



Version 3 / 01-2024

Operational information Euro Tank Terminal

Any operational questions you have,
will be answered inside

In case of emergency: call +31 181 24 00 16

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At VTTI, there has never been a **priority** more **important** than **safety**
and there **never will be**.

Emergency procedures

An emergency stop can be given by 2 means;

1. ESD button



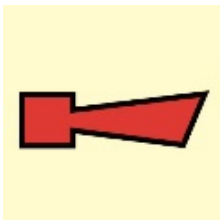
All vessels will receive a box with emergency stop button for use on deck. After pushing this button an Emergency Shutdown (ESD) is activated.

- This ESD closes the shore ESD valves automatic, even on discharge! On discharge it will NOT stop the cargo pump on board!
- On load vessels an ESD stops the shore cargo pump. And ESD will give an alarm in the CCR of ETT control.

After an ESD a terminal operator / loadingmaster will always check your vessel.

NOTE: After an ESD ETT CCR will need to reset the system, on load vessels it will take at least 10 minutes.

2. Verbal



Call: STOP STOP STOP “vessels name” via the shore radio

All vessels will receive a shore radio for communication between the vessel and terminal. In case of emergency or when needed call ETT control via the shore radio. Further information about the shore radio can be found on page 8.

During emergency always identify your vessel in a calm and slow manner!

Acoustic Emergency alarms

- Slow whoop
General emergency alarm / fire alarm; stop all activities should! All personnel must muster at designated muster stations / assembly points and await further instructions by ETT control or personnel.
- Fast whoop
Gas alarm, stop all activities should! All personnel must find safe haven inside and close all ventilation and await further instructions by ETT control.
- Monotonous tone
Safe signal, work related activities can be resumed.

Operational information and instructions

H2S/ partly laden

- Vessels which are partly loaded or could contain levels of H2S in the cargo tanks will have to issue a report which records the level of H2S in PPM and O2 in % in each cargo tank.

Cargo tank atmosphere



Explosion risk

All vessels must be:

- Inert (max 8% oxygen / O2)
- **Exception: Methanol/ethanol coasters <2016 & <8000kt**
- **Because no inert system needed (Solus)**
- **Restriction: Initial loading rate max 1m/s.**
- Max 10% LEL
- Max 2% hydrocarbons

Documents

For the ship shore safety meeting the following documents are necessary if on board. **Please prepare these papers.**

Loading:

- Notice of readiness,
 - On board quantity,
 - Vessel experience factor
 - H2S report (H2S, o2, LEL)
 - Report of last 3 cargoes
 - Ships particulars
 - Crew list
- (if the vessel is not empty: documents of the cargo on board)

Discharging:

- Notice of readiness
 - Ullage report departure
 - Ullage report arrival
 - certificate of quality
 - Bill of lading
 - Cargo manifest
 - Custom documents
 - Certificate of origin
 - H2S report (H2S, o2, LEL)
 - Vessel experience factor
 - (M)SDS
 - crew list
 - Ships particulars.
-

Pilotage



Security Level **1**

Departure:

After cargo operations or when necessary, ETT control will contact your agent to order the pilot for departure. It is mostly common for the pilot to arrive by taxi and embark via the gangway.

ISPS/ DoS

In normal operation the vessel and terminal will have the same ISPS level: no #1. In this case a declaration of security is not signed by the terminal. The representative of the PFSO is available via tell: +31 181 24 00 16.

Parking

Visitors to your vessel must park in the designated parking spaces only, please address this information to any visitors.

Stores

- Small parcels of vessel stores may be delivered to the beginning of the jetty. Crew can take the parcels and bring them on board.
Note: small parcels are parcels that can be carried by 1 Hand, so 1 hand is available for the railing
- Bigger parcels, bulk stores, heavy parcels are only to be delivered by barge. This barge should be arranged by your agent.

Garbage

- For the disposal of garbage the vessel should arrange a barge, as Euro Tank Terminal B.V. has no facility to receive garbage. A barge can be arranged by agent.
- This goes for Hazardous materials, scrap, etc too.

Bunkers

- For the receipt of bunkers, barges should be arranged by agent.
 - All bunker manifolds should be kept closed and bunkers are not permitted unless permission has been granted by ETT control.
 - On quay E, Jetty 1 outside, jetty 2Q and jetty 4 interactions with barges restrict other vessels and movement.
 - Bunkering LPG / LNG is allowed.
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Sludge

- For sludge are the same regulations in use as for bunkers.

Potable water

- Potable water is not available on any berth at Euro Tank Terminal B.V., any potable water can be arranged by barge through the agent

Gangway

- On west outside, east outside and Jetty 1 outside a fixed gangway is available. This gangway will only be operated by a loadingmaster or terminal operator.
- on Quay E, jetty 2Q and jetty 4 a small portable gangway is available. Jetty 2 and 4 are also equipped with fixed emergency stairs
- The deck watch on board will have the responsibility to check the gangway at regular intervals, when necessary the OOW should inform ETT CCR to reposition the shore gangway.

Cranes



- the use of any crane on deck is prohibited unless permission is granted by ETT control.
- At Wind speed 7 Bf and up (>51km/h, >28kn) the use of the vessels crane is always prohibited!
- Any crane used by the vessel must be operated in accordance with the vessels SMS
- The crane operator must be trained and competent to use the crane
- All loads must be properly secured
- Any strap, sling, line must be safe and checked on regular intervals according vessels planned maintenance
- The area direct below the crane is a no-go area.
- A messenger line is preferred and can be demanded on request of the loadingmaster / terminal operator.

Terminal information booklet

- the full TIB is available via:
<https://www.vtti.com/terminal/ett-rotterdam/>
-> Terminal information

Mooring

- It is not allowed to re-arrange your mooring ropes on the jetty.
 - The Royal Boatmen Association Eendracht (KRVE) have to be arranged by your agent.
 - The pilot will discuss with the master how the springs, breasts, and lines will be arranged.
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PPE

- Proper PPE must be worn in accordance with the vessels SMS. Terminal requirements are at least: a helmet, boiler suit, safety shoes, proper gloves, safety glasses. The SMS can request additional PPE, use them wisely.
- crew passing the terminal for shore leave, embarking and disembarking are exempt for the mandatory use of PPE

Ballast

- Ballasting should only be done accordingly Marpol Annex VII
- Only separated ballast may be discharged overboard.
- Keep our jetty dry, do not flood them with ballast water.

Emergency towing-off pennants (fire wire)



- Fire wires are not mandatory

Explosive atmosphere

- Only intrinsic safe equipment is allowed on deck and on the terminal.
- Open fires, smoking, incendiary devices, non-EX equipment are prohibited!

Tank cleaning



- Crude oil wash (COW) is not allowed alongside our berths
- Prewash of cargo tanks after discharge of chemicals is allowed, only if necessary for inspection by Marpol agents

Self-contained breathing apparatus (SCBA)

- None personnel at ETT is certified for the use of SCBA, due to the nature of some cargos loadingmasters might appeal on your crew to connect or disconnect wearing SCBA.

Draining, emptying of loading arms and hoses

- The most common practice to drain the loading arm/ hose is to use compressed air or nitrogen pressure to blow the loading arm/ hose empty in the cargo line.
 - MLA's for white oils and methanol can be drained by a drain pump, however it is less common practice.
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Operational information Euro Tank Terminal

Personnel

- The personnel working in the field are: loadingmasters, jetty (wo)men, terminal representatives and operators. One colleague can fulfill multiple tasks.

Vapour collection

- ETT terminal owns a state-of-the-art vapour treatment system to collect and process cargo vapours with minimal emission to the environment.
- Ask permission CCR to open vapour line and align with terminal on pressure release

Vapour return line

- A Vapour return line is applicable in the following cases:
- Loading of fuel oils and black oils
 - Loading of methanol and ethanol
 - Loading of jet
 - Loading of Gas oil/ diesel (depending on cargo specs)
 - Loading of any other cargo depending on the last cargo and or cargo tank atmosphere / state

Reducers

- In case any reducers are required between vessel and shore, this should be arranged by agent.

Jetty no.	port #	draught (mtr) **	fuel	gasoil	gasoil	jet a1		meoh	vapour return
VESSEL									
Caland East - (A)	5616	21,50	X	X					X
max freeboard 5,26m X 23,78m			2 x 16"						2 x 8"
max freeboard 2,29m X 20,54m				2 x 12"					
Caland West - (D)	5618	17,85	X	X		X			X
max freeboard 2,29m X 20,54m			2 x 12"	2 x 12"		2 x 12"			2 x 8"
Jetty - 1m	5613	16,50	X			X		X	X
max freeboard 1,29m X 20,54m			2 x 12"			2 x 12"		12" x 8"	1 x 8" (meoh 1 x 6")
Jetty - 2q	5611	7,00				X		X	X
						1 x 8"		1x8"	1 x 6"
Jetty - 4	5609	7,00				X			N / A
						1 x 6"			

Open sampling

- Open sampling is discouraged, yet it is permitted if:
- a permission letter for open sampling is signed by: terminal, surveyor and the vessel.
 - You are not allowed to excess fumes, smell or hinder.
 - NOTE: if you perform open sampling and you are not inert (< 8% O2) you need to inert again for further cargo operations!**

Shore Radio

All vessels receive a shore UHF and should use them wisely. Once every 8 hours ETT personnel will board your vessel to change the battery. The interval of radio checks will be agreed in the ISGOTT checklist.

Callsign: ETT Control



Do's

- Emergency's: for example but not limited to; accident, spill, fire, emergency, personnel injury, empty battery
- Repositioning of shore gangway
- Reposition cargo hose (only for Quay E)
- If you want to call ETT control wait your turn until other conversations have ended.
- Report high pressure in the vapour return hose

Don'ts

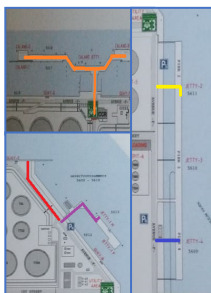
- Question for Botlek stores, sunny radio, taxi etc
- Ask permission to make shore leave

Shore leave

Crew who wish to go ashore should wait for immigration to clear the vessel, Immigration can take up to 6 hours after the all fast time to board. If immigration does not board the vessel is cleared anyway for crew to go ashore.

The terminal will give permission, this permission will only be valid if the following procedure has been followed.

All vessels on jetty west and east outside (Caland A, B and D):



- The vessel itself should arrange the taxi
- At the end of the jetty next to our control room is a small glass shelter where to wait aka taxi waiting point (orange route).
- Do not walk any further.
- Do not go inside any building.
- Do not touch anything, no car, no motorbike.
- PPE is not mandatory for crew when they go ashore, if only they walk direct to the taxi waiting point.

All vessels on quay E and jetty 1 outside

- The vessel itself should arrange the taxi.
 - crew coming from Quay E must walk in south-east direction towards the red barrier gate (red route).
 - Crew coming from jetty 1M outside should follow the jetty and wait at the end, also near the red barrier (purple route).
 - PPE is not mandatory for crew when they go ashore, if only they walk direct to the barrier.
-

All vessels on jetty 2Q and jetty 4

- A Vapour return line is applicable in the following cases:
- The vessel itself should arrange the taxi. Loading of methanol and ethanol
 - crew going ashore should walk toward the road and wait at the parking spaces on the taxi. Yellow route for jetty 2Q and blue route for jetty 4.
 - PPE is not mandatory for crew when they go ashore, if only they walk direct to the parking space.

Note: passports are mandatory as the taxi will take the crew to the Security guard before exiting and after returning.

Note: ETT control **will NOT** call any taxi, sunny, Botlek stores or any other service. The vessel should use the vessels phone and call agent to arrange taxi or services

Sunny

Sunny Maritime Duty Free

- “Sunny” is part of Sunny Europe nv/sa, a duty free and travel retail group. In the ports of Belgium, The Netherlands & Germany, “Sunny” is the leading maritime duty free & travel retail operator.
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Botlek stores

Botlek Stores is a department store for crew members from all the ships visiting Rotterdam and its surrounding harbors. Seamen get free transport from vessel to shop and back again and they can do their shopping, most of it Tax-Free. Furthermore they offer a broad range of services that are highly appreciated and frequently used.

General terminal information

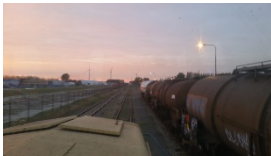
Dear Master / Visitor,

The ETT is a state-of-the-art facility and is strategically located in Europe's busiest port and operating 24/7 /365. Our Terminal is equipped with multiple combined jetties for seagoing vessels and barges. Unlike surrounding terminals ETT can receive loaded VLCC's; by the deep Caland channel leading from Europoort to the Maasvlakte. Other than Very Large Crude Carriers ETT has the possibility to load and discharge barges, railroad cars and trucks. Our jetty 4 is designed for a whole other kind of VLCC; on where we discharge Very Little Chemical Carriers into the pipeline of the Rotterdam Oxo-alcohol Plant.

VTTI

Currently Euro Tank Terminal B.V. is one of 17 terminals operating under the VTTI flag, following the VTTI way. Next to The Netherlands we have terminals in 15 countries, across 5 continents, with a total capacity of 10.200.000m³. To give an idea how much liquid this is. This is enough to fill 4080 Olympic swimming pools or 32 fully loaded VLCC's.

ETT



Capacity: up to app. 1.500.000m³
Tanks: 42 Cargo oil tanks
Jetty's/ quay's: 14 berths
Rail: 4 railroad load stations
Truck: 1 truck load station
Pipeline: 4; 1 to the Rotterdam oxo alcohol Plant, 1 NATO pipeline, 1 to DME-plant, 1 from the Alco refinery

Tank usage

Type tank: mild steel, mild steel coated, mild steel insulated and stainless steel suitable for K1, K2 and K3 products. Our tanks are currently in use for: black oils / Fuel Oil, gasoil / diesel, jet / kerosene and ethanol / methanol. Besides the products mentioned before Euro Tank Terminal B.V. can also handle minerals (crude oils, naphtha's, gasoline and VGO's) and chemicals (petrochemicals, solvents and alcohols)

Operational information Euro Tank Terminal

Port:
Port of Rotterdam;
Harbour no. 5610



Contact information

Terminal Address
Moezelweg 151
Europoort Rotterdam
3198 LS The Netherlands

+31(0) 181 24 00 16 emergency / ETT control
+31(0) 181 24 00 24 back-up ETT / General

