Stade-Bützfleth - Loading Terms

Section 1. Introduction

1.1 This document covers the loading terms at Stade-Bützfleth. The harbour, situated on the west bank of the river Elbe, can be reached by vessels with maximum drafts of 46‘6“ F.W.

1.2 The harbour consists of two piers, ‘Outer’ and ‘Inner’. The outer pier is usually used for discharging bauxite and the inner for loading product. Loading and discharge can take place on both piers but the ship loader can not be used on both simultaneously.

Section 2. Scheduling Loading

2.1 Not less than twenty (20) days in advance of the beginning of each month, the Buyer shall submit to Seller for acceptance a schedule giving seven (7) days preliminary laydays for Hydrate vessels and estimated cargo sizes.

2.2 At least ten (10) days before the first preliminary layday the Buyer will narrow it to 3 final laydays within the seven (7) preliminary laydays.

Section 3. Vessel Nomination

3.1 Not less than 7 days before the start of the final laydays the Buyer or the owner of the vessel shall nominate a vessel to the Seller notifying;

(i) The name of the vessel;
(ii) The estimated date of its arrival at Stade-Bützfleth;
(iii) Flag, year built, the type of vessel, length overall, beam, draught/draft, deadweight, geared or gearless (with or without cranes on board), last two cargoes;
(iv) Estimated quantity to be loaded;
(v) Demurrage / despatch rates.

3.2 If there is no nomination, “Stem” will lose its validity.

3.3 Seller will accept or reject the nomination within one German working day.

3.4 Should the Seller reject the nominated vessel, Buyer shall nominate a replacement vessel promptly.

3.5 The Buyer will provide Seller with a copy of the vessel’s General Arrangement Plan if so requested.

3.6 Buyers have the right to substitute the nominated vessel, subject to Seller approval, at any time with a vessel similar in all respects to load within the same laydays, and unless otherwise agreed, the same quantity of Hydrate. The names and details of substituting vessel should be forwarded to Seller in the normal way.

Section 4. Vessel Suitability

4.1 Vessel suitability is covered in Annex A, Harbour Information Stade-Bützfleth - Loading, which covers details for both the Outer and Inner Piers.

Section 5. Notices for Vessels Loading at Stade

5.1 The Master of the vessel must notify the appropriate Agent (See Section 12. Contacts) of the estimated date and time of arrival of the vessel at the Load Port;

(i) As soon as practical after leaving the last port before arrival at the Load Port;
(ii) Five (5) days before ETA;
(iii) Three (3) days before ETA;
(iv) Twenty-four (24) hours before ETA.

5.2 Failure to provide notice releases the Load Port and Seller from payment of demurrage.

Section 6. Notice of Readiness

6.1 The Notice of Readiness may be tendered by letter, fax, telegram, telephone or e-mail 24 hours per day, 365 or 366 days per year if vessel is in free pratique and ready to load.

6.2 If a vessel reports herself ready to load but is not so ready, any and all expenses incurred by the Seller in ordering crews or otherwise shall be fully for the Buyer's account.

6.3 The vessel is to present Notice of Readiness with draft marks legible, ready for draft survey, and in all respects ready to load cargo, whether in Load Port or not.

Section 7. Vessel Cleanliness

7.1 Vessel cleaning shall take place at Buyer's expense prior to arrival at the Load Port and under no circumstances shall cleaning, including washing holds, be carried out at the Load Port nor shall slops of any type be unloaded or discharged at the Load Port.

7.2 Seller or Seller's Marine Surveyor may (but is not obliged to) reject a vessel which is not properly prepared or cleaned and will not be liable in any way to the Buyer if it does so.

7.3 Seller will not be responsible for any contamination due to unclean vessel.

Section 8. Vessel Loading

8.1 Vessels are handled on a 24-hour basis, 365 or 366 days per year.

8.2 Hydrate shall normally be loaded at the average loading rate of 270 MT per hour, "SHINC". Loading can only be performed vertically from the top by means of a loading tube; trimming under deck is impossible.

8.3 Alumina in bulk shall normally be loaded at an average of 420 MT to per hour "SHINC". Loading can only be performed vertically from the top by means of a loading tube; trimming under deck is impossible.

8.4 Loading may continue during drizzle, but Seller will use its discretion and notify the vessel when the intensity of the rain is such that loading should be stopped.

8.5 Vessels arriving within laydays will be berthed in order of arrival and have priority over all vessels arriving outside of laydays.

8.6 If a vessel berths and is then found to be unfit to load Hydrate, it will, at the discretion of Seller, be required to vacate the Load Port.

8.7 Weight will be determined at the Load Port by draft survey, using “Ship’s Displacement” method carried out, at Seller’s expense, by a qualified and competent marine surveyor appointed by the Seller. The determined weight shall be reported on the Bill of Lading and for all purposes will be final, binding and conclusive as to the weight of the shipload. Buyer shall have the right to have a representative present at such weight determination at Buyer’s expense.

8.8 All vessel movements will be governed by the conditions prevailing at the time of a proposed movement, and the Harbour Master has the right to refuse to handle any vessel should he consider the risks involved to be unacceptable.

8.9 On completion of loading, the Master of the vessel or his agent and the appropriate AOS Agent shall sign a Statement of Facts which shall be the basis of calculating Laytime between the Buyer and Seller.

Section 9. Laytime Calculation

9.1 For vessels arriving within laydays, laytime shall commence on the earlier of:

- (i) Three (3) hours after vessel is all fast and gangway on board;
- (ii) Twelve (12) hours after the vessel tendered Notice of Readiness;
- (iii) Commencement of loading the vessel.

9.2 For vessels arriving outside their laydays laytime shall commence on the earlier of:

- (i) For arrival prior to the start of the agreed laydays:
  - (1) Commencement of loading;
  - (2) Twelve (12) hours after the commencement of laydays
- (ii) For arrival after the agreed laydays:
  - (1) Commencement of loading;
- (iii) In both cases the Notice of Readiness may be tendered when the vessel is berthed.

9.3 Laytime shall exclude:

- (i) Shifting from anchorage to all fast and gangway on board the vessel;
- (ii) Time lost due to weather conditions;
- (iii) Time lost due to ballasting or de-ballasting;
- (iv) Opening or closing of hatches;
- (v) Time lost due to an occurrence of Force Majeure;
- (vi) Any other cause beyond the control of the Seller.

9.4 Laytime shall cease upon completion of loading.

9.5 Laytime allowed shall be calculated using the agreed loading rate.

9.6 To avoid demurrage an agreement upon laytime for loading has to be made with Seller as early as possible.

Section 10. Demurrage / Despatch Rates

10.1 Unless separately agreed with Seller, the daily demurrage rates as per relevant Charter Party is capped at a maximum of €2,500 (two thousand five hundred EUR) per weather working day. Rates to be advised together with vessel's nomination. Seller will pay to Buyer demurrage for the time by which loading time used is in excess of allowed laytime for a vessel.

10.2 Seller shall be entitled to despatch at one-half of the demurrage rate for the time by which loading time is less than the allowed laytime for a vessel.

Section 11. Current Practice

11.1 This document is based on the Port's current operating practices and working procedures and is subject to amendment, without buyer's consent, at Dadco's discretion if such practices, procedures or operations are altered at any future date.

Section 12. Contacts

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Annex A
Stade-Bützfleth – Loading Terms
Dated: 12 December 2018

Harbour Information Stade-Bützfleth – Loading

1. This bauxite/alumina plant, situated on the west bank of the river Elbe, can be reached by vessels with maximum drafts of 46‘6“ F.W.

2. The harbour consists of two piers, ‘Outer’ and ‘Inner’. The outer pier is usually used for discharging bauxite and the inner for loading product. Loading and discharge can take place on both piers but the ship loader can not be used on both simultaneously.

Inner Pier

Quay		Depth at normal low water	
Inside Quay	200 m	7m	23‘
Usable Length	150 m		
Max distance hatch coaming / waterline	13 m		
Max outreach of ship loader from pier:	13.5 m		
Max DWAT	5,000		

3. In case of simultaneous discharge at inner pier, delays in loading may occur and vessels may be required to shift along side the pier.

4. Vessels with larger DWAT may berth with special prior permission.

5. OBO-carriers calling at this pier have to obtain a gas free certificate prior to arrival.

Vessel Requirements - Inner Pier

6. Vessels reporting for loading must comply with the following requirements;

(i) Vessel hold – steel floor, Clean and free of rust (no loose rust / paint),
(ii) Washed and free of smell.
(iii) Vessel suitable for draft survey (draft markings) and equipped with tables.
(iv) Vessel’s captain has to be aware of these requirements and the surveyor’s contact details.

Maximum Air Draft	18 m
Maximum Vessel Length	Dependant on loading method
Maximum Vessel Beam	Dependant on loading method

Average Loading Rates - Inner Pier

Alumina (spout loading)	420 mtons/hr
Hydroxide (spout loading)	270 mtons/hr

7. Guaranteed loading rates are subject to separate negotiation.

Outer Pier

Quay	Length	Depth at normal low water	
Outside Quay in total	325 m	15 m	49‘
Within reach of crane	205 m		
Max distance hatch coaming / waterline	13 m		
Max outreach of ship loader from pier:	17.3 m		

8. OBO-carriers calling at this pier have to obtain a gas free certificate prior to arrival.

Vessel Requirements - Outer Pier

9. The vessel must:

(i) Have no centerline bulkhead, no twin hatches and no obstructions in the holds or on deck that would hinder loading operations;
(ii) Be self-trimming bulk carrier;
(iii) Be classed 100A1 with Lloyd’s or equivalent;
(iv) Conform with all applicable laws and regulations in force at the Load Port;
(v) Be covered by an International Transport Federation Agreement or other bona fide Trade Union Agreement acceptable to the International Transport Federation Geneva.

Maximum Air Draft	14 m
Maximum Draft	14 m
Maximum Vessel Length	205 m
Maximum Vessel Beam	35 m

Average Loading Rates - Outer Pier

Alumina (spout loading)	420 mtons/hr
Hydroxide (spout loading)	270 mtons/hr

10. Guaranteed loading rates are subject to separate negotiation.