



PORT SAFETY GUIDELINES

**PORT
OULU**

2025

PORT OF OULU LTD

- **Port ID code 17050**
- **UN-location code: FIOUL**
- **GISIS-code:**

Oritkari	FIOUL-0002
Nuottasaari	FIOUL-0001
Vihreäsaari	FIOUL-0004

On 22 May 2019, a Security Certificate was issued to the Port of Oulu Ltd by the Finnish Transport and Communication Agency TRAFICOM.

Under normal circumstances, the Port's safety level is 1.

24/7 emergency contact point

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INTERNATIONAL SAFETY STANDARDS – ISPS (International Ship and Port Facility Security Code)

The Port of Oulu adheres to the code on security arrangements for ports and ships issued by the International Maritime Organization (IMO). The aim of the code is to increase maritime safety in ports and on ships. The safety standards require effective access control in port areas. The safety arrangements also improve traffic and work safety in ports.

Upon request, all persons wishing to enter and moving in the port area must show proof of identity and give a reason for their presence in the area. Proof of identity and purpose of the visit may be inquired from any unknown person present in or attempting to enter the Port by anyone working in the port area. If necessary, access may be denied or the unauthorized person may be asked to leave the premises.



ACCESS CONTROL IN ORITKARI

The Oritkari port area can only be accessed through the main gate in Oritkari with an access permit issued by the port authority or port operator.

Applications for access permit must be submitted in advance via the Port website (www.ouluport.com). The application is reviewed by the Port; if the criteria are met, access permit is granted. Access permits are always granted for a fixed period. The length of the validity period may be agreed between the applicant and the port authority. When applying for an access permit, the following information is required: personal information, time when access is needed, period of validity, contact person, and the area of the port and the purpose for which permit is being applied.

A camera at the gate identifies vehicles by their registration number. The access permit is always personal, and only the person to whom it has been issued has

the right to use it. Abuse will lead to cancellation of the permit. Smoking and making an open fire is forbidden. Smoking is only permitted in designated areas.

ACCESS CONTROL IN NUOTTASAARI

Access to the Nuottasaari port area is through the main gate in Oritkari port. There is a gate between Nuottasaari and Oritkari, and access to Nuottasaari requires a permit. Applications for permits must be made to Stora Enso's access control management. Security in Nuottasaari must be informed of all persons moving in the Nuottasaari port area. Access permit issued by the Port to the Nuottasaari port area does not give the right of movement elsewhere in the Nuottasaari plant area. Movement of ship crew between Nuottasaari and Oritkari must be agreed separately through agent. The need of access permits, with a list of crew members, must be reported to access control management at both Stora Enso and the Port of Oulu.

ACCESS CONTROL IN VIHREÄSAARI

Access to the Vihreäsaari port area is through the gate in Hietasaarentie road. Access permits to the Vihreäsaari port area are handled by the Port of Oulu Ltd. Smoking and making an open fire is forbidden in the Vihreäsaari port area.

GENERAL CONSIDERATIONS

Give right of way to machines at work!

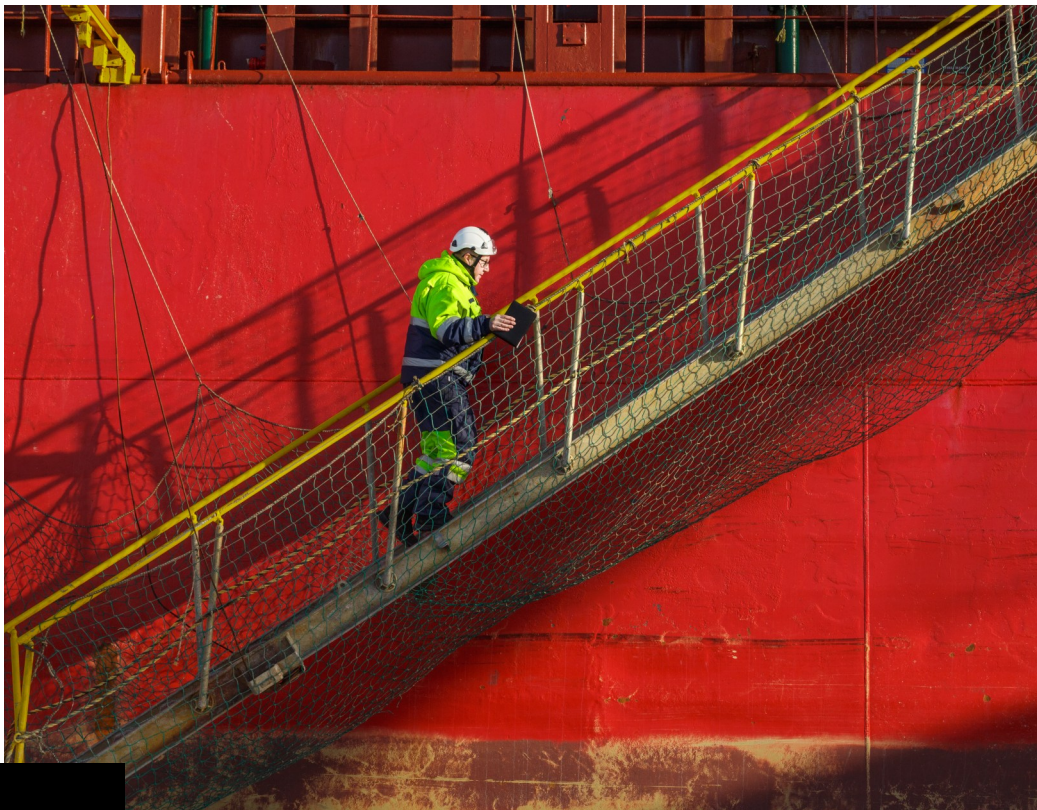
Vehicles must be parked in designated spaces. As a rule, parking is forbidden in the quay area. Helmets, personal protective equipment required by the work task and high-visibility clothing must be worn when working in the port area. The traffic signs in the port area have the same meaning as traffic signs on public roads. Machines at work must be given right of way.

GUIDELINES FOR SHIPS

When berthing ships and while ships are at berth, care must be taken to avoid damaging the cargo handling equipment on the quay, such as cranes and

their components. This must be taken into consideration particularly at berths 102 and 103, where the rail-mounted gantry cranes are located. The gangway must be placed so that it will not at any stage cause damage to the crane's power supply cable. The crane must be allowed unhindered movement while in operation. Ballast water or rainwater on the ship's deck must not be dumped on the quay where the power supply pits are located. Water entering the pits can cause considerable damage to the power supply system. When frozen, water dumped on the quay also prevents the movement of the crane. Ice also makes work on the quay deck extremely dangerous. Ice that builds up on ship structures must not be dumped on the quay.

When a vessel is under a container gantry crane while in operation, use of ship's radar is not allowed, because the crane cab is at the same height as the ship's radar aerials! Radar use causes unnecessary disturbance to the crane operator.



GENERAL SAFETY GUIDELINES FOR SHIPS

Hot work

Hot work in the port area is subject to permission. Permission for hot work in the port area can be granted by the Port's operative and technical manager or traffic manager. Permission for hot work on the premises of companies operating in the port area is granted by a representative of the company that holds the rights to the area. However, the port authority must always be informed of any hot work permits issued. The captain of the ship or their designee is responsible for any hot work conducted on board the ship. If hot work is necessary on board or on the outer side of the ship, permission must be obtained from the port authority. It is recommended that the Hot Work Safety Guidelines published by Finance Finland are followed if hot work is undertaken.

http://www.finanssiala.fi/vahingontorjunta/dokumentit/Tulityot_turvallisuusohje.pdf

Repair work on board ship

If repair work on board is necessary while the ship is in port and the ship is unable to move under its own power, permission for the repair work must be obtained from the Port Authority. The permission is granted by the Port Traffic Manager.

Drills and exercises on board ship

Lowering life boats or similar into water in the Port is not allowed without permission from the Port Authority. At all times, special care must be taken when lowering boats into water, and it must not cause danger to others in the Port.



MOVING IN THE PORT

Moving in the port area is always subject to permission granted by the Port Authority or its designee.

The speed limit in force in the Port area is 15-30 km/h, which is strictly enforced. As a result of failure to comply with speed limits or other regulations, right of access to the port area may be limited or denied either temporarily or permanently.

Pedestrians in the port area must wear high-visibility clothing and observe special caution as there is a lot of heavy traffic and machinery in the area. There are no designated pedestrian/cycle paths in the Port. It is recommended that those getting off ships leave the port area by taxi. Taxi stations are marked on the attached map. Those getting off a ship and leaving the Port on foot must use the main gate in Oritkari. **This applies to both Oritkari and Nuottasaari.** Exiting through the Nuottasaari plant gate is forbidden.

Permission is required to take photos or videos in the port area. Permission may be granted by the port authority or representative of a company operating in the port for the area under its control.

Access to ships

In addition to crew and passengers, access to ships is allowed to persons whose work is related to ship loading, unloading, maintenance, or vessel safety.

Immediately after mooring, the ship principal or agent must submit a list of crew members, passengers and expected visitors to the person in charge of access control in the Port by email: satamavalvojat@ouka.fi

Port of Oulu Ltd aims at ensuring the safety of all those moving in the port area. This calls for collaboration and compliance with these guidelines on the part of all concerned parties.



HANDLING CARGO

Handling cargo must not cause any emissions to the environment. Guidelines for liquid terminals must be followed when handling bulk cargo in the liquid terminal. Cargo remnants must be removed from loading areas immediately after cargo handling.

Handling dry bulk cargoes

The BLU code (Code of Practice for the Safe Loading and Unloading of Bulk Carriers) currently in force must be followed when handling dry bulk

cargoes. During loading and unloading of fine-grained or light bulk cargo, the rainwater gullies in the quay area must be protected with covers or in some other way by the stevedoring operator.

Water from cargo hold cleaning

Agreements on leaving ashore water from bilge cleaning and cargo remnants in accordance with the IMSBC code must be made in advance (24 h). Please contact Port Supervisors, tel. +358 44 703 2759.

SHIP WASTE MANAGEMENT

The captain of a ship arriving at Port, or a person authorised by the captain, must provide Port Supervisors with a notification of ship-generated waste and cargo residue no later than 24 hours before arrival at Port, or immediately upon departure from previous port of call, if travel time is less than 24 hours. If the ship's final destination becomes known less than 24 hours before arrival at the port, notification must be provided without delay as soon as the final destination becomes known.

A waste disposal fee currently in force is levied from all ships visiting the Port of Oulu. The grounds for ship waste disposal fees are described in the list of Port Fees. No waste disposal fee is levied from ships with special exemption granted by the Ministry of Transport and Communication. Ship-generated waste must be placed, duly sorted, in the locations indicated for that purpose. If a ship fails to comply with the guidelines, the ship/shipping company is liable for any expenses caused.



CARRIAGE OF DANGEROUS GOODS

An advance notice on goods or substances classified as dangerous must be made to the port company 24 hours prior to bringing the consignment to the port area, unless otherwise agreed. As a rule, notice must be given using the PortNet system. Substances classified as dangerous refer to substances in accordance with the regulations on international dangerous substance transports by sea (IMDG code), European agreement on international dangerous substance transports by road (ADR), and regulations on international dangerous substance transports by rail (RID).

In addition, when transporting particularly dangerous substances or very large quantities, it must be checked in advance whether the consignment in question can be brought to the port area (advance inquiry). If no advance notice regarding dangerous substances has been made to the Port, the port authority may prohibit its unloading from the ship or its entrance to the port area.

Explosives and radioactive substances may not be stored in the Port area without permission from the port authority.

STORAGE OF DANGEROUS SUBSTANCES IN THE PORT

Some dangerous substances must be taken from the Port area without delay. Others may be stored in the Port at the price indicated in the Port of Oulu price list.

Dangerous substances must be stored in appropriate designated facilities in the port area. Special attention must be given to the combined effect of the substances and keeping them separate while in storage.



MAP OF THE PORT OULU

