" ANSI 300 lbs max manifold height 12.7m max pressure 15bar and LPG vapour return 3" ANSI 300 lbs max pressure 15bar, LPG 12"

(Borealis cavern) ANSI 300 lbs max manifold height 19,75m max pressure 15 bar.

Hoses: CO2 6" ANSI 300 lbs, Phenol 6" ANSI 150 lbs max pressure 6 Bar, Acetone 6" ANSI 150 lbs max pressure 6

Bar, LPG hose 6" ANSI 300 lbs max pressure 15 bar and LPG vapour return 3" ANSI 300 max pressure 15bar , Bunker GO 3" Kamlok, Engine sludge, cargo residue / tank washing water, Bilge water 3" Kamlok/ Flange according to

MARPOL Annex1 reg.13. max pressure 7bar, Fresh water 2", Acetone Vapour Return: 6" DN 150 PN 16.

Jetty 9.

Cargo Arms: 1-Butene 8" ANSI 300 lbs max manifold height 10.5m max pressure 10bar, Ethylene, Butadiene, Crude C4 6" max manifold height 10.5m max pressure 15bar.

Hoses: Styrene 6" ANSI 150lbs max pressure 6bar, Bunker GO 3" Kamlok, Engine sludge, cargo residue / tank washing water, Bilge water 3" Kamlok/ Flange according to MARPOL Annex1 reg.13. max pressure 7bar, Fresh water 2"

9 SAFETY PROVISIONS

These Safety Regulations are based on safe practices widely applied in the oil and tanker industries. Further instructions and the definitions of the terms used are given in the current editions of the International Safety

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Guide for Oil Tankers and Terminals (ISGOTT), International Chamber of Shipping Safety Guide (Chemicals) as well as the Tanker Safety Guide (Liquefied gas) and Mooring Guidelines (OCIMF) handbooks.

No provisions of these instructions should be interpreted as discharging the Master or the Duty Officer of their statutory obligations or their duty to use their common sense under all circumstances. Especially in an emergency, none of these regulations shall prevent the Master or Duty Officer from taking measures which, in his view, are the most effective to remove the cause of the emergency and any threat to human life as well as to prevent damage to the property.

9.1 Duty to notify

If any malfunction in the equipment of the vessel which may cause a threat to human life or the environment is known at the time the vessel arrives in the harbour or arises during discharging or loading, the Master of the vessel or Duty Officer shall notify the Loading Master thereof.

If any defects in the operations or supervision of the harbour are observed, the Loading Master on duty shall be notified thereof immediately.

9.2 Emergency measures

Neste Oyj requires that the crews of vessels which are berthed or moving in the areas of the harbour, are properly trained and that the vessel can smoothly do its part in any emergency.

See chapter 1 Emergency Instructions

9.3 Use of personal protective equipment

The basic protective equipment's required by harbour for crew member who are working on main deck or taking part in cargo handling are:

- protective, antistatic, flame resistant overall with long sleeves and legs - hard hat
- safety glasses/goggles
- protective working shoes of suitable material
- protective working gloves of suitable material
- personal multigasmeter
- winter jacket and/or winter overalls shall be also antistatic and flame resistant

The Master of the vessel shall supervise that the members of the crew use personal protective equipment suitable for the cargo being handled. She/he shall also supervise the use of protective equipment used by third parties working onboard. When handling crude oil, the possible danger caused by the product through the aspiration of hydrogen sulphide shall be noted.

On chemical and gas tankers, special attention shall be paid to the personal protective equipment required by different cargoes. All members of the crew working on deck or taking part in cargo handling shall take special care and use protective equipment suitable for the cargo in case of splashes, vapours and leaks.

All personnel including visitors that move around the Harbour area should use high visibility vests or clothes with a similar reflective features at all times.

9.4 Smoking

Smoking is strictly prohibited in the harbour area, except for areas separately reserved for smoking.

The Master of the vessel shall designate **One** area onboard where smoking is allowed. This area shall be marked with proper signs. The carrying and use of matches is prohibited except in areas where smoking is allowed.

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9.5 Hot work, equipment testing and maintenance work

Hot work, testing and significant maintenance work is prohibited at berth without permission by the Harbour Manager or a person authorised by him. As an appendix to the permit, the vessel shall deliver a list indicating all the works to be carried out as well as the names of any outside workmen working onboard. While the vessel is berthed, all painting and maintenance work to be done on the exterior sides of the vessel from the jetty or a platform in the sea shall be subject to a permit.

9.6 Inert gas

Inert gas shall be used if the vessel is discharging or loading crude oil or gasoline and if the vessel is discharging or loading low flash-point products with a flash point below 60 degrees Centigrade or with a handling temperature of less than 10 degrees Centigrade below the flash point.

If the size of the vessel exceeds 20,000 DWT(vessels built after 1. January 2016 size limit 8000 DWT), inert gas must be used when handling the above-mentioned substances. The tanks must be inerted when loading, discharging or washing cargo tanks in the harbour area. The oxygen content of the tanks shall be below 8%.

If the size of the ship is less than 20,000 DWT(vessels built after 1. January 2016 size limit 8000 DWT), inert gas must be used when handling the above-mentioned substances if the ship is equipped with an inert gas generator.

If this cannot be complied with for any reason, for example in the case of a malfunction in the inert gas equipment, cargo handling shall be interrupted until the defect has been repaired.

9.7 Static electricity

If there is no inert gas in the cargo tanks, special protective measures are required regarding the safe flow rate, ullaging and sampling when handling cargoes charging static electricity. When commencing loading, the flow rate of the cargo in the lines leading to the tanks may not exceed one meter/second (1m/s).

When the bottom structures of the tank have been covered by the cargo and splashing and surface swirling has settled down, the rate may be increased to the maximum loading rate agreed upon in the "Loading Information" form taking into consideration the working order of the equipment. Cargo accumulating a static charge may never be handled so that the flow rate exceeds seven meters/second (7m/s).

During loading and for 30 minutes after completion of loading, no metal equipment used for bottom measurement, ullaging or sampling may be placed or kept inside the tank.

9.8 Weather conditions

All cargo operations shall be suspended during thunder storms and/or when the wind velocity exceeds **21m/s**. All tank openings, cargo valves and valves in the gas return line shall be closed for the time of the suspension.

9.9 Use of alcohol and drugs

Access to the harbour area is prohibited under the influence of alcohol or drugs. The use of alcohol or drugs onboard while berthed is prohibited.

9.10 Driving in the harbour area

- The maximum speed allowed in the harbour area is 30 km/h. Driving onto the jetty area is strictly prohibited.

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- Vehicles shall be left in the indicated parking areas.
- Mobile telephones shall be left in the vehicle or switched off when boarding a vessel or entering the jetty area.
- Matches and lighters shall be left in the vehicle.
- Driving to the jetties is allowed only by a separate permit granted by the Terminal

The harbour areas are equipped with recording video/camera surveillance.

9.11 Photographing in the harbour area

All photographing in the harbour area is prohibited without permission from harbour.

10 SERVICES

Please, enquire from your agent for any services needed by ship during her stay in the harbour.

10.1 Bunker

Bunkering of diesel fuel is possible for vessels at all berths (berths 8 and 9 only by tank truck).

10.2 Fresh water

Each berth has a fresh water connection for vessels. The connection can be used 24 hours a day. The amount of fresh water required shall be agreed upon with the Loading Master after berthing. The costs incurred shall be charged in connection with the harbour fee.

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11 Tariffs for Neste Oyj Porvoo Harbour services valid from 1.1.2026**Nrt based tariffs:**

Port Dues per nrt	0,62 €
-Min	205,90 €
Garbage Fee per nrt	0,21 €
-Max	205,90 €
.-Min	60,57 €
EngineroomOil Sludge per nrt	0,42 €
Sewage water per nrt	0,05€
-Min	326,00€
Mooring and unmooring per nrt	0,21 €
-Min	141,12 €

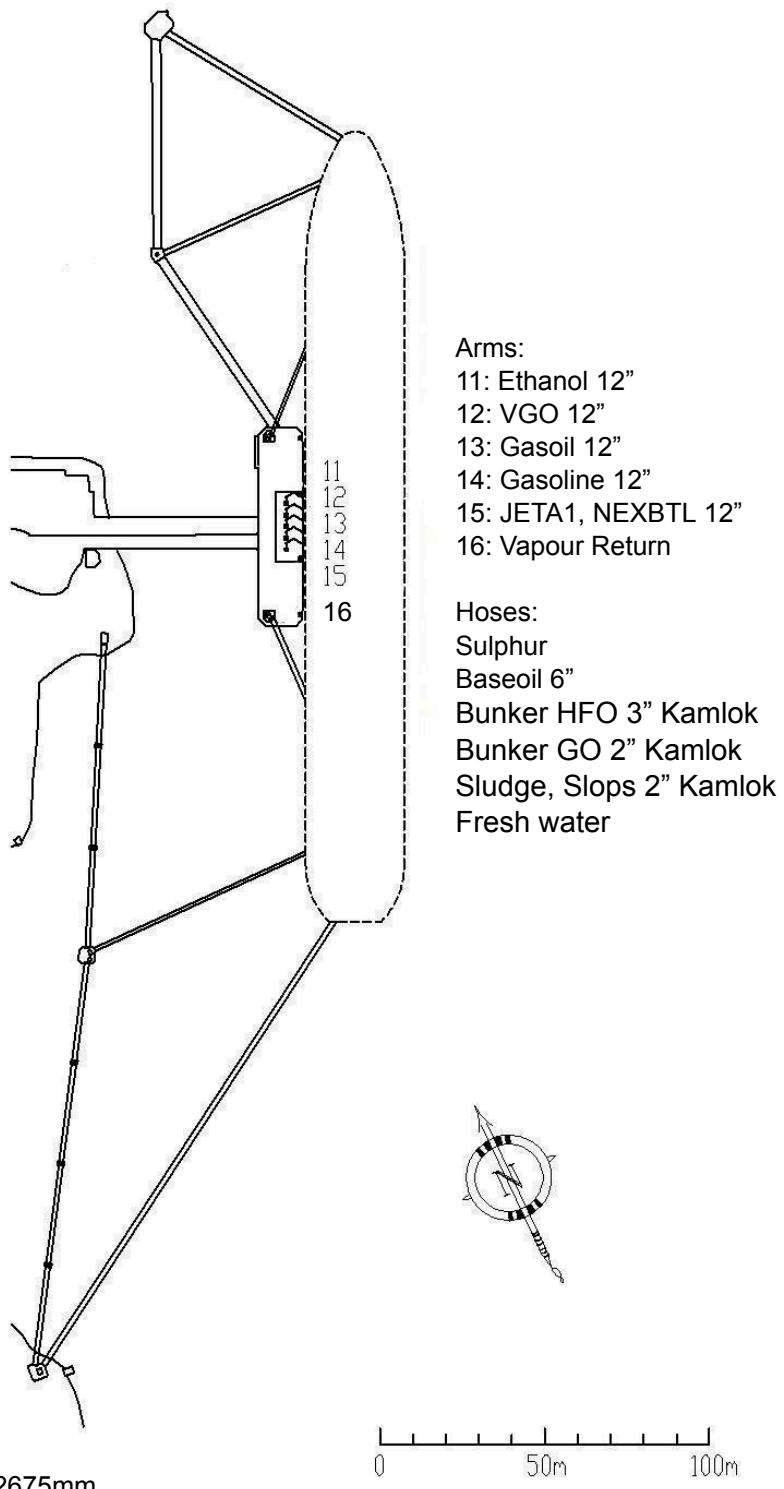
Harbour Services:

Service	Unit	Price€
Additional Harbour Cost	pcs	xxx €
Motor Boat	Hrs	122,06 €
Work Boat (Akka, Aatos ,Into)	Hrs	221,76 €
Motorlaunch (Liuku,Tirmo)	Hrs	256,78 €
Cargo residues	Cbm	272,75 €
Suction Truck	Hrs	163,47 €
Additional garbage handling	Pcs	5150,0 €
Fresh water	Cbm	3,91 €
Car Transport	Hrs	72,62 €
Truck	Hrs	146,16 €
Extra man hour	Hrs	101,25 €
Nitrogen	Cbm	1,76 €
Steam	Hrs	14,32 €
Dirty Ballast	Cbm	13,81 €
Extra tank washing water	Cbm	34,00 €
Tank washing water	Cbm	7,42 €
Barge	12Hrs	205,28 €
Repair	Hrs	107,33 €
Fork lift	Hrs	100,74 €
Damage	Psc	xxx €
Key Card	Psc	171,00 €
Extra waste handling	Pcs	xxx€

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Jetty No 1



Jetty 1

Face Direction 023 ° 42'

Max draft 12.6 m

Max LOA 210

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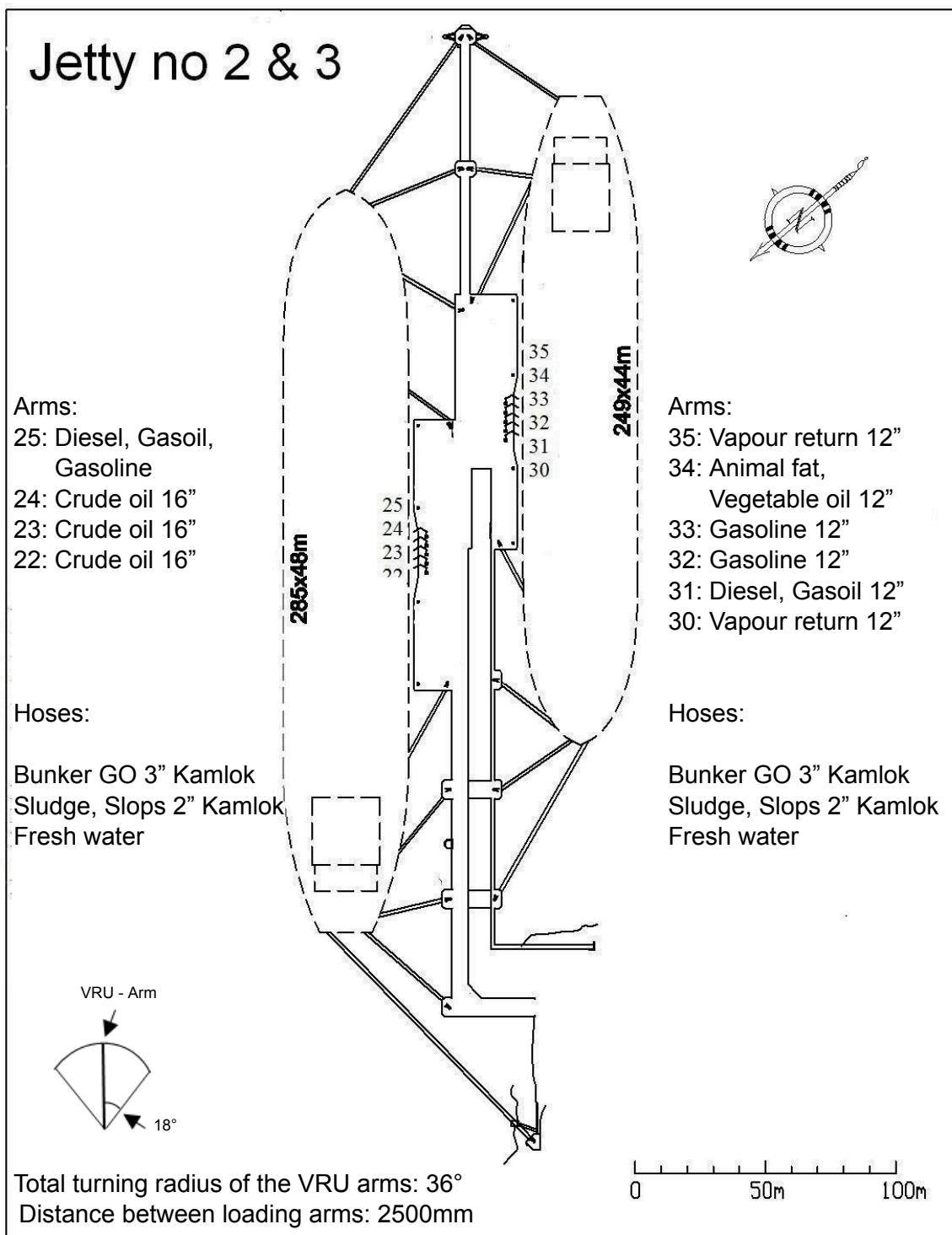
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**Jetty 2**

Face direction 128 ° 42'

Max draft 15.3 m

Max LOA 330m

Note a ship exceeding 50,000 DWT shall be moored at berth 2 starboard alongside.

Jetty 3

Face direction 128 ° 42'

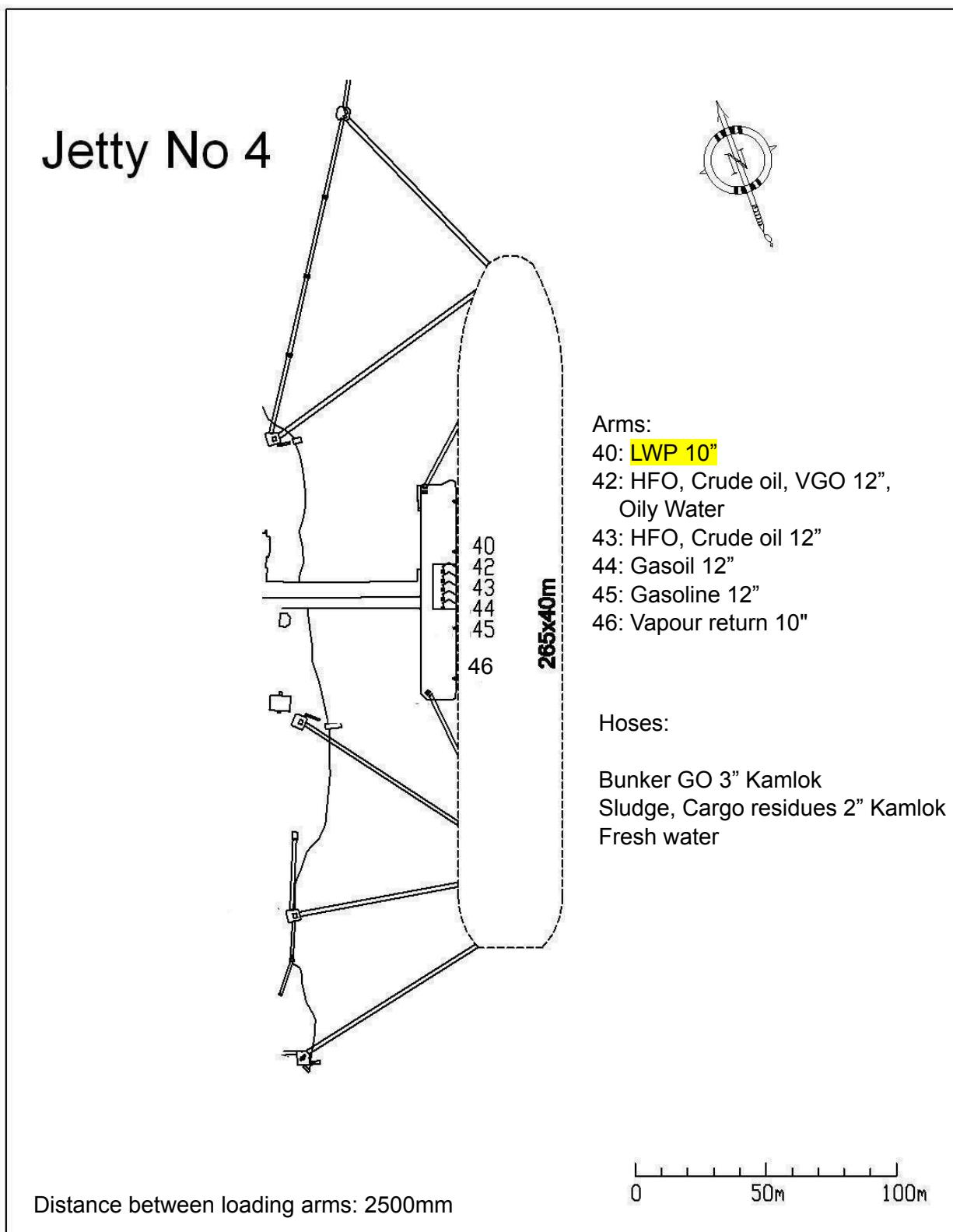
Max draft 15.3 m

Max LOA 280m

Note a ship exceeding 50,000 DWT shall be moored at berth 3 starboard alongside

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Jetty 4

Face Direction 017 ° 56'

Max draft 14.5 m

Max LOA 270 m

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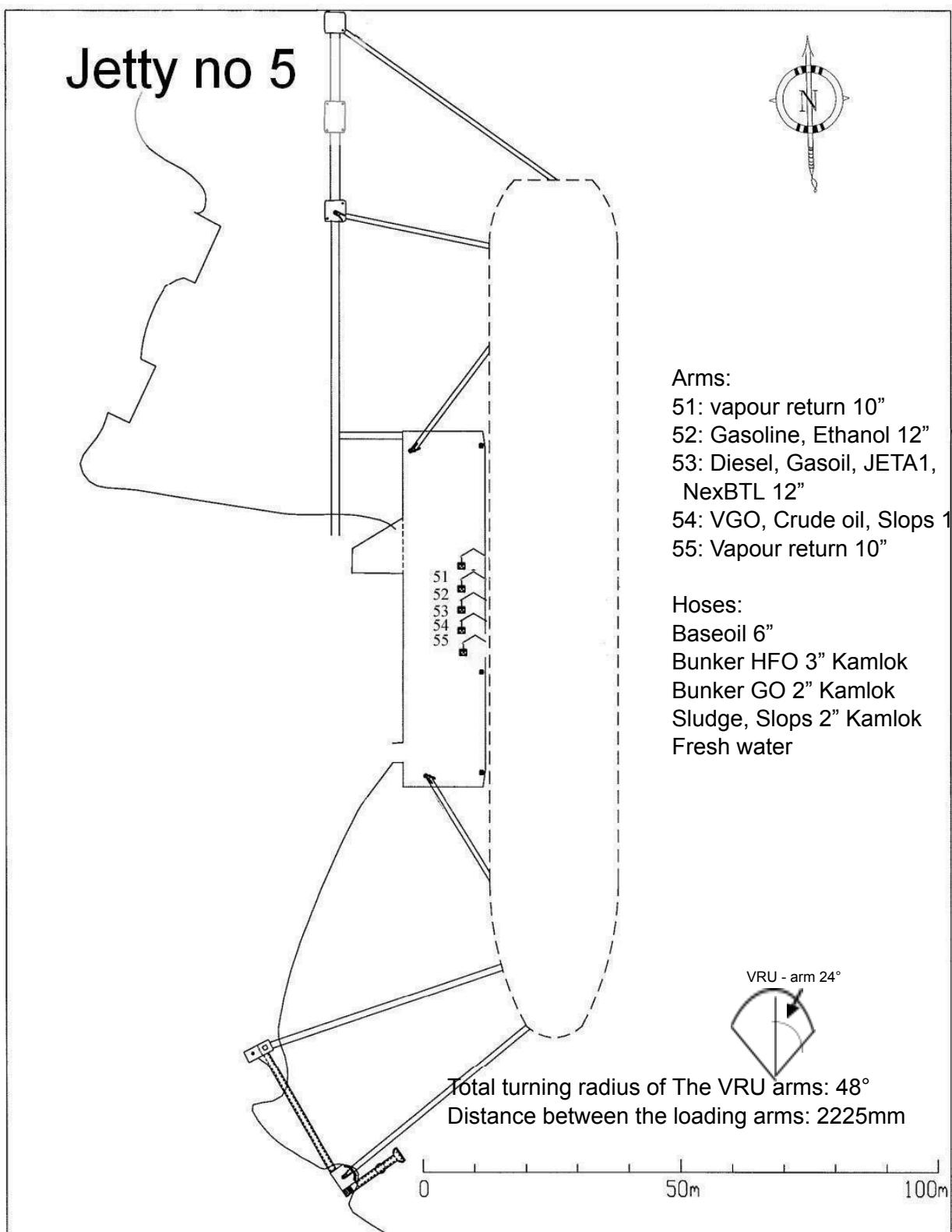
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Finland

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Jetty 5

Face Direction 180 ° 4'

Max draft 9.5 m

Max LOA 160 m - Vessels to be moored starboard side alongside except vessels less than 100 meters in length which can also be moored port side alongside.

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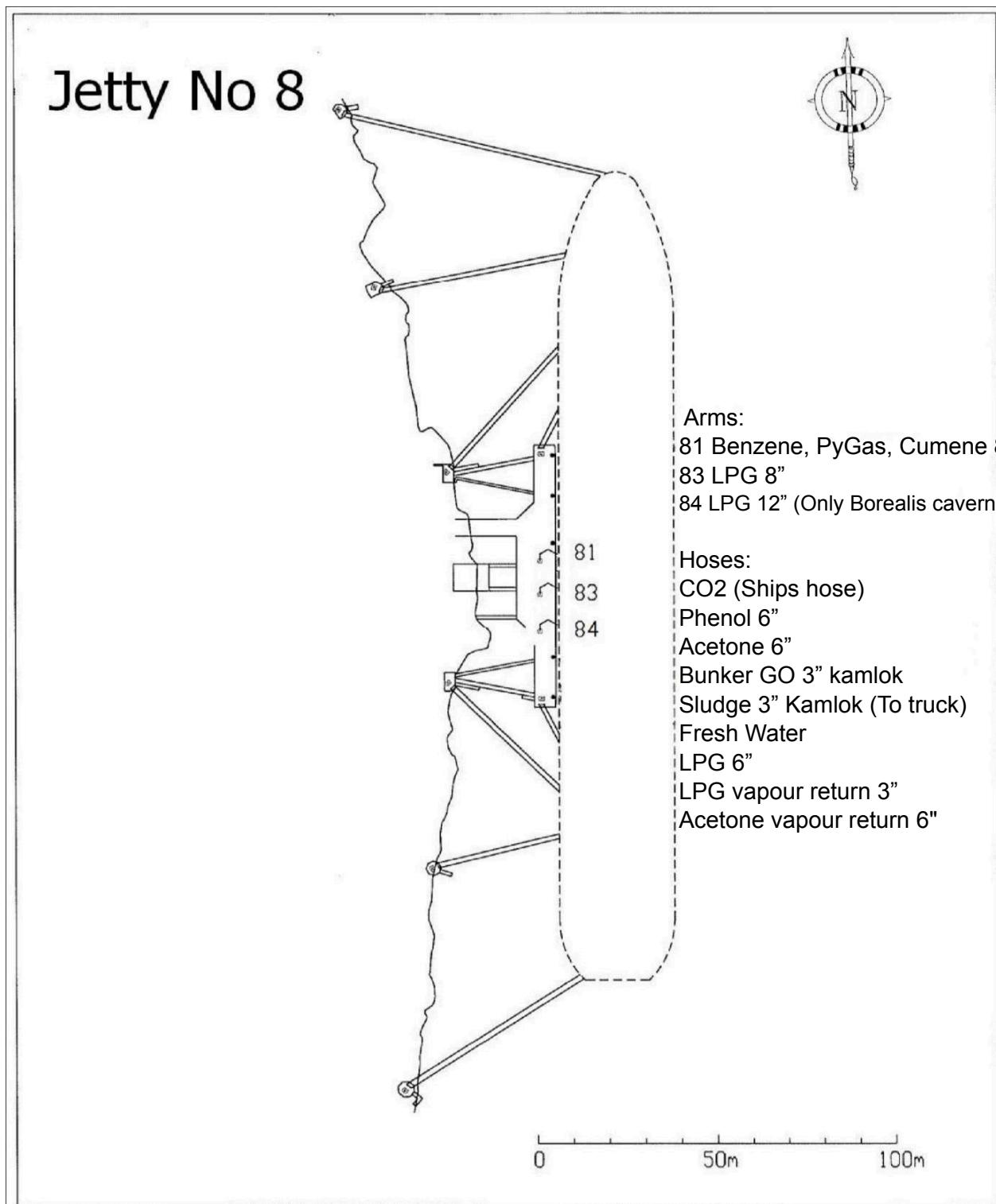
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Jetty 8

Face Direction 004 ° 4'

Max draft 13.5 m

Max LOA 250 m

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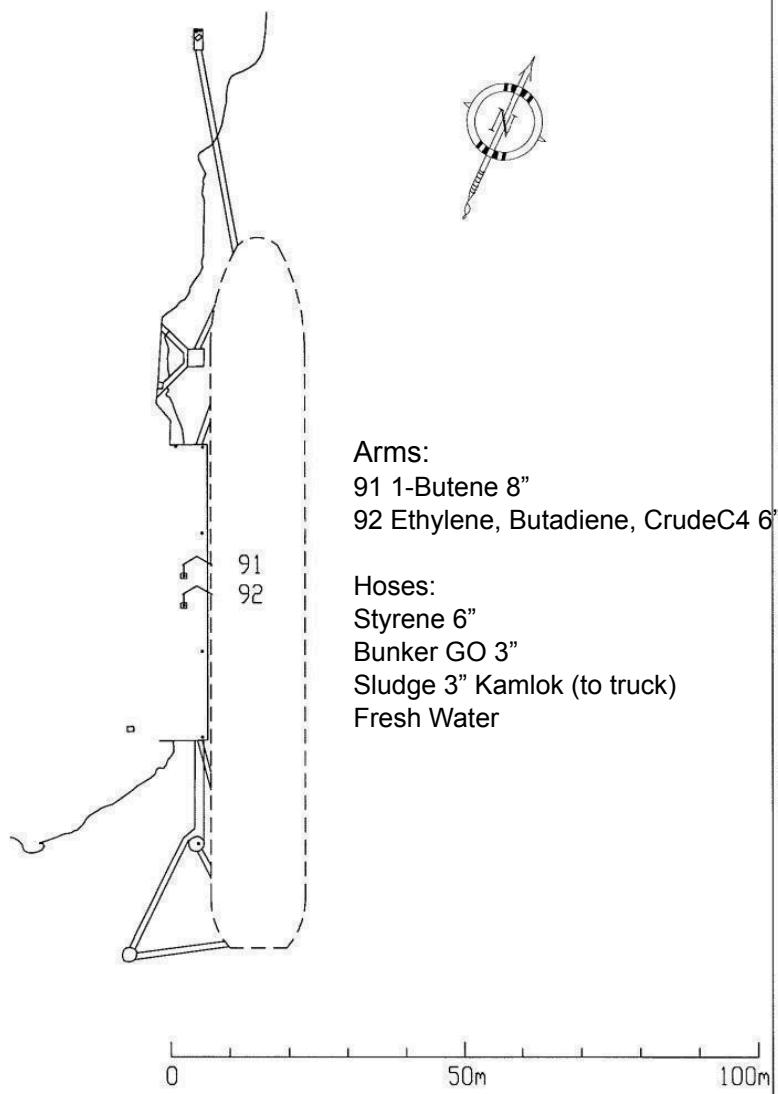
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Harbours and Terminals / Porvoo Refinery Harbour

Jetty No 9



Jetty 9

Face direction 333 ° 18'
Max draft 7.6 m
Max LOA 128 m
Max distance from Bow to Ethylene arm 92 connection manifold 81m
Max distance from Bow to arm 91 connection manifold 78m
Max distance from Stern to Ethylene arm 92 connection manifold 55m

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