

Terminal information – Victoria Harbour (Victoriahamnen)

1. Contact persons

The terminal operator for Victoria Harbour is:

Shorelink Terminal AB
Strömörvägen 7
974 37 LULEÅ

Position	Telephone number
Duty supervisor	+46 (0)920-24 46 47
Standby manager	+46 (0)70- 583 08 49
Terminal manager	+46 (0)920-24 46 43

terminal@shorelink.se

www.shorelink.se

2. Technical data on quaysides and cargo handling equipment

The length of the quayside at Victoria Harbour is 780 m. The eastern part, approximately 250 m, is used for discharging coal. Mooring with starboard side of vessel at quayside. The quayside is 3.0 m above mean sea level. There are fenders 0.6 m in diameter along the whole length.

Crane 3: Coal is discharged with a 25 t gantry crane and a 17 m³ bucket, the outreach from the fenders is 29 m. A portal-mounted slewing crane with a 12 m³ bucket is sometimes also used. The cranes unload to storage via a hopper and conveyor belt. The capacity of the conveyor belt is 2x850 t to the stockyard.

Three portal-mounted slewing cranes handle bulk cargo and general cargo. Cranes 1 and 2: 20 t cargo capacity with grab, with hook max. 40 t. 25 t cargo capacity with grab, with hook max. 40 t. There is a hopper for unloading bentonite.

3. Depth of water at quayside, smallest/largest vessel, data on space requirements

Annex – Information on quaysides and fairways

The distance from the crane to the side of the vessel is 1.45 m.

The minimum size of vessel is not stated.

4. Mooring devices and fitting of moorings.

There are 50 tonne bollards every 15 metres along the whole quayside. The ship is responsible for providing mooring ropes.

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5. Capacity and space requirements of the cargo handling equipment.

Unloading capacity is 1200 t/hour with the gantry crane and 600 t/hour with the portal-mounted slewing crane. The mean capacity for PAMNAX vessels is 600-800 t/min.

The maximum distance between mean sea level and top of cargo hatch during unloading is 18.5 m. The height of the gantry crane below the outrigger is 30 m.

6. Loading and discharging procedures.

The dock supervisor visits the vessel before discharging begins to run through safety rules and agree on the discharge schedule. A wheeled loader is used in the cargo hold to a varying extent, depending on whether the cargo is difficult to empty and whether the weather is cold.

7. Calculations of quantity of cargo and draught survey.

A draught survey can be ordered through the shipbroker.

8. Conditions to be met to enable combination carriers to be accepted.

The terminal accepts vessels with mixed loads but is not able to accept ballast water.

9. Access to and from the vessel and quaysides or piers.

The ship's crew have access to the quaysides but must take great care when passing beneath a crane at work. Taxis collect and drop off passengers at the meeting point marked "Angöring Taxi" next to the office building. Because of the ISPS code, taxis can only drive up to the gangway with special permission from the supervisor. All visitors to the vessel and the crew list must be notified to the shipbroker at the port. All personnel working in the port wear special identity cards.

10. Terminal procedures in emergency situations

1.	Contact VTS LULEÅ	VHF channel 14
2.	Phone emergency number (police, ambulance, fire and rescue service)	112
3.	Contact representative of terminal/port	
	Duty supervisor Shorelink	+46 (0)920-24 4647
	Standby manager Shorelink	+46 (0)70-583 08 49
	Terminal manager Shorelink	+46 (0)920-24 4643
	Standby officer Port of Luleå	+46 (0)70-325 12 87

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11. Damage and settlement of claims for damage

Damage occurring to a port facility, quayside or the vessel in connection with mooring, loading or discharge must be notified without delay but not later than the time of departure from the port to the supervisor at the Shorelink Terminal. Claims for damage to vessels not reported with such a period of notice that Shorelink has been given an opportunity to inspect these prior to departure will be rejected.

12. Space on the quayside for gangway or accommodation ladder

The distance between the side of the vessel and the crane is only 1.45 m. If the gangway is wider, a special fender must be placed between the vessel and the quayside after mooring has been completed. Placing the gangway on the quayside closer than 0.8 m to the crane rail is not permitted.

13. Information on waste management

Annex – Waste and sludge management, rules and conditions

Annex – Waste stations and fractions

14. Other - Information concerning extreme cold

The cargo hold hatches must be in good condition so that the ship is able to close them when no cargo is being handled in the hold.