

Port Regulations for the Port of Walsum South, Port of Schwelgern and the Bandanlage Walsum of thyssenkrupp Steel Logistics GmbH (as of September 2025 - 09/2025)

1. General

These port regulations apply to the area of the Port of Walsum South and Port of Schwelgern (including the loading facility/blast furnace slag loader Pipe and loading facility Walsum/BAW) of thyssenkrupp Steel Logistics GmbH (hereinafter referred to as tkSL). They are intended, in particular, to protect ship crews and port operators from hazards while cargo ships are in the port. The ship's captain is responsible for compliance on behalf of the ship's crew. They must ensure that the Port Regulations are communicated to the ship's crew, passengers, and visitors, and that they adhere to them.

2. Registration

The ship's captain must register in advance by telephone with the responsible dispatcher or at the control center:

- For the Port of Walsum-South area, contact the dispatcher at the Port of Walsum (Tel. +49 203 52 26204). The dispatcher at the Port of Walsum is generally only available during office hours from 7:30 a.m. to 3:30 p.m. Outside of these hours, the shift coordinator at the Port of Walsum can be contacted at Tel. +49 203 52 49620.
- For the areas raw material handling and Pipe or BAW (conveyor-belt loading stations), contact the dispatcher at the control center north (Tel. +49 203 52 25603).

Entry into the factory harbors must also be coordinated in advance (via maritime radio) with the tugboats. The dispatcher/shift coordinator at the Port of Walsum or the control center north dispatcher will grant entry permission and assign a berth. No entry into the port is permitted without permission. The allocation of berth must be complied with. Upon reaching the berth in the Port of Walsum South, the ship's captain or his representative must register in person at the control center of the Port of Walsum South.

If a different procedure is taken, this will be communicated directly to the ship's crews by the loading personnel.

3. ISPS Code

The regulations of the International Ship and Port Facility Security Code (ISPS Code) must be complied with. Handling of coasters is only permitted in the ISPS area. The measures contained in the security plan must be followed.

4. Conduct on the factory premises

Entry onto the factory premises is only permitted for a valid reason (e.g., absolutely necessary for the loading process, for proper waste disposal, imminent danger - emergency).

Any further stay in the factory premises in connection with "landing a vehicle" is only permitted after documented "basic safety training," distribution of the "visitor pass checklist" for the gate, and escorting the vehicle to the nearest gate. Entry into the factory premises is then via the same gate.

Before entering the factory premises, the appropriate disembarkation point must be determined with the relevant shift coordinator at the control center, taking into account the specific operational conditions (including the ISPS area) and the hazards associated with handling/transport operations and factory traffic.

The location for "landing a vehicle" is limited to the Port of Walsum South factory premises, quay 3 (outside the ISPS area). This must be coordinated with the Walsum control center in advance.

The ship's captain/master is responsible for safe mooring, crossing, and communicating the hazards and behavioral guidelines to the on-board crew.

When entering the factory premises, the prescribed, marked footpath from the ship to the control center must be used strictly.

If it is necessary to leave the factory premises, proceed as described above and use the designated route according to the site plan. Railway tracks may not be entered except at designated crossings.

Children under the age of 14 must be taken by the hand immediately after leaving the ship. Dogs must be kept on a leash.

Photography and filming are not permitted.

The consumption and use of alcoholic beverages, intoxicants, and drugs are prohibited on the factory premises. Likewise, entering the factory premises while under the influence of alcoholic beverages, intoxicants, or drugs is prohibited. Smoking is only permitted in designated smoking areas.

To protect company and personal property, factory security employees are authorized to conduct checks (when entering/driving onto the factory premises).

Prohibition, mandatory, warning, and rescue signs within the factory premises must be observed.

Walking or remaining under suspended loads is prohibited.

5. Traffic rules on the factory premises of thyssenkrupp Steel Europe AG (tkSE)

Rail vehicles have priority.

The German Road Traffic Act (StVO) applies to the entire factory premises.

Low beam headlights must be used at all times throughout the entire factory premises.

To leave the factory premises, always use the nearest gate.

The maximum speed limit specified within the factory area must be observed.

Compliance with the German Road Traffic Act (StVO) and load securing regulations is monitored by the factory security department.

When entering the loading hall at the Port of Walsum South, hazard lights and low beam headlights must be activated. Drive at walking pace. Driving onto the factory premises or loading hall is only permitted with prior approval from the company.

Violations will be punished.

6. Personal Protective Equipment (PPE)

Members of the ship's crew who are on board or leaving the ship as described in section 8 must use at least the following personal protective equipment:

- Safety helmet
- Sturdy footwear
- Body-covering clothing
- High-visibility vest
- Safety goggles
- Life jacket

7. Behavior in the event of danger

In the event of danger – if alarm devices are triggered or if a verbal alarm is given – the danger area must be left quickly and without haste. The marked escape and rescue routes must be used. The designated assembly point must be reached and further instructions from the tkSL operational/safety personnel must be awaited.

If an emergency call must be made, the area number for the location must be provided.

The following area numbers apply to the Walsum Port area:

- B 278 : Loading hall, Rhine bank and Walsum control center
- B 277 : Quay 4 and Quay 5
- B 275 : Walsum slab storage facility
- B 437 : Loading facility Walsum BAW (Rheinwerft storage area)

The following area numbers apply to the Schwelgern Port area:

- B 216 : Blast furnace slag loader Pipe and bridge 3 (north bank)
- B 220 : Coal unloading cranes 3 and 4 (west bank)
- B 221 : Ore unloading ship unloaders SE 3 and 4 (east bank)
- B 281 : Ore unloading ship unloaders SE 1 and 2 (south bank)
- B 222 : Schwelgern Port Service Building

Instructions from the tkSE/tkSL safety and operational personnel must be followed.

8. Duties of the Ship's Captain

The captain is responsible for general traffic safety obligations on board. According to these, every captain is obligated to ensure that no occupational hazards (e.g., due to repair work), no material hazards (e.g., uncovered openings in traffic routes), and no traffic hazards (e.g., unsuitable access facilities) arise in their work area.

Before port personnel board a watercraft, it must be ensured that a representative of the ship's crew is on deck and within the field of vision of our port personnel. Entry or exit from the watercraft is only permitted after clear agreement (hand signals, eye contact) between the loading personnel and a crew member. Departure or moving the watercraft is only permitted once the loading personnel and work equipment have completely cleared the watercraft and its danger zone. This is only permitted after clear agreement (hand signals, eye contact) between the loading personnel and a crew member.

If port personnel determine that the distance between the aforementioned vehicles and the quay wall is too great, the vessel's captain must ensure safe passage.

The vessel's captain must conduct himself in such a way as to avoid any noticeable air pollution or noise in the vicinity of our facility.

In the event of violations of the port regulations by the vessel's captain or his crew, tkSL will take appropriate measures. Depending on the nature and severity, violations may result in, for example

- a warning,
- a ban on access to the facility for persons, and/or
- the exclusion of the vessel's captain from further handling assignments.

tkSL reserves the right to involve the authorities and demand compensation if necessary.

Persons on the open deck, in the gangway, or in a similarly dangerous area that poses a risk of falling overboard during loading or other work must wear a life jacket.

During loading, no work may be performed on or around the ship that could endanger tkSL employees or members of the ship's crew.

To avoid the risk of falling, the ship's crew must always tighten the ropes during loading to ensure that no unacceptable distance is created between the quay wall and the ship.

During loading, the engine (main and auxiliary) must be switched off and the available shore connections must be used. This does not apply to loading via the BAW loading facility on the Rhine.

Complaints regarding the cargo must be reported immediately and without undue delay to the shift coordinator responsible for the port area upon becoming aware of them. There is no right to complain after leaving the port.

After completing loading at the BAW and PIPE, the ship's captain must check out with the facility operator and sign all required documents. The ship must then leave the loading point, but no later than upon request by port personnel.

After completing the unloading of bulk cargo, the ship's captain can request the unloading certificate from the Schwelgern Port Shift Coordinator.

After completing loading or unloading at the Port of Walsum, the ship's captain must personally check out at the Port of Walsum South Control Center and sign all required documents. The ship must then leave the port, but no later than upon request by port personnel.

9. Environmental / Fire Protection

Safety regulations for fire and explosion protection must be strictly observed. The following must be observed in particular:

- Reducing fire loads on board
- Keeping escape routes/access routes clear for the fire department
- Maintaining access and accessibility to existing fire protection equipment
- Labeling and controlled storage of flammable materials
- Equipping the vessel with suitable fire extinguishers
- Compliance with smoking bans
- Carrying out work involving fire hazards only in conjunction with a valid permit for fire hazard work and the specified measures
- Improper use of fire protection equipment is prohibited

Local fire protection regulations and escape route plans must be observed.

Before the ship's captain contacts the authorities, the relevant departments at tkSE (e.g., Occupational Safety and Health, Environmental Protection Team) must be informed via the port management.

The ship's captain must ensure that the presence of his vessel or the ship's crew does not cause soil or water pollution. Care must be taken when storing and handling substances hazardous to water. Compliance with regulations must be ensured.

All environmentally relevant incidents/damages and events, releases of substances (gas, water-polluting liquids, etc.), fires, and explosions must be reported immediately to the port management.

10. Other Provisions

10.1. Waste Disposal

Existing disposal systems (e.g., containers) must be used to dispose of typical waste (household waste) in normal quantities. For this purpose, the tkSE waste disposal companies provide collection containers at designated locations (**appendix Waste Management Plan**).

Typical household waste must be properly separated and disposed of in collection facilities.

In special situations (for larger quantities or for waste types requiring special collection/disposal), a charge for acceptance/disposal may be applied.

The need to accept waste in excess of this amount must be reported to the control center in advance, and the procedure/charge method must be coordinated (with the tkSE waste disposal departments).

Uncoordinated or improper waste disposal is prohibited and will be reported to Plant Security.

In addition, the currently applicable CDNI regulations must be strictly observed.

10.2. Absence of the captain

The captain ensures that a suitable representative who speaks German is present on board during his absence. The representative must be able to provide information about the vehicle and its cargo. He must also fulfill the duties of the captain.

10.3. Protection of Minors

The employment of young people under the age of 16 (except for educational purposes) on the plant premises is prohibited.

10.4. Work on and in the Vessel

Work on and in the vessel must be reported by the captain to the shift coordinator. The safety check in accordance with the conditions for the deployment of external companies of tkSE must be applied. The safety check is signed by the captain, his contractor, if applicable, and the shift coordinator.

10.5. Procedure in the Event of Accidents/Illnesses

The captain must immediately inform the shift coordinator in the event of an accident, an environmentally relevant incident, or a reportable illness of an employee. The shift coordinator then initiates the appropriate reporting process.

11. Import and Export

For the import and export of assembly equipment, devices, tools, materials, workstation systems (PCs and accessories), etc., that remain the property of the captain or the ship's crew, the "Entry and Exit of Third-Party Property" form available at the factory gates must be completed as proof.

The import of weapons, weapon parts, ammunition, or pyrotechnic products is prohibited. It is prohibited to bring unauthorized persons onto the factory premises.

12. Important Telephone Numbers

Port of Walsum South / Dispatcher:	0203 5 226204
Port of Schwelgern Dispatcher Control Center North:	0203 5 25603
Port of Walsum South/ Shift Coordinator:	0203 5 249620 or 0172-2105159
Port of Schwelgern/ Shift Coordinator:	0203 5 24703 or 0177-5725578
Factory emergency Call/ Fire Department/ Emergency Service (tkSE):	0203 52 40 112 (Security Center)

13. Appendix

Appendix (3) Schematic overview of the ports including waste disposal plan.

Überarbeitet:	Geprüft:	Geprüft:	Genehmigt:
Pohl	Elias	Werner	Gebel / Beughold
			
Datum, Unterschrift	Datum, Unterschrift	Datum, Unterschrift	Datum, Unterschrift